

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.

The long term consequences of this car based transport strategy are not only a poor choice as far as efficiency and environmental aspects but they are also impact on our health with increased sitting time instead of more active time due to walking to the bus or active transport.

Yours sincerely

Aravinda Thiagalingam
30 Cove St
Birchgrove NSW 2041
vinda@me.com

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Lilyfield Rd was closed because the City west Link was built - don't make the people of Lilyfield Rd have to endure the stress of having thousands of cars on their doorsteps again!

Yours sincerely

Mr James Butchart
189 Lilyfield Rd
Lilyfield NSW 2040
jamesbutchart@bigpond.com

3603

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Building more roads will not solve the transport problems, have some long term vision please and build more public transport at affordable ticket prices. Do not destroy the inner west humans before roads.

Yours sincerely

Ms Jennifer Watson
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jg.watson@hotmail.com

3604

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Yours sincerely

Fay Nguyen
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3605

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Yours sincerely

Fiona Lam
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3606

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Kate Fisher
829 W 12th St
Tempe AZ 85281
katfish75@yahoo.com

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We should notice what other countries are doing to address traffic issues and they are solving it with PUBLIC infrastructure ie Rail not cars & buses. This is the short & long term solution. 15 Billion for rail & trams is the answer not polluting unfair tollways. It's a no brainer.

Yours sincerely

Deirdre Evans
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3608

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An exceptionally wasteful concept, shrouded in secrecy, bulldozed through just like the ineptly planned south eastern tram system. This government needs to be taught lessons in public transport management and the basic tenets of a democracy. But probably what is worst of all, this government totally lacks imagination. At the very least it could examine what more enlightened city managers have done elsewhere (Germany, France, Netherlands, Switzerland, China, Japan are just a few examples.)

Yours sincerely

Mr Edward Primrose
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Leichhardt NSW 2040
edward.primrose@me.com

3609

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Robert Boakes
115 Pyrmont St
Pyrmont NSW 2009
bob.boakes@sydney.edu.au

3610

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This proposal will lock Sydney into more car dependency for coming decades.

Yours sincerely

Michael Amos
1 Deller Pl
Blakehurst NSW 2221
michael.amos80@gmail.com

3611

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John Kenyon
90 Darley St
Newtown NSW 2042
john@johnandelizabeth.com

3612

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Yours sincerely

Ms Galin Anchik
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Lilyfield NSW 2040
galina.anchik@gmail.com

2018/8
3613

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Yours sincerely

Mr Derek Low
Unit 40 /150 Wigram Rd
Forest Lodge NSW 2037
derekjlow@gmail.com

3614

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The Victoria Park Zetland precinct is jammed with traffic now without adding more. There has not been any plans to install light rail or any other PT other than Sydney City Council efforts. This 15 billion dollars could make a sizeable difference to the cost of constructing alternative transport other than promoting the use of the dinosaur that is the private car.

The quality of life in this area does not need to be dragged down further we have the largest airport in the country just kilometers away. Surely more P/T for this area is the sensible way to spend ever dwindling tax payer dollars.

Yours sincerely

Will Bowen
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Alexandria NSW 2015
whb7773@hotmail.com

~~3615~~
3615

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I strongly oppose the Westconnex proposal on the grounds that it is expensive, will destroy people's homes and businesses, will pollute the air, will encourage more car use, and will not provide a long term solution to traffic jams.

The NSW government should instead commit to greatly expanding public transport.

Yours sincerely

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Annandale NSW 2038
miguel@ecopella.org

3616

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Shaun Goss
20 Gray St
Swansea NSW 2281
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3617

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Yours sincerely

Liam Comer
18 Wolseley St
Haberfield NSW 2045
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Yours sincerely

Mr Arron Dickens
Unit CG02 /23 Colgate Ave
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25/11/15
3619

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Yours sincerely

Kiri Valsamis
92 Columbia Rd
Seven Hills NSW 2147
kvalsamis@bigpond.com

12/11/15
3620

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When will the political class in this country adopt the thinking of modern, forward thinking states and plan for the efficient and effective solution of improved public transport.

Yours sincerely

Elizabeth Williams
5 Boomerang St
Haberfield NSW 2045
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This type of type of 'remedy' will just get us to the bottleneck quicker! Will we do a similar project in another ten years' time?

Yours sincerely

Michael Ord
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3622

The Director
Infrastructure Projects, Planning Services
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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

No WestConnex without an public and independent review of cost/benefits. King Street is already bumper-to-bumper: we don't need more cars there turning it into another Parramatta Road. The Inner West needs more public transport, not WestConnex.

Yours sincerely,
Jim Lowe

Jim Lowe
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2/15/2015
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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

There are many environmental reasons for choosing public transport over more roads and cars. In addition the social impact of more roads and cars is negative as well. To be honest I have a hard time seeing any thing good for the community or planet from west connect

Yours sincerely,
Connie Henson

Connie Henson
177-219 Mitchell Rd
Erskineville NSW 2043
chenson@learningquest.com.au

3624

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

2 Nov 2015

Dear Director,

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

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

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. WestConnex 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.

This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

Westconnex is a retrogressive step that does not take us in the right direction in any way.

Yours sincerely,
Damian O'Reilly

Damian O'Reilly
Unit 6 /2 Coulson St
Erskineville NSW 2043
djedit@hotmail.com

~~3625~~
3625

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

2 Nov 2015

Dear Director,

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

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

Government should invest on public transport, this project will bring more cars to the area, more pollution, less green areas and possible contamination of our waterways. No to Westconnex!

Yours sincerely,
Karin Ramos

Karin Ramos
Unit 63 /2 Coulson St
Erskineville NSW 2043
karinkubota@hotmail.com

3626

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

2 Nov 2015

Dear Director,

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

Please do not allow the destruction of the quality of life in St Peter, Erskineville and surrounding area. Westconnex will dump an enormous amount of traffic on an area that already struggles with the traffic choking our roads. There must be other alternatives.

Improve public transport, make public transport more affordable to encourage more people to use it, make incentives to stop people from needing to use their cars to travel to work. Make our city liveable. Everyone knows that if you merely build more roads then more cars will travel on it and capacity will be reached as soon as it opens. It's a no brainer. One would hope that those in positions of power would use their brains.

Yours sincerely,
Susan Russell

Susan Russell
Unit 70 /2 Coulson St
Erskineville NSW 2043
suz.57@bigpond.com

3627

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

2 Nov 2015

Dear Director,

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

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

The Westconnex will ruin the way of life for all the residents in the inner west who at present enjoy open space and a reasonable lifestyle.

Our streets are already congested with traffic, even back streets are like car parks, and it will encourage more traffic to find alternative routes.
Please reconsider Westconnex and improve public transport.

Yours sincerely,
Pat Vaughan

Pat Vaughan
25 Pleasant Ave
Erskineville NSW 2043
patvaughan0484@gmail.com

3628

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

2 Nov 2015

Dear Director,

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

I have lived in Erskineville for over a decade and to see a proposal such as this that will affect our local parks in such a highly populated area with a large number of children (the number of babies born being more than the 1950s baby boom in the inner west when my son was born - now aged 6) is disgraceful. The area cannot sustain the traffic now, let alone to be a side feeder to the end of this. King Street is at a stand still most afternoons and mornings and cannot bear this traffic load. More public transport is needed not a reduction in trains and buses and increase in cars. This proposal has no positives and only negatives in my view.

Yours sincerely,
Kathleen Hainsworth

Kathleen Hainsworth
32 Pleasant Ave
Erskineville NSW 2043
kath_crawley@hotmail.com

3629

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

2 Nov 2015

Dear Director,

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

Instead, invest in public transport and cycle lanes. Think of the negative long term effects this project will have on local residents and the environment, rather than cashing in.

Yours sincerely,
Sam van der Werf

Sam van der Werf
Unit 411 /33 Bridge St
Erskineville NSW 2043
samvanderwerf@hotmail.com

22/11/15
3630

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

2 Nov 2015

Dear Director,

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

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

This proposal is clearly going against the trend of trying to decrease car usage. The future has to be public transport, not more motorways. Great cities have great public transport systems, and this is where I believe governments should be directing their funding.

Yours sincerely,
Andrew Planner

Andrew Planner
141 George St
Erskineville NSW 2043
chookandandy@yahoo.com

21/11/15
3631

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

2 Nov 2015

Dear Director,

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

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

The WestConnex makes no sense (cents) but is costing billions! Adding pollution, increasing cars and tolls, decreasing green space, pulling down people's homes, destroying neighbourhoods, killing communities all whilst not solving the public transport issue.
It's actually not connecting anything, it's disconnecting everything!

Yours sincerely,
Janelle Haigh

Janelle Haigh
Unit 2 /15-23 Knight St
Erskineville NSW 2043
janelle.haigh@gmail.com

3632

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

2 Nov 2015

Dear Director,

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Building ridiculous tunnels perpetuates the fallacious assumption that the car is a tool we use. My recent experience without a car (nearly 2 years now!) has made it apparent that we don't use cars, but cars use us, demanding more and more, like little tin gods that end up controlling our lives. Let's recover our sense of our selves, distance, and our connection to the world by not allowing what was once developed as a tool to wag the dog.

Yours sincerely,
Peter Fyfe

Peter Fyfe
Unit 4 /159 George St
Erskineville NSW 2043
me@peterfyfe.com

2015/11/02
3633

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

2 Nov 2015

Dear Director,

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

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

The more I read about WestCONnex, the more the Government is hiding, the more I am suspicious of corruption, mismanagement and the waste of taxpayers money regarding this monster road.

Yours sincerely,
Dolores Neilley

Dolores Neilley
Unit 5506 /177 Mitchell Rd
Erskineville NSW 2043
lola.neilley@gmail.com

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

2 Nov 2015

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

1. you are pumping the cars out into Alexandria then where are they going to go? This is an absolutely ridiculous idea and will just ruin the inner west. Why should we have to put up with everyone else's cars in our streets, going no where
2. more cars more fumes - no thank you. If people want to come into the inner west and CBD use public transport
3. you are just turning our suburbs in highways. We have communities and you are trying to ruin them
4. The inner west has vey little green space and you want to remove even more of it. Carve some of Sydney Park off, reduce the amount of places for our indigenous fauna and flora to live. What about a 'NorthConnex' at Mike's place on the 'northern beaches'
5. We can't trust contractors to do the right thing, there will be further contamination to our waterways. More filth running off too many streets into our waterways, rubbish and toxins affecting all of us
6. The government is already letting people teardown the history and architectural influences in Australia and now more are going to go. This is not progress. This is reducing the enjoyment, lifestyle, health and satisfaction of living where we do. Might be time for a class action against the government for reducing our lifestyles, values of our houses, ability to move freely in our residential suburbs due to disruption and completely changing what so many of us moved in for. A community not ugly highway

7. Westconnex is made for EVERYONE apart from those people that want DRIVE to the inner west. Catch public transport. Save taxpayers and my money. Make public transport better. This is simple 101
8. The first I found out about Westconnex was AFTER the government had made the decision and dirty deals to go ahead. How dare you make decisions based on what YOU want done without asking us. NONE OF YOU live where this is going to affect do you?????

This is supposed to be a democracy not a Farrell_Baird state. Look what they have let happen at Darling Harbour. Bl@@dy awful...ruined the place. That which is not owned by Packer. How dare you sell of NSW assets

I would like a personalised response from YOU

Yours sincerely,
E Jensen

E Jensen
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Erskineville NSW 2043
davelec14@bigpond.com

Q16/BA
3635

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

2 Nov 2015

Dear Director,

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

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

WestConnex is not a suitable long-term solution and is not what the local community wants.

Yours sincerely,
Katherine Mara

Katherine Mara
96 Wilson St
Newtown NSW 2042
katemaragirl@hotmail.com

21235
3636

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

2 Nov 2015

Dear Director,

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

It would be great to get some transparency around this major infrastructure development

Yours sincerely,
Alice Cahill

Alice Cahill
128 George St
Erskineville NSW 2043
alice.cahill@optusnet.com.au

2/11/15
3637

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

2 Nov 2015

Dear Director,

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

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

As a resident and homeowner in Newtown I object to building motorways that will increase traffic through the area, increase congestion on local roads and encourage the passage of more cars through the inner west. What Sydney needs is more public transport, and decisions that reduce the number of cars on all roads, reducing fossil fuel use, air and water pollution, heat pollution and the climate change impact of increasing car use. Measures need to be taken to reduce traffic everywhere - this means public transport, good suburb/urban design to reduce the need to travel - not motorways that inevitably just shift congestion around in the short term and then become congested themselves in the long term, but don't cause people to decide to opt out of being part of the problem - which is car use. Ditch the WestConnex and actually think about a long term solution for Sydney and the planet.

Yours sincerely,
Malcolm Mitchell

Malcolm Mitchell
35 Trade St
Newtown NSW 2042
malcmitchell@hotmail.com

2016/08/24
21/6/2017
3638

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)

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

I 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.

I strongly object to taxpayers funds being wasted on Westconnex; and the demolition of homes and communities in the process; it will halve The Bays knowledge economy precinct by cutting through this precinct. Why not address the real issues of lack of connectivity across Sydney and NSW? Much of Sydney either has minimal public transport or none at all! Apart from some roads many rural towns and villages are isolated from major centres.

-A.M. Monday to Friday to commute out of East Ryde is confronting; Pittwater Road is like a carpark; it can often take 30 minutes before exiting onto Epping Road; to then be caught in traffic on one lane only to drive to Lane Cove; or resort to the Lane Cove Tunnel to drive to the city.

-an alternate route out of East Ryde is Badajoz Road Ryde at the top of Twin Road to access North Ryde/Macquarie Park/Epping Road is also like a carpark a.m. Monday to Friday.

-East Ryde has a bus service which cuts out during the day; there is a service to the city and to Macquarie University/Shopping Centre.

-no bus service to Top Ryde.

-no bus service to the North Ryde Station nor parking facility; instead the NSW Govt has sold the land for highrise development; access to the station is by a very long walk which is not practical or drop off by car.

-many frustrated East Ryde workers drive their car to North Ryde, Gladesville, Drummoyne or Lane Cove in order to access a more frequent bus service esp. for the return home journey. (to avoid a 30 min 60 min wait for a bus)

-hence the need for an increased bus service to East Ryde and other like suburbs to take more cars off the road.

-Sydney has become a large inefficient city which must detract from its economy.

-taxpayer \$\$ would go a lot further with development of public transport without the demolition of homes and communities in the process;

For how long does the NSW Govt believe they are going to continue with battering Sydney communities with this toll road project while denying the people the public transport that is needed? How long does the NSW Govt believe they can get away with this?

Yours sincerely

Leonie Dean
89 Moncrieff Dr
East Ryde NSW 2113
leoniejd@hotmail.com

12/10/2018
3639

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

2 Nov 2015

Dear Director,

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

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

This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

In order to secure sustainable transport services into the future and in line with other major global cities that Sydney aspires to, significant investment and development of public transport need to occur.

Yours sincerely,
Edward Reis

Edward Reis
35 Trade St
Newtown NSW 2042
edwardreis@hotmail.com

1246137
3640

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

2 Nov 2015

Dear Director,

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

We need improved public transport and bike cycling paths not more roads.

Yours sincerely,
Catherine McMillan

Catherine McMillan
4 Holdsworth St
Newtown NSW 2042
cathyvc@iinet.net.au

22/11/15
3641

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

2 Nov 2015

Dear Director,

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

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

We need better public transport solutions, not more motorways.
This will ruin some of Sydney's most vibrant areas.

Yours sincerely,
Catriona Burgess

Catriona Burgess
47 Gowrie St
Newtown NSW 2042
catriona.burgess@gmail.com

22/11/15
3642

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

2 Nov 2015

Dear Director,

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

I object to the fact that, irrespective of projected profit or loss, the financial business case has not followed due process and the project has begun without either this, an full EIS, or a traffic impact assessment having been produced, I object also on the grounds that this project has not taken into account increased/improved public transport as a viable alternative.

Yours sincerely,
Andy Jackson

Andy Jackson
78 Gowrie St
Newtown NSW 2042
ozlambretta@gmail.com

3643

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

2 Nov 2015

Dear Director,

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

Having lived in Newtown for ten years, it is impossible to overestimate how this proposal will drastically change the iconic suburb and the lives of it's residents! Sydney is supposed to be a 'city of villages'. This road construction will also deter all the visitors who come to enjoy the unique shops, restaurants and atmosphere. The traffic on King St and in surrounding streets is already a nightmare for those of us who have made our homes there. We do not need more roadways but increased expenditure and planning for public transportation. PLEASE STOP WESTCONNEX! It will be a disaster well into the future.

Yours sincerely,
Nicolette Stasko

Nicolette Stasko
79 O'Connell St
Newtown NSW 2042
nicolette.stasko@sydney.edu.au

20483
3644

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

2 Nov 2015

Dear Director,

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

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

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. WestConnex 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.

This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

I am also concerned about the position of the new smoke stacks / fume control and their impact in air pollution and children and people nearby. I do not want to see local roads and streets of Newtown with thousands of extra cars a day. These roads are already busy and dangerous for our children living nearby. I want to see better public transport instead of this obnoxious project. We need to be responsible for greenhouse warming and preserving the local communities and shopping strip of Newtown and King St and encourage people to use public transport.

Yours sincerely,
Eloys Harradence

Eloys Harradence
8 Hawken St
Newtown NSW 2042
eloy@ironcove.com.au

3645

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

2 Nov 2015

Dear Director,

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

1. I object to the totally disproportionate allocation of public funds (my funds!) to the city of Sydney at the expense of regional New South Wales.
2. I object to the fact that there is a lack of commitment by the New South Wales government and parliament to an improved and expanded public transport system that would benefit a greater proportion of the population and be more environmentally responsible.
3. I object to the policy of adding more toll roads to Sydney and not making a more determined effort to discourage one-passenger travel which is and always has been a feature of the city's traffic system.

Yours sincerely,
Christine Fry

Christine Fry
91 Bedford St
Newtown NSW 2042
christinem.fry@gmail.com

3646

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

2 Nov 2015

Dear Director,

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

Every civilised country in the world is moving away from more roads. Why are we obsessed with being the laughing stock of the civilised world by building more freeways and apartments through communities that have buildings that were built at the beginning of our very short history. Have any of you ever visited Europe? Have you looked around and seen the beautiful old buildings?? This is what you are destroying along with our park ways and open spaces. Have you tried sitting under the Anzac Bridge junction at the Fish Markets? It is deafening! People like you tried to destroy Glebe in the 70's! Look how everyone ridicules them for their short sightedness in trying to destroy our Victorian history! Have you learnt nothing?? No one wants this monstrosity!! No one!! Except you who will line your pockets and sit back and watch Australian history and communities be destroyed!!

Yours sincerely,
Darren Simokins

Darren Simokins
darren.simpkins@gmail.com

~~3647~~
3647

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

2 Nov 2015

Dear Director,

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

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

Please don't be a part of ruining our wonderful inner west. A motorway pushed through our area will be straight up vandalism.

Don't make this a scandal!

Do the right thing for the People of Sydney.

Yours sincerely,
Peter Tregillgas

Peter Tregillgas
team@substancedesign.com.au

2/6/11
3648

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

2 Nov 2015

Dear Director,

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

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

I strongly object to the Westconnex project. Building greater capacity for cars will simple induce more demand and encourage more cars onto the road. 'Induced demand' is a globally observed phenomenon.

Truly exceptional global cities have great public transport. Westconnex is a \$15bn investment in out-dated transport solution not fit for a global city. We need more investment in public transport and less space dedicated to those who chose to travel in personal cars.

Yours sincerely,
David Goodman

David Goodman
davidgoodman81@gmail.com

3649

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

2 Nov 2015

Dear Director,

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I object to the extremely poor level of expertise held by the company GHD in terms of social impacts of major infrastructure projects. It's analysis in the study paid insufficient attention to the impacts on community and compulsory property acquisitions. Also I object strongly to the insufficient and inappropriate level of compensation being offered to residents of compulsory acquired properties. Slater and Gordon Lawyers, who are representing about 70 property owners affected by WestConnex compulsory acquisitions have found that offers are 20-50 per cent below what clients' properties are worth. Source: <http://www.smh.com.au/nsw/residents-offered-far-below-market-value-for-homes-needed-for-westconnex-lawyer-says-20150702-gi3puf.html>

Yours sincerely,
Rob Baird

Rob Baird
robertcampbellbaird@gmail.com

21/11/15
3650

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

2 Nov 2015

Dear Director,

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

No to westconnex.

Yours sincerely,
Doug Nethery

Doug Nethery
doug.nethery@gmail.com

3651

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

2 Nov 2015

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New Canterbury Rd in Lewisham is already a big accident waiting to happen. This is a residential corridor and you want to put more cars on this road? It'll cost you millions more to fix the road with the estimated extra traffic.

Yours sincerely,
Dacey Walker

Dacey Walker
rabbitoh_dace@hotmail.com

3652

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

2 Nov 2015

Dear Director,

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We need to work towards a better public transport system, not make more roads that will only encourage more people to drive. I frequently endure the M4 and M5, neither make travelling a pleasant experience, nor does the behaviour of other frustrated road users. But making more roads, enabling more people (in the short term) to drive is not the answer. I recently visited New York; the public transport system there makes you wonder why anyone would own a car. Let's get Sydney's public transport to a state that enables people to use it without any perceived inconvenience, and get those cars off the roads!

Yours sincerely,
Fleur James

Fleur James
fleurjames1@hotmail.com

3653

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

2 Nov 2015

Dear Director,

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

Please make Parramatta Road free from cars not more in the future

Yours sincerely,
Cathie Broughton

Cathie Broughton
cathiebroughton@gmail.com

21/11/15
3654

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

2 Nov 2015

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

I strongly feel we need the huge amount of money being put into WestConnex put into public transport instead. The answer to Sydney's transport issues is NOT to induce more people to drive to the CBD and other inner suburbs.

Yours sincerely,
Gillian Reffell

Gillian Reffell
ggmk@optusnet.com.au

3655

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

2 Nov 2015

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Sydney is behind most of the Western world when it comes to public transport efficiency and reliability. More public transport options, more frequent services, and reliability will enable many people to leave their cars at home and will free up space on the road. This tunnel will only add to the problem, and delay the inevitable realisation to invest in public transport.

Yours sincerely,
Rebecca Ward

Rebecca Ward
jade8devlin@gmail.com

3656

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

2 Nov 2015

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

A environmentally and economically sustainable transport system should be our first priority.

Yours sincerely,
Joshua Magee

Joshua Magee
Unit 1 /260 King St
Newtown NSW 2042
joshmagee90@gmail.com

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

2 Nov 2015

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

In the interest of Australians, particularly those who live in the affected area, please based your decision on the long term benefits with these key points:

- sustainable: a solution that provides for itself instead of being a burden for fellow citizens. Should we invest in roads and therefore, should citizen invests in cars OR, should we invest in public transportation for now and the future.
- regression: will it be a solution that will not introduce more problems in the future i.e. more roads, more cars, eventually, more traffic and finally, even more roads required? This is clearly not a solution but "one step forward, two step backwards".
- eat your own dog food test. Would you consider this project if the highway goes to your neighborhood?

All I am asking you is, please consider the Australian way. The Australian people. Australian first.

Yours sincerely,
Wen Yeow

Wen Yeow
Unit 83 /3 Erskineville Rd
Newtown NSW 2042
whyew@gmail.com

24/5/14
3658

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

2 Nov 2015

Dear Director,

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

Dear Premier. You pride yourself on being a Premier for all the people and the future of this great state. I am a mother of a young family. We love the community feel of this area and do not want to see it separated and destroyed by the West Connex. This will also lead to more traffic on the roads and more pollution. We should be reducing our carbon emissions and making our environment more healthy for future generations. We should be looking to better Public Transport as the solution

Yours sincerely,
Neisha D'Souza

Neisha D'Souza
30 Dickson St
Newtown NSW 2042
neisha_d@hotmail.com

3659

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

2 Nov 2015

Dear Director,

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I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

More roads means more traffic on the roads and more pollution. This is a very short sighted proposal from a Government and Premier who prides himself on planning for our future. Public Transport is the answer. It will also destroy the community feel of Newtown and signal the end of one of our most eclectic and artistic communities. Make Sydney more people friendly. Not Los Angeles.

Yours sincerely,
Lance Chamberlain

Lance Chamberlain
30 Dickson St
Newtown NSW 2042
lance_chambo@hotmail.com

3660

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

2 Nov 2015

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

I also object to this proposal as it will divide local communities and force hundreds of people out of their homes and neighbourhoods.

Yours sincerely,
Clifford Plumptre

Clifford Plumptre
30 Simmons St
Newtown NSW 2042
cplumptre@gmail.com

3661

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

2 Nov 2015

Dear Director,

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This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal as it encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.

I've travelled to many major cities in the world and Sydney strikes me as one of the most traffic congested. We should be doing more to get people out of their cars, not making it easier for motorists to keep clogging up our city. We ditched our car 5 years ago and haven't missed it once.

Yours sincerely,
Karen Thurner

Karen Thurner
33 O'Connell St
Newtown NSW 2042
kthurner@rockdale.nsw.gov.au

3662

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.

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

I 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.

We must bring out transport system into line with the world's best practice and make public transport as efficient and accessible as it is in other major world cities.

Yours sincerely

Rita Tratt
36 Rose St
Annandale NSW 2038
ritatratt@mac.com

24/11/15
3663

2 November 2015

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

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A vibrant, liveable, exciting, creative and happy city comes about when the communities that make up the city are valued, not destroyed for the sake of roads and cars. A good government is one that listens to its people. Ross Gittins's recent article "More to Happiness Than the Economy" is worth reading. "We've been living in times where the people with the loudest voices want economic concerns to be paramount. [But] how do these economic concerns fit with all our other concerns?" And speaking of matters economic, where IS the business case for the Westconnex?

Yours sincerely

Viiu Jaaniste
36 White St
Lilyfield NSW 2040
viiuj@ozemail.com.au

3664

2 November 2015

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

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- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.

The shifted WestConnex route was not properly thought out. The City West Link already is at a standstill most weekdays, and on Saturdays. This area cannot cope with the additional traffic. What we need is an effective public transport system, not an expensive mess. No WestConnex.

Yours sincerely

Ms Jackie McMillan
Unit 1 /360 Norton St
Lilyfield NSW 2040
jackie@alternativemediagroup.com

3665

2 November 2015

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

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- Fails to compare this project against alternative public transport projects.
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Yours sincerely

Ana-Maria Tejos
Unit 25 /364 Moore Park Rd
Paddington NSW 2021
atejos@hotmail.com

3666

2 November 2015

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

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- 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.

The Westconnect in its present form is a ridiculously expensive, ineffective project that will make traffic worse and cost a fortune. The money should be invested into better public transport and infrastructure.

Yours sincerely

Mr Steve Hall
37 Allen St
Leichhardt NSW 2040
steve@stevhall.com.au

3667

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.

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Yours sincerely

Pablo Leighton
37 Annesley St
Leichhardt NSW 2040
p.leighton@unsw.edu.au

20811
3668

2 November 2015

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

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Such a waste of money on such a short-sighted project. We need visionary, long-term planning for major infrastructure projects.

Yours sincerely

Martin Ford
376 Annandale St
Annandale NSW 2038
artyford@yahoo.com

3669

2 November 2015

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

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Yours sincerely

Erika Addis
4 Alice St
Rozelle NSW 2039
erikaaddis@icloud.com

3670

2 November 2015

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

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Public transport is clearly the answer. It provides transport and jobs, whilst decreasing our environmental impact. Small communities like Annandale and Lilyfield are already suffering the impact of massive-scale housing development at Harold Park, Parramatta Road and possibly the Bays Precinct, without investment in much-needed infrastructure such as primary and high schools, libraries, doctors surgeries etc. Westconnex will simply divert funds that should be used to provide this infrastructure, together with increased and improved public transport.

Further, our community has already been affected by the large housing developments. Massive long-term building work under the suburbs, congestion around entry and exit points and pollution from smoke stacks is not wanted.

Yours sincerely

Ms Wendy Routledge
4 Gladstone St
Lilyfield NSW 2040
wjROUTLEDGE@gmail.com

3671

2 November 2015

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

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As a daily user of Norton Street and Parramatta Road to get to and from my home to my workplace in the City and, having lived in other major cities in the world, I am just dumbfounded that the construction of yet another toll-funded road system is being constructed. As a sometime user of various tunnels around Sydney, I am amazed at how few people will actually spend the money on going through the tolls - the time saved is way offset by the cost. This City urgently needs a better public transport system to bring it up to the 21st century and be in line with the big cities of the world. As a regular international traveller, I always marvel at how easy it is to get around cities like Paris, Rome, London and New York, yet in my own city, public transport is a nightmare. In addition, I feel appalled at the impact this is going to have on the suburb of Haberfield. I have serious concerns regarding the lack of transparency, lack of foresight, the lack of forward thinking and lack of coming up with a business plan that makes any sense at all.

Yours sincerely

Ms Gill Clayton
4 Henry St
Leichhardt NSW 2040
gillchill@hotmail.com

DRAFT
3672

2 November 2015

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

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Yours sincerely

Virginia Ferris
4 Russell St
Lilyfield NSW 2040
hooverpad@optusnet.com.au

2 November 2015

Director
Infrastructure Projects, Planning Services
Department of Planning
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SYDNEY NSW 2001

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Yours sincerely

Miss Nadia Warne
40 Foucart St
Rozelle NSW 2039
nadiawarne@yahoo.com

2 November 2015

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

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Yours sincerely

Anne-Marie Hales
40 James St
Leichhardt NSW 2040
amh1101@gmail.com

2/11/15
3675

2 November 2015

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

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The local community does not want this, it will not solve the problems with traffic - forward thinking public transport will

Yours sincerely

Diane Gowans
40 James St
Leichhardt NSW 2040
dianeandstuart@hotmail.com

3676

2 November 2015

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

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Yours sincerely

Dr Peter Hupfauf
40 Rowntree St
Balmain NSW 2041
bestconcept@optusnet.com.au

3677

2 November 2015

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

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Bettina Pearson
40 Stafford St
Stanmore NSW 2048
betting@optusnet.com.au

3678

2 November 2015

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Infrastructure Projects, Planning Services
Department of Planning
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SYDNEY NSW 2001

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Another example of politics dominating policy. The public and private costs will ensure everyone in Sydney and the state loses.

Yours sincerely

Mr Damian Maganja
41 Nelson St
Rozelle NSW 2039
damianmaganja@gmail.com

2 November 2015

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

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Yours sincerely

Ms Dione McDonald
41 Springside St
Rozelle NSW 2039
tingle2@optusnet.com.au

2 November 2015

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Department of Planning
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SYDNEY NSW 2001

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Yours sincerely

Miss Melinda Luck
Unit 108 /41 Terry St
Rozelle NSW 2039
meljaneluck@gmail.com

3681

2 November 2015

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SYDNEY NSW 2001

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Yours sincerely

Mrs Sybil Ungar
Unit 4 /415 Glebe Point Rd
Glebe NSW 2037
sybil.jack@bigpond.com

2 November 2015

Director
Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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Cloaked in secrecy, but why? if its so beneficial why is the Westconnex website so lacking in detail.

Yours sincerely

Victoria Murphie
Unit 11 /42 Grove St
Lilyfield NSW 2040
victoriamurphie@hotmail.com

2 November 2015

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

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Back in 1977-81, I was Deputy Manager for the Botany Bay Sub-region, NSW Planning and Environment Commission. At the time I was responsible for preparing and attending the Kirby Inquiry into the then freeway/major road proposal along the Cooks River intended to serve Port Botany's container movements to the west. I prepared and presented the case at the Inquiry against the road for the NSW P&E Commission.

Then and now, the case against major roads such as now again proposed for Sydney was strong (for the dot-point reasons set out above) and led to the abandonment of that project by the NSW Government on the recommendation of Commissioner Kirby.

That decision was correct, but unfortunately was not followed up by providing adequate inter-modal container handling facilities with transport to these sites by rail. Only now is a large enough vital facility under detailed consideration for probable development.

The NSW Government should abandon the M4 and related road projects and invest in rail and other transport modes, including cycleways, instead.

Yours sincerely

Adrian Boss
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Paddington NSW 2021
adrianboss70@gmail.com

2015/11/02
3684

2 November 2015

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

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Yours sincerely

Ms Susan Moschner
43 Emma St
Leichhardt NSW 2040
susanm1506@gmail.com

JAMARR
3685

2 November 2015

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

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Yours sincerely

Rae Marr
43 Lackey St
St Peters NSW 2044
2raemarr@gmail.com

3686

2 November 2015

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

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Can I suggest that the politicians and bureaucrats making this high-handed, divisive, damaging decision travel along Victoria Rd and over Anzac Bridge in peak hour and explain to we local residents how this is going to improve traffic congestion? How about the major parties show a bit of vision and consult with affected communities about alternatives - like more public transport?

Yours sincerely

Ms Janet Millar
Unit 1 /43 Springside St
Rozelle NSW 2039
janetesque@gmail.com

3687

2 November 2015

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

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CityLink is very good freeway and quick to City or Airport but M4 ConnectWestLink freeway is some problems freeway lane heavy traffic cars is slow at M4 freeway lane

Yours sincerely

Geoffrey Kellock
Unit 12 /44 Boyce St
Glebe NSW 2037
geoffreykellock@yahoo.com

2015/11/02
3688

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)

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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.

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- Will direct additional traffic into already heavily congested streets, like Parramatta and Victoria Roads.
- Requires the demolition and compulsory acquisition of hundreds of homes.
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Spending billions of dollars on roads with two tunnels, over 5.5 kilometres long and which in the long term, will do nothing to solve Sydney's traffic congestion crisis, will rob NSW funds. The tunnels' polluting stacks put near schools and green spaces will have detrimental health outcomes for the communities. The planned re-introduction of tolls on the M4 will drive more traffic on to Parramatta and Victoria Roads. The WestConnex is likely to short-change the people of western Sydney who live with poor public transport alternatives. This project has had poor consultation processes, it has continued to raise mounting concerns for communities than demonstrable benefits and it blatantly disregards the impacts environmentally for communities.

Yours sincerely

Loretta Viecei
44 Church St
Balmain NSW 2041
lorettaviecei@hotmail.com

2015
3689

2 November 2015

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

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Yours sincerely

Mr Roger Greenwood
44 Darling St
Balmain East NSW 2041
r.greenwood@espritchangeware.com

20/11/15
3690

2 November 2015

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

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- Is not justified by any publicly-released business case.

A secretive, seemingly ill considered, destructive proposal and waste of valuable funds.

Yours sincerely

Theo Hirsch
44 Glassop St
Balmain NSW 2041
tedhirsch@gmail.com

DATA
3691

2 November 2015

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

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- Is not justified by any publicly-released business case.

To remove cars from the roads money would be better spent on a first class public transport system. Building new road systems only encourages more people driving cars and does not solve the problem.

Yours sincerely

Diana Hirsch
44 Glassop St
Bankstown NSW 2200
dianamhirsch@gmail.com

3692

2 November 2015

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

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- Is not justified by any publicly-released business case.

Spend the money on an underground metro system which can be expanded when more money is available. Link it to the city circle. Politicians should ride the Beijing metro for ideas.

Yours sincerely

David Sheehan
44 Juliett St
Enmore NSW 2042
davidsheehan1@hotmail.com

25/11
3693

2 November 2015

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

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Yours sincerely

Carmina Templeton
45 Lymerston St
Tempe NSW 2044
minatemp@me.com

20/11/15
3694

2 November 2015

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

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My experience with tollroads indicates the toll is unacceptable to the majority of drivers with the result that the investors lose their investment. With the asset then purchased for much less than its worth with the purchaser then making excessive profits.

With the project likely to go ahead any bankruptcy should see the asset revert to the government who then operate it toll free

Yours sincerely

Royden Robinson
Unit 1 /45 Trafalgar St
Annandale NSW 2038
rjamesrobinson@gmail.com

24/11/14
3695

2 November 2015

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

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Yours sincerely

Miss Stacey Paterson
Unit 29 /45 Trafalgar St
Annandale NSW 2038
sepaterson87@gmail.com

3696

2 November 2015

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

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- Is not justified by any publicly-released business case.

The inner west already suffers from enough air and traffic pollution and congestion on our roads. We are a heavily populated area and enough is enough!

Yours sincerely

Margaret Carter
48 Callan St
Rozelle NSW 2039
margienage@hotmail.com

3697

2 November 2015

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

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Information sessions have been a duplicitous exercise. I don't doubt the technical expertise of the engineering teams which bore the brunt of questions from local people. It's really the contractors, the project management and politicians who must front up to face the questions on how decisions are being made and who benefits in financial terms. Tunnelling under houses is really the 'pits'!

Yours sincerely

Yogesh Deshpande
48 Church St
Ashfield NSW 2131
y.deshpande@uws.edu.au

3698

2 November 2015

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

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I am outraged that the Baird Government awarded tenders for the M4 East section of the project without a full and robust business case being presented and months before the EIS was published. This corruption of the planning process excluded the public from their right to fully participate in the consultative process. For these reasons the proposal should be rejected in its entirety.

Yours sincerely

India Bell
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Ashfield NSW 2131
indiabell@optusnet.com.au

22/11/15
3699

2 November 2015

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

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Yours sincerely

Cressida Limon
48 Mackenzie St
Leichhardt NSW 2040
cressida.limon@gmail.com

20/11/15
BSC
3700

2 November 2015

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

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Yours sincerely

Xenia Iona
Unit 13 /48 Nelson St
Annandale NSW 2038
gypsygirl_1@hotmail.com

214/1317
3701

2 November 2015

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

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I agree and support Jamie Parker MP's concerns about the State Government mind set on a single solution without proper consultation processes with the community at large.

Yours sincerely

Rogério Blanc-Ramos
483 Balmain Rd
Lilyfield NSW 2040
rogerio@oneplus2.com.au

20/11/15
3702

2 November 2015

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

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Not more car dependency? Why not use your imaginations and invest in public transport?

Yours sincerely

Mr Gordon Williams
5 Albert St
Forest Lodge NSW 2037
gordon@gordonkaltonwilliams.com

2/11/15
3703

2 November 2015

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

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Petrol will become more expensive sooner than we think so we need to start on alternate means of transport. Public transport is the key and the extra walking will do us good too!

Yours sincerely

Catherine Kennedy
5 Alexander St
Balmain NSW 2041
katekennedy@inet.net.au

2 November 2015

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

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Yours sincerely

Karina Kallio
Unit 5 /5 Alfred St
Lilyfield NSW 2040
karinacheung1@gmail.com

3705

2 November 2015

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

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Yours sincerely

Miriam Cheung
Unit 5 /5 Alfred St
Lilyfield NSW 2040
mim_cheung@yahoo.com.au

2 November 2015

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

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- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.

Please, PLEASE find a more sustainable solution to Sydney's traffic woes. The answer surely must lie with improved public transport.

Yours sincerely

Cath Walker
5 Sutton St
Balmain NSW 2041
cath.walker@optusnet.com.au

3707

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)

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Most major cities around the world are developing public transport solutions, not roads for more cars, to solve their congestion problems and create a more acceptable environment for their citizens. Sydney needs to follow the worldwide trend and the NSW Government needs to properly consult the public.

Yours sincerely

Sandra Funnell
Unit 151 /5 Wulumay Cl
Rozelle NSW 2039
sandra.funnell@internode.on.net

2015/11/07
3708

2 November 2015

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

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I live in Glebe. Public transport is inadequate for my commuting trips daily - to the centre and north of the CBD.

Where is the plan to provide ferry services or buses to these points in the CBD? Light rail from close/ inner west suburbs is no use at all, unless you work at Central. Tell me, how do I get to and from the Opera House? Answer: I must walk.

Yours sincerely

Susan Berry
52 Bellevue St
Glebe NSW 2037
susanmarianberry@gmail.com

3709

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)

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Yours sincerely

Valerie Toogood
52 Breillat St
Annandale NSW 2038
valtoogood@bigpond.com

24/8/15
3710

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.

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- 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.

Spend this money on public transport with any remaining funds on health initiatives in the areas affected.

Yours sincerely

Gillian O'Malley
57 Wells St
Redfern NSW 2016
gomalley25@gmail.com

214/16
3711

2 November 2015

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

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I believe that the West Connex will interfere with the Heritage nature of the area

Yours sincerely

Ms Claire Hogan
Unit 9 /59 Tebbutt St
Leichhardt NSW 2040
chogesoz@hotmail.com

3712

2 November 2015

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

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Yours sincerely

Stephanie Foster
59 Terrace Rd
Dulwich Hill NSW 2203
steviefoster@live.com.au

3713

2 November 2015

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

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Yours sincerely

Margaret Drury
6 Boree Rd
Forestville NSW 2087
mdrury@y7mil.com

3714

2 November 2015

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

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Yours sincerely

David Payne
6 Nepean Gardens Pl
Glenbrook NSW 2773
d.m.payne@bigpond.com

2 November 2015

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

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Yours sincerely

Joyce Sebar
6 Oak St
Albion Park Rail NSW 2527
joycesebar@hotmail.com

WPA/PS
3716

2 November 2015

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

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- Is not justified by any publicly-released business case.

Apart from all the other reasons listed above, I along with Malcolm Turnbull believe we have reached peak car. Westconnex will counter productive at best!

Yours sincerely

Ben Woods
Unit 8 /60 Wilson St
Newtown NSW 2042
benjamin_woods@hotmail.com

3717

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)

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The Liberal party has a mantra of being good money managers. But my observation is that it's obsession with so called saving, is that it continues to waste it with pursuing failed solutions, because of vested interests. And balancing the books by selling of public assets. Change the mind set or we will change the government.

Yours sincerely

Ian McNichol
Unit 17 /61 MacArthur St
Ultimo NSW 2007
ianmcnichol@hotmail.com

3718

2 November 2015

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

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I am outraged and offended at the NSW Liberals ignoring local communities and pushing ahead with a toll road no-one wants - and believe it stinks of corruption and someone must have pocketed (if 5% of \$15B project) up to \$75M of 'facilitation payments' in secret offshore tax haven bank accounts.

This stinks and the state government has failed to govern for the people - only for their own selfish bank accounts - time to stop them !

Yours sincerely

David Green
Unit 29 /61 MacArthur St
Ultimo NSW 2007
ultimobo@hotmail.com

12/11/15
3719

2 November 2015

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

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Yours sincerely

Martine Hudson
63 Wetherill St
Leichhardt NSW 2040
martylemoy@yahoo.com.au

2 November 2015

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

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- Is not justified by any publicly-released business case.

We need better public transport, NOT toll roads.

Yours sincerely

Petrina Slaytor
64 Carlotta St
Greenwich NSW 2065
pmslaytor@gmail.com

RTM
3721

2 November 2015

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

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We need to be environmentally smarter about our future.

Yours sincerely

Isabel Cortes
64 Rose Cres
Mosman NSW 2088
isabelcortes@bigpond.com

2 November 2015

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

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Yours sincerely

Theodora Zourkas
Unit 124 /69 Allen St
Leichhardt NSW 2040
theodorazourkas@hotmail.com

3723

2 November 2015

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

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All infrastructure development must minimise use of combustion as an energy source.

Yours sincerely

Barbara Radcliffe
69 Glebe St
Glebe NSW 2037
bibi.barb@gmail.com

BLANK
3724

2 November 2015

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

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Yes please improve public transport. Abolish ticketing. Just have free high quality frequent public transport.

Yours sincerely

Ms Helen Langford
7 Collins St
Rozelle NSW 2039
helenelangford@gmail.com

3725

2 November 2015

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

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Yours sincerely

Ms Kaye Shumack
7 Commercial Rd
Lilyfield NSW 2040
kayeshumack@me.com

3726

2 November 2015

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

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Yours sincerely

Helen Monaghan
7 Milton St
Leichhardt NSW 2040
helen.m.monaghan@gmail.com

2/11/15
3727

2 November 2015

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

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Yours sincerely

Ms Kathleen Champ
Unit 902 /7 Sterling Crct
Camperdown NSW 2050
kathleenchamp@gmail.com

3728

2 November 2015

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

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Yours sincerely

Sumeer Gohil
7 Wortley St
Balmain NSW 2041
sumeer@mac.com

3729

2 November 2015

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

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The Westconnex project reeks of corruption. As far as I can see it will benefit no-one but developers and construction companies. I don't know anyone in Sydney who thinks it will be good for them or good for Sydney. This project betrays the electorate for personal profit and vested interests. It will cause permanent damage that cannot be undone and will destroy our chances of having sustainable public transport solutions, which everyone wants.

Yours sincerely

Dee Carter
71 Piper St
Lilyfield NSW 2040
dee.a.carter@gmail.com

3730

2 November 2015

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

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I have recently returned from travelling in Europe and was delighted with the ease of travel with the sophisticated public transport systems in France, Germany and Italy. While plenty of people still drive there, they are obviously the stupid ones who haven't yet worked out that there is a more efficient way to live in crowded places. In Sydney, public transport is not as good as in Europe but it has been improving, and we need now to strengthen public transport so that people stop driving cars when they see how expensive and inefficient it is in comparison. We need leadership and foresight in city planning, and it is so obvious that efficient and affordable public transport is the only answer for big cities. Building another huge road system in WestConnex will set that process back decades.

Please transfer the money planned for WestConnex to public transport, to make Sydney a liveable city like so many European cities are.

Yours sincerely

Margaret Roberts
73 Hill St
Leichhardt NSW 2040
teragram@ozemail.com.au

3731

2 November 2015

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

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I Further object to:

- The lack of transparency and deeply flawed planning process for this proposed tollway network, Australia's costliest infrastructure project, appears to be fast tracked by passing important evaluation steps, in order to justify the government's fiscal strategy (under the influence of the car lobby group) and it's vested interests with developers and construction corporations.
- The amount of carbon pollution that will be generated from the operation and massive amounts of concrete to build all stages of the WstConnex proposal -it will be a huge generator of climate degrading emissions.
- The loss of heritage conservation areas, homes, buildings, parklands and open space.
- Health risks associated with air quality.
- Damage to the environment and biodiversity.
- Total chaos when the landscape along the 33km route is carved up to make way for the WestConnex proposal.

We, the taxpayers of NSW are being asked to comment on an EIS that is lacking in genuine analysis of project justification, and that we are getting value for money and the best solution to ease traffic and congestion. In the absence of proper planning processes, taxpayers and future generations will bear the risks associated with this motorway proposal.

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

Yours sincerely

Ms Sandra Langtree
Unit 49 /73 White St
Lilyfield NSW 2040
sjlangtree@gmail.com

10/11/15
3732

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

Julie Hamilton
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Lilyfield NSW 2040
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12/11/15
3733

2 November 2015

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

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This project fails to take into account the impact on other major congested roads in the inner west such as Victoria Road.

The NSW government doesn't think about dual solutions with trying to increase public transport along some of the major road networks in NSW. If they provided better public transport many people such as myself wouldn't be forced to drive to work. They have gone about this in completely the wrong manner.

Yours sincerely

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2014/18/8
3734

2 November 2015

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Infrastructure Projects, Planning Services
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Combined with proposed Bays development this will make White Bay the biggest parking lot in our hemisphere.

Yours sincerely

Brian Kiernan
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2 November 2015

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Freight benefits are an integral part of the justification for WestConnex. It should be noted that when WestConnex was first reviewed by Infrastructure Australia it was classified as a freight project. However, there is no analysis of the current freight movements in the corridor or any discussion of alternative options for freight. This is a major weakness of the EIS. WestConnex should not be approved until the community has had an opportunity to see and review all the freight claims and impacts.

As detailed in the below section, with the majority of Sydney's population located in the Greater West it makes better sense to transport the bulk of freight via rail, such as the utilisation of the planned new distribution center planned for St Marys.

4.5.2 Freight by rail projects by private sector

According to a recent SMH article alternate investments are being made to move freight more efficiently and cheaply by rail from Port Botany.

A recent announcement by Asciano aims to have a second freight hub transporting containers by rail to Port Botany within 12 months, as it prepares to spend \$100 million building a new intermodal terminal in western Sydney. This new 43-hectare hub, will be located in St Marys which is claimed as an ideal location for big retailers such as Woolworths, Coles and Bunnings, which have distribution

centres nearby. It will be Asciano's second intermodal terminal in western Sydney after Chullora. The Chullora terminal started transporting containers on rail to the port two months ago.

The new hub's rail shuttle will have annual capacity of 300,000, 20-foot equivalent units (TEUs) annually. Chullora has annual capacity of 600,000 TEUs, including up to 135,000 TEUs that can run on rail to Port Botany. Chullora is running some 75,000 TEUs annually on rail to Port Botany.

At full capacity, moving freight from Port Botany by rail from Chullora could take up to 100,000 truck journeys off roads every year, according to Asciano chief executive John Mullen. A much-bigger competing freight terminal will be opened at Moorebank by logistics group Qube and rival rail group Aurizon in late 2017.

The distribution centres at both Chullora and Moorebank are better suited for distributions in the inner west. Mr Mullen stated that with "most of the distribution centre activity is further north-west" then it makes sense to transport via a cheaper and more efficient rail mode.

The WestConnex project will perpetuate an inadequate, antiquated and highly congested transport route that will not meet the needs of the freight transport industry and the people of Sydney and NSW. The Freight Industry recognises this, and have embarked on their rail projects that will better support Sydney's global economic corridor. Why does this Government and the RMS not recognise 21st century solutions to our congestion problem?

4.5.4 Decades of underinvestment in freight rail

Tony Abbott said in his 2009 book *Battlelines*, the "humblest person is king in his own car". He went on to dismiss outright the practicality of public transport in Australia's sprawling cities: "Mostly, there just aren't enough people wanting to go from a particular place to a particular destination at a particular time to justify any vehicle larger than a car, and cars need roads".

Despite this assertion, the new Sydney motorways partly funded by the Road-focussed Abbott government are being built in the most densely settled parts of Sydney. The NorthConnex and WestConnex involve building very long tunnels. All are likely to ignore the safety recommendations from the coronial inquest by Judge Jennifer Coate into the three-truck pile-up inside Melbourne's Burnley tunnel in 2007. Between them, the projects involve more than 23 kilometres of new tunnels. Coate urged governments to build tunnels with dedicated emergency lanes and to eliminate the need for lane-changing, but the NSW government has shown that such features won't be included.

The relentless rise of heavy vehicles in Australia's transport system over the past four decades has occurred in part because Australia has no proper charging system, and because governments have starved the publicly owned rail-freight system of investment. As a result, rail's share in moving the goods that Australians buy every day has steadily declined, while the volume of road freight has increased almost tenfold over the past 40 years, to 203 billion tonne kilometres.

This development is in marked contrast with the situation in the United States. The US still moves about 40% of its intercity freight via rail. The US rail system is one of the most efficient in the world, and it is also profitable. It's such a good business that the shrewd investor Warren Buffett recently sank \$US26.5 billion into buying a rail company.

Australia's shift to the roads has locked us into a freight system that is inherently more costly, more carbon intensive and more dangerous. Figures published by the federal government's Bureau of Infrastructure, Transport and Regional Economics (BITRE) show that the cost of moving 1 tonne of freight by road over a distance of 1 kilometre (known as cost per tonne kilometre) is 7.5 cents for

road, more than double the 3.5 cents for rail. The greenhouse-gas emissions for road are more than triple those for rail: 52 grams per tonne kilometre versus 15.

This road-dependent freight system also means that Australia's cost of living is much more exposed to oil price rises. The carbon-intensive nature of the system makes it vulnerable to any future moves to introduce international trading systems or other regulations for greenhouse emissions.

There's also road dependency's cost to human life. In the five years to 2011, the average number of fatalities from Australian road accidents that involved a truck of more than 4.5 tonnes was 239 a year. The comparable number for rail, including passenger trains, was 34 deaths a year, which is remarkably low given that rail moves greater tonnage than road when bulk commodities such as minerals and grain are included. This means that trucks cause around 20% of all road fatalities in Australia even though they make up only 2.5% of the vehicles on the road. The number of people injured in such accidents continues to rise. In 2008-09, the latest year for which injury data is available, 1536 people were hospitalised after accidents with trucks. Accident victims classified as suffering a "high threat to life" totalled 551 in 2008-09, an increase of 18% in eight years, according to a 2014 BITRE report.

BITRE predicts a further 50% rise in the number of trucks on our roads over the next 15 years. Despite the urgent need for policy action, the wheels of government are moving slowly.

Two key reforms would give Australia a less costly, less dangerous and more climate-friendly freight system, and they are related. The first is distance-based charging for heavy vehicles, and the second is the construction of an inland rail line between Melbourne and Brisbane, which would avoid Sydney's notorious congestion and the 19th-century coastal rail line.

Trucking has become so dominant that even the trucking companies are saying that it's in their interest to shift more freight onto rail. Fox and his company executives declined to answer a series of questions put to them, and Abbott would not comment on his relationship with Fox. But back in 2009, Fox broke ranks with the industry, and the Abbott view, and said Australia had to shift back to rail if it were to have a viable freight system.

"I'm talking against myself when I'm talking about putting things on rail", Fox told a forum at the National Press Club. Fox backed the inland rail line, but he also advocated making greater use of coastal shipping, transferring more of Sydney's trade activity to Newcastle or Wollongong, and shifting Melbourne's major port to Hastings on the Mornington Peninsula. In the early '70s, about one-third of the freight moved between Victoria and Queensland went by sea, but that has now fallen to nil. He said Australia could learn a great deal from China, which has built deep-water ports away from major cities. "We do need to move away from running transport operations in the centre of the city, particularly on the east coast of Australia".

Fox expressed what might be the vain hope that he would see sensible reform happen in his lifetime: "We're only here for a short time. I've got probably less than ten years to go. I'd certainly like to see some of these things that are in the interests of the nation."

Without the NSW Government investing in the right infrastructure, i.e. to invest in a more efficient movement of freight around our state and country, instead of the antiquated and polluting motorways, our country will continue to decline in profitability.

The stated justification for the project is based on the discredited "predict and provide" approach to transport planning, whereby it is assumed that transport demand will continue to grow, and that

capacity must be increased to accommodate it. In practice, transport demand in cities is limited by capacity: as capacity increases, so does demand (induced demand). It is geometrically impossible to provide enough roadway capacity to accommodate all the latent demand for driving (i.e., where everyone can live and work where they want, and make all the driving trips they want, when they want, to wherever they want in free-flow traffic) in a city of Sydney's population.

Furthermore, the most efficient way to accommodate the transport and accessibility needs of a growing population is through mass transit and better land use-transport integration. Urban motorways are a very inefficient way of moving people around. A single traffic lane can transport a maximum of only 2000 people per hour (in ideal conditions); a single railway line can transport 20,000 people per hour.

The statement "It is acknowledged that any investment in motorway infrastructure has to be aligned with supporting public and active transport initiatives to achieve an increase in capacity, while aiming to reduce the reliance and demand of private vehicles on the future road network" is contradictory: increasing motorway capacity will only serve to increase private vehicle demand.

The EIS does not consider the cumulative costs of adding more urban motorways to those previously built through the heart of Sydney since the 1950s. Although the economic, social and environmental costs of each individual motorway (as reported in an EIS) may be considered by some stakeholders to be acceptable, the cumulative costs are considerable:

- a) Following decades of road expansion and consequential sprawl, Sydney now spends about 13% of its GDP on transport, while the average European or Asian city spends only between 5% and 8%.¹ (1)
- b) Serious human health impacts due to petrochemical vehicle emissions/smog, including:
 - I. Lung cancer,
 - II. Asthma,
 - III. Heart disease,
 - IV. Impaired lung development in children living near motorways/exhaust stacks.
- c) Waterways contaminated with road runoff (heavy metals and carcinogens in brake and clutch dust, exhaust particulates etc.).
- d) High traffic crash costs (of deaths/traumatic injuries and material damage).
- e) Urban sprawl and increasing commuting distances.
- f) Social isolation for non-drivers living in car-dependent suburbs.
- g) Noise pollution from traffic and its impacts on sleep.
- h) Impacts on visual amenity (pollution stacks, concrete interchanges, concrete flyovers).
- i) Extreme summer temperatures (urban heat island effect).
- j) Community destruction and severance.
- k) Destruction of heritage.
- l) Less incidental physical activity from walking and cycling (including to/from public transport), resulting in higher rates of obesity, diabetes, cancer and heart disease.
- m) Increased chauffeuring burdens for parents and carers.)
- n) Less independence for children.
- o) High per-capita greenhouse gas emissions.
- p) The project contributes to carbon emissions

A shift from car-centric transport to one based on public transport, walking and cycling can reduce carbon dioxide emissions by 40%, according to a report by the Institute for Transportation and Development Policy and University of California.

"Transportation, driven by rapid growth in car use, has been the fastest growing source of CO2 in the world," said Michael Replogle, ITDP's managing director for policy and co-author of the report. "An affordable but largely overlooked way to cut that pollution is to give people clean options to use public transportation, walking and cycling, expanding mobility options especially for the poor and curbing air pollution from traffic."

"The analysis shows that getting away from car-centric development will cut urban CO2 dramatically and also reduce costs, especially in rapidly expanding economies," said report co-author Lew Fulton, co-director of NextSTEPS Program at the Institute of Transportation Studies at UC Davis. "It is also critical to reduce the energy use and carbon emissions of all vehicles."

Given that climate change is real, and every county must endeavour to reduce emissions significantly, the WestConnex project is not best practice. I therefore reject this project in its entirety.

Yours sincerely

Sean English
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DAIRIS
3736

2 November 2015

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

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- Is not justified by any publicly-released business case.

Yours sincerely

Ross Liddle
8 Keith St
Earlwood NSW 2206
ross.liddle@unitedway.com.au

2 November 2015

21/11/15
3737

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Infrastructure Projects, Planning Services
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Am totally behind Leichhardt Municipal Council with regard to Westconnex impact on our local area and support Jamie Parker's stand re the project robbing NSW of much needed funds for public transport and locking Sydney into more car dependency.

Yours sincerely

Barbara Oates
8 Maida St
Lilyfield NSW 2040

2 November 2015

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Please try to consider the future. Petroleum products and cars as we know them have will change. Public transport is the wisest option.

Yours sincerely

Mr Carl Milton
Unit 10 /8 Nicholson St
Balmain East NSW 2041
carl.milton333@hotmail.com

3739

2 November 2015

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Dallas de Brabander
8 Pritchard St
Annandale NSW 2038
dallasdebrabander@gmail.com

22/11/15
3740

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The prospect of re-opening roads where working class people live, to increasingly noisy traffic, so that corporates and aspiring middle class can drive to work instead of using public transport is shameful and of doubtful ethics.

Yours sincerely

Mr Richard Pittman
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I oppose this project given from past evidence it is not likely to alleviate current problems and had not gone through a proper consultative process.

Yours sincerely

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3742

2 November 2015

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Yours sincerely

Louise Wheeler
8 Toyer St
Tempe NSW 2044
louise@conkers.com.au

DIARY
3743

2 November 2015

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PLEASE don't bring more cars towards city. Improve public transport, including ferry service to Parramatta.

Yours sincerely

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tonsil33@gmail.com

26/11/15
3744

2 November 2015

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Infrastructure Projects, Planning Services
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Belinda Cochrane
83 Marian St
Enmore NSW 2042
bcochrane158@hotmail.com

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I find it shocking that this project will be a disgraceful waste of public money and when there is the inevitable disaster that will result there will be more wasted public money to either pay for some sort of dodgy bandaid solution or to pay into the pockets of the private companies who built it and who will not make the profits they want. After all this we will be left to cope with wrecked suburbs and lives and no solution to Sydney's transport problem.

We need an integrated public transport solution that serves the public's needs not the big developers who seem to fund the Government. This would include only that road building which was needed to support this. Bicycle and pedestrian access would also play a large part in such a solution and this would have to be integrated at the beginning of planning not tacked on at the end as a grudging acknowledgement that people do walk and ride bikes.

I would also like to stress the point that Westconnex will only worsen the congestion on our roads. I cannot believe that any proper planner could not know the extent of the present congestion on roads. My local roads are King Street, Botany Road, McEvoy Street, Wyndham Street, O'Riordan Street, Mitchell Road, Bourke Road which are already gridlocked for much of the day and night. To imagine that the traffic coming off the Westconnex at St Peters will, in the memorable words of the Minister for Transport and Infrastructure, "disperse into local roads", is laughable at best and cynically irresponsible at worst.

We need a 21st century solution to the problem not this monstrosity straight out of 1950's Las Angeles which is the concrete proof that Westconnex won't work.

Yours sincerely

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2/11/15
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2 November 2015

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SYDNEY NSW 2001

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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.

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- 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.

Trains, trams, bus routes, bike lanes.....but not toll ways, please!

Yours sincerely

Ms Coral Dixon
9 Hartley St
Rozelle NSW 2039
cozy@me.com

2015/11/02
3747

2 November 2015

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

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- Is not justified by any publicly-released business case.

A dumb proposal; better to increase light rail; more buses and these integrated with other transport forms.

Yours sincerely

Mr Francois Londt
Unit 30 /9 Helena St
Lilyfield NSW 2040
francoislondt@bigpond.com

3748

2 November 2015

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

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Yours sincerely

Mrs Michelle Cameron
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Balmain East NSW 2041
michelle.midwood@gmail.com

3749

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)

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Yours sincerely

Grace Lie
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2/6/15
3750

2 November 2015

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

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Yours sincerely

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3751

2 November 2015

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

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Yours sincerely

Helena Parker
9 Thames St
Balmain NSW 2041
marisparker@optusnet.com.au

3752

2 November 2015

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

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- Is not justified by any publicly-released business case.

Public transport infrastructure is the only sensible way forward for a sustainable future. Please think beyond your 3 year 'agendas'

Yours sincerely

Lou Hardy
90-94 Forsyth St
Glebe NSW 2037
louise.hardy@sydney.edu.au

~~3753~~
3753

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)

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- Is not justified by any publicly-released business case.

I strongly opposed and object to Westconnex in any form.

Yours sincerely

Peter Stewart
92 Chandos St
Ashfield NSW 2131
prstewart@hotmail.com

2 November 2015

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

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Yours sincerely

Kiri Valsamis
92 Columbia Rd
Seven Hills NSW 2147
kvalsamis@bigpond.com

DATA
3755

2 November 2015

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

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For our government to spend \$15 billion + on out of date modes of efficiently moving people around our major city, is totally unjustified.

The govt has produced no business case to support the bildings of these toll roads through our city's suburbs.

Total disregard has been shown for heritage--Haberfield an example--and communities generally. Public transport as an alternative--it can readily change depending on need (peak hours /holidays/changing population etc) has not been truly examined as an altrnative. Public transport is cleaner and more efficient than adding to the traffic congestion these new roads will create.

The Anzac Bridge is always conected in peak hours, and has been since its opening!

One accident or breakdown brings the road network to a stand still, and the more vehicles on the road the more frequently this will occur.

Thirty-eight weeks of the year, there's no real traffic jams as such, because schools are on holidays and parents and teachers are not commuting. Xmas holiday period there's virtually no trades people, less legal people and govt employees on the roads too.

A good public transport system would readily adjust to these changing circumstances. Expanses of asphalt and a series of tunnels cannot!

More heavy rail tracks to move cargo; more light rail; more passenger rail – these are what our future should be.

If tunnel companies need work, and the govt wants to have them employed, then a tunnel under the Blue Mts to bathurst, Parkes, Forbes, Lithgow, orange etc beyond would be best option. Such a tunnel would see greater business opportunities develop there and also encourage people to move there to live thus lessening drain on Sydney resources too but providing a quality life style of country living.

Then of coiurse, a tunnel to by-pass the Spit bridge!

Yours sincerely

Mrs Gretchen Gamble
92 Nelson St
Annandale NSW 2038
gretchengamble@hotmail.com

211108
671107
3756

2 November 2015

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

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Yours sincerely

Marion Tindall
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Lilyfield NSW 2040
mztindall117@yahoo.com.au

3757

2 November 2015

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

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Yours sincerely

Tanya Lippmann
Unit 14 /95 Johnston St
Annandale NSW 2038
tanya.lippmann@gmail.com

3758

2 November 2015

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Infrastructure Projects, Planning Services
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SYDNEY NSW 2001

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Yours sincerely

Paul Nunes
Cleveland Street
Redfern NSW 2016
paul.jeremy.nunes@gmail.com

2 November 2015

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

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Yours sincerely

Lachlan Cooper
Darghan Street
Glebe NSW 2037
lachlancooper@gmail.com

BALMAIN
3760

2 November 2015

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

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Yours sincerely

Marcela Escauriaza Valenzuela
Edgeware Road
Enmore NSW 2042
marceluka@hotmail.com

2 November 2015

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

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Yours sincerely

Emma Godden
Unit 18 /Fotheringham Lane
Marrackville NSW 2204
emma.e.godden@gmail.com

3762

2 November 2015

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

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Victoria Rd is already nightmarish at certain times of day. There are times when it is impossible to enter Victoria Rd in the direction of the city from Wellington or Terry Sts. Balmain/Rozelle.

Whilst the modern Balmain West ferry terminal and others on the Parramatta River remain in mothballs resulting in added vehicular traffic to already jam-packed arterial roads the push to create new ones, one-track thinking which in the past supported a Motor Vehicle manufacturing industry but which now only supports increased foreign made vehicle imports deserves a total rethink. When better than now? Who better than NSW to lead the way on this.

UNLEADED is petrol. LEAD is good government.

Yours sincerely

Alan Weinstein
Laggan Ave
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3dsatirist@gmail.com

2 November 2015

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

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Yours sincerely

Cairo Forrest
Lymerston Street
Tempe NSW 2044
squidboy19@hotmail.com

2015
3764

2 November 2015

Director
Infrastructure Projects, Planning Services
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SYDNEY NSW 2001

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Yours sincerely

Yvonne Rich
Mackenzie Street
Leichhardt NSW 2040
y_gowen@hotmail.com

BATHMAN
3765

2 November 2015

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

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Yours sincerely

Kerri Wilson
Mary Street
Lilyfield NSW 2040
kwop@bigpond.com

3766

2 November 2015

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

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Yours sincerely

Tam Bennett
Mary Street
Lilyfield NSW 2040
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DTM/6
3767

2 November 2015

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

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- Is not justified by any publicly-released business case.

I support Jamie Parker in his submission detailed above.

Yours sincerely

Ken Zulumovski
Miller Street
Pymont NSW 2009
ken@guir.com.au

3768

2 November 2015

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

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- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.

I remain concerned about the State Government's continuing unjustified disposal of public assets like the Powerhouse museum and the electricity companies. It is clear that privatisation leaves such assets open to the whims and the absolute greed of private companies who do not run assets at all for the public good (which is the reason they were built to begin with). I am tired of the taxpaying public losing their access to public assets having paid already for these goods and services - just so that big business can make a profit or misappropriate services and assets at our expense.

I also would like the State government to reconsider a public transport option to the West Connex so that our public assets can again be redeveloped. While I am committing my concerns to this email, I also wish to protest against the forced amalgamation of local councils. I am very pleased with the work of the Campbelltown council and can see no benefit in making it a supercouncil - unless these super council areas are to eventually take the place of the State tier of government - which mightn't be a bad thing!

Yours sincerely

Jan Morrison
PO Box
Ingleburn NSW 1890
janiceamorrison@gmail.com

27/11/15
3769

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.

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- Fails to provide a long term solution to traffic and congestion.
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- 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.

I strongly support the above objections to the WestConnex motorway, an ill-conceived scheme which promises calamitous traffic congestion for the city while ignoring an obvious and pressing need for an efficient public transport network.

Yours sincerely

Jenny Blain
Refinery Drive
Pymont NSW 2009
jenny.blain5@bigpond.com

2 November 2015

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

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Yours sincerely

Maria Gatti
Wargon Crescent
Glenmore Park NSW 2745
amlgatti@hotmail.com

Q/M/A
3771

2 November 2015

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

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- Is not justified by any publicly-released business case.

We need more investment in public transport infrastructure. WestConnex is not the answer.

Yours sincerely

Siobhan Bryan
West End Lane
Ultimo NSW 2007

RAMONA
3772

2 November 2015

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

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- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.

Please invest in Public Transport instead of WestConnex

Yours sincerely

Mrs Ramona Batchelor
136 Albion St
Annandale NSW 2038
ramonabala@hotmail.com

3773

2 November 2015

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

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I work in Sydney's west (Westmead Hospital) and would much prefer to travel to work via public transport. Currently this takes me 1hr and 20mins each way.

I favour a public transport focus to improving traffic congestion.

Yours sincerely

Ms Emily Blyth
334 Young St
Annandale NSW 2038
emilyblyth@gmail.com

2015
3774

2 November 2015

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

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Yours sincerely

Mr Yizhong Chen
17 Breillat St
Annandale NSW 2038
wangaoliang@hotmail.com

2 November 2015

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

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This project is madness breaking up communities and delivering more roads and inevitable bottlenecks rather than addressing excellent public transport. Liveable cities have been replaced by super cities. The untold cost of making city living stressful is unquantified but will be paid for exponentially in health costs. A suburb like Haberfield should have heritage status not be divided by road infrastructure. It's been a secret for so long this project and now we can see why. If it's a winning solution to Sydney's future we will support it but give the people what they are crying out for - fantastic public transport and get people out of their cars.

Yours sincerely

Andrea Clift
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aclift@ihug.com.au

2/11/15
27/11/15
3776

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)

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It is absolutely critical to the future of our great city and the democracy of Australia that community consultation and transparency be an integral part of any major public work. We should also be looking to the future where fossil fuels will be in decline. Please do not proceed with this infrastructure project as it stands and please give us, the public, all the background information.

Yours sincerely

Ms Katherine Delaney
283 Nelson St
Annandale NSW 2038
delaneywriter@gmail.com

2 November 2015

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

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This is not about improving the traffic situation it's about making money. It's about flogging off as much of Sydney as possible to the big developers and the big end of town.

If it was about traffic - these are the facts:

- 85% of cars at peak hours have one person in them.
- 1000 cars nose to tail are 5 kilometres of traffic.
- One ordinary 8 car Sydney train can carry 1000 passengers.

No no contest! The Anzac bridge and the tunnel under the airport are already at maximum capacity at peak hours. Not one international infrastructure expert consulted backed the Westconnex road mind set. What is needed is trains trains and more trains.

What is needed is Sydney and Australia to get into the 21st Century not stay in the 1960s. Even Russia and Spain have 300 kilometre and hour trains and they are economic basket cases apparently!

Put in super fast trains to places like Wollongong and Orange and Bathurst these are the answers to the transport problems with Sydney not the most expensive blot on the landscape that NSW has ever built for the sake of apparently saving 6 mins, which I will bet is a total exaggeration.

As I say it's only about money and Baird flogging off everything he can lay his hands on and turning the Inner West of Sydney into one giant industrial mine site. And now with the prospect of opposition growing he is determined to smash any objection by destroying the council structure to circumvent their opposition and deny any community objection. He is determined to stop the community having any say about where they live and Sydney in general.

The Urban Growth Parramatta Rd redevelopment plan is part of the same money making plan, flogging off 1000s of un needed apartments to investors, mainly I suspect who will come from predominantly Asia. Leichhardt for example does not need these extra residences. Leichhardt has already created in 2015 more new properties than it is required to supply by 2030.

I absolutely oppose 100% all aspects of these appallingly ill conceived infrastructure developments.

Yours sincerely

Richard Dudley-Smith
261A Nelson St
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richarddds@ihug.com.au

21/11/15
3778

2 November 2015

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

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The EIS makes no mention of noise generated by motor vehicles entering and leaving the tunnel. These vehicles will eventually surface in the inner city adding to the congestion, air and noise pollution.

The funding priority should be in improving the infrastructure, amenity and convenience of public transport. The direct RQI, social, health and economic returns from even a smaller investment than the amount proposed for Westconnex would be far greater.

Sydney's populations needs to be able to move across Sydney for jobs, to catch up with family and friends, recreation, health and education.

Yours sincerely

Marghanita da Cruz
Unit 1 /3A Collins St
Annandale NSW 2038
marghanita@ramin.com.au



PCU062469

07/11/15
3779

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)

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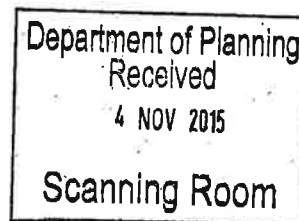
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- Is not justified by any publicly-released business case.

If the sort of money that is proposed to be wasted on WestConnex was instead spent on modern public transport, then we would have a REAL solution.

Yours sincerely

Ted McKeown
397 Glebe Point Rd
Glebe NSW 2037
tedandalisonm@gmail.com



DMAS
3780

2 November 2015

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

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Yours sincerely

Mr Mark Field
79 Bridge Rd
Glebe NSW 2037
fieldsy68@gmail.com

DPWA
3781

2 November 2015

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

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- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.

More road is not the answer to improving transport, the focus should be on public transport.

Yours sincerely

Mr Conrad Kerin
33 Lombard St
Glebe NSW 2037
conradkerin@hotmail.com

21/11/15
3782

2 November 2015

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

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Yours sincerely

Serge Martich-Osterman
130 Bridge Rd
Glebe NSW 2037
smartichosterman@gmail.com

3783

2 November 2015

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

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- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.

I personally and strongly object with this WESTCONNEX PROPOSAL as it is not really good and it will cause problem for people

Yours sincerely

Mr Donny Bergin
52 Derwent St
Glebe NSW 2037
donnybergin91@bigpond.com

BALMAIN
3784

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)

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- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.

Less traffic, congestion & pollution. Let's have better Public Transport.

Yours sincerely

Kerry Hansen
24 Falls St
Leichhardt NSW 2040
kerryhansen4165@gmail.com

RMA3
3785

2 November 2015

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

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Don't agree more congestion.

Yours sincerely

Mr James Hanks
Unit 1 /27 William St
Leichhardt NSW 2040
jhjamesphanks932@gmail.com

21/11/15
3786

2 November 2015

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

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Yours sincerely

Miss Melissa Cooper
67 Catherine St
Leichhardt NSW 2040
melajade@hotmail.com

2013/6
3787

2 November 2015

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

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- Is not justified by any publicly-released business case.

It is a waste of tax payers dollars.

Yours sincerely

Ms Louise Warren
3 Davies St
Leichhardt NSW 2040
Louise.elizabeth.warren@gmail.com

211188
3788

2 November 2015

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

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- Is not justified by any publicly-released business case.

Please keep our little suburbs in tack retaining our heritage buildings, less density, open spaces, and plenty of public transport to deal with the growing demand. Our quality of lifestyle is seriously being eroded by ugly overdevelopment of multi storey highrise likened to 'lego land' crammed into small areas, with not enough parking provided forcing cars from these highrise to park in our residential streets. We are sick and tired of Planning Laws being changed / rezoning to allow destruction of our Heritage Buildings in order to give way to greedy developer's filling their pockets and spoiling our beautiful suburbs. Shame on you!

Yours sincerely

Charmaine Blake
40 Marlborough St
Leichhardt NSW 2040
charmaine.blake@jacobs.com

AM/BW
3789

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.

Waste of money, contrary to public opinion, too much like tv show "utopia" = jobs for the boys etc

Yours sincerely

Kristine Edwards
49 MacAuley St
Leichhardt NSW 2040
krisedw7@gmail.com

3790

2 November 2015

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

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Yours sincerely

Cristina Villalba
3A Flood St
Leichhardt NSW 2040
crisv@tpg.com.au

2015/11/02
3791

2 November 2015

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

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Yours sincerely

Mrs Michelle Casey
68 George St
Leichhardt NSW 2040
michelle@caseyco.com.au

2/11/15
27/11/15
3792

2 November 2015

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

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Thank you for this opportunity!

Yours sincerely

Mr Mark Mahemoff
41 Day St
Leichhardt NSW 2040
mark.mahemoff@gmail.com

BALMAIN
3793

2 November 2015

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

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I fully support the words above.

Yours sincerely

Phillip Marsh
17 North Ave
Leichhardt NSW 2040
anthony.p.marsh@gmail.com

3794

2 November 2015

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

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I am absolutely opposed to West Connex which will turn my community into a car park and bring huge scale high density apartments into the area. Please do not proceed with this dodgy project.

Yours sincerely

Emma de Voss
28 Flood St
Leichhardt NSW 2040
em_ant@iinet.net.au

3795

2 November 2015

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

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I have just returned from a brief visit to Wellington in New Zealand, where a similar road system was forced through the inner city in the early 1980s. By now it is obvious in that city, how destructive and degrading to the life and culture of the inner city this roadway system has been. To propose similar systems today simply seems archaic. There are also social equity issues regarding toll roads, which disproportionately hurt those on lower incomes.

Yours sincerely

Philippa Mansor
Unit 11 /69 Marion St
Leichhardt NSW 2040
philippam2@bigpond.com

BALMAIN
3796

2 November 2015

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

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As a resident of Leichhardt, I am well aware of the congestion on Parramatta Road. WestConnex will not ease this congestion, it will increase it. I am also concerned for the residents of Haberfield, who will have their houses torn down, to the destruction of a heritage suburb, and for the businesses of Newtown and St Peters, which will face increased traffic through King Street and rate races through back streets to avoid the extra traffic.

The expected financial cost of WestConnex cannot be justified for such adverse results. The money should be better spent on improved public transport from the western suburbs and Parramatta.

Yours sincerely

Ms Sue Cartledge
Unit 4 /2 Elswick St
Leichhardt NSW 2040
contextualise@gmail.com

2014/5
3797

2 November 2015

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

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Yours sincerely

Sam Metcalf
88 Flood St
Leichhardt NSW 2040
sammetcalf@bigpond.com

3798

2 November 2015

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Infrastructure Projects, Planning Services
Department of Planning
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SYDNEY NSW 2001

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I have worked for the nsw rail system for over 30 years in all facets ie freight and passenger services. Back in the early nineties we all could see the writing on the wall. Sheer madness if this all goes ahead.

Yours sincerely

Brian Somerville
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Leichhardt NSW 2040
somerville465@gmail.com

AMM
3799

2 November 2015

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

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Yours sincerely

Oonagh Redmond
8 Waratah St
Leichhardt NSW 2040
oaredmond@gmail.com

21/11/15
3800

2 November 2015

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Infrastructure Projects, Planning Services
Department of Planning
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SYDNEY NSW 2001

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Mr Daniel Sirone
37 Renwick St
Leichhardt NSW 2040
sirones80@hotmail.com