

Brent Devine

From: terry hoskin <campaigns@good.do>
Sent: Wednesday, 28 October 2015 6:02 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

terry hoskin

Sydney NSW 2206, Australia

From: Brigitte Duba <campaigns@good.do>
Sent: Wednesday, 28 October 2015 5:59 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

My house will be directly effected, it will lose value and I will lose sleep with worry about the works and damage it will cause.

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Yours sincerely,

Brigitte Duba

Sydney NSW 2132, Australia

From: Jennifer Hamilton <campaigns@good.do>
Sent: Wednesday, 28 October 2015 5:53 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

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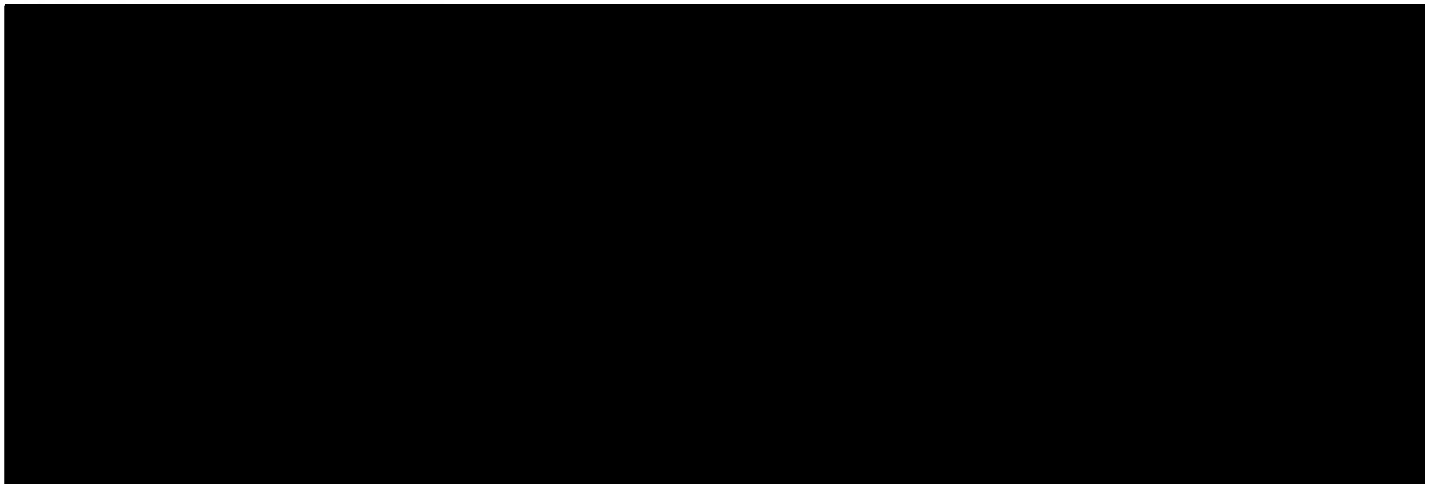
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Jennifer Hamilton

Sydney NSW 2206, Australia



From: jodie portelli <campaigns@good.do>
Sent: Wednesday, 28 October 2015 5:50 PM
To: information-Planning
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jodie portelli

Sydney NSW 2759, Australia

From: prue kohlrusch <campaigns@good.do>
Sent: Wednesday, 28 October 2015 5:40 PM
To: information-Planning
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prue kohlrusch

Sydney NSW 2040, Australia

From: Greg Ryan <campaigns@good.do>
Sent: Wednesday, 28 October 2015 5:31 PM
To: information-Planning
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Greg Ryan

Sydney NSW 2044, Australia

From: Joseph Levitt <campaigns@good.do>
Sent: Wednesday, 28 October 2015 5:31 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

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From: kerry mcnamara <campaigns@good.do>
Sent: Wednesday, 28 October 2015 5:27 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

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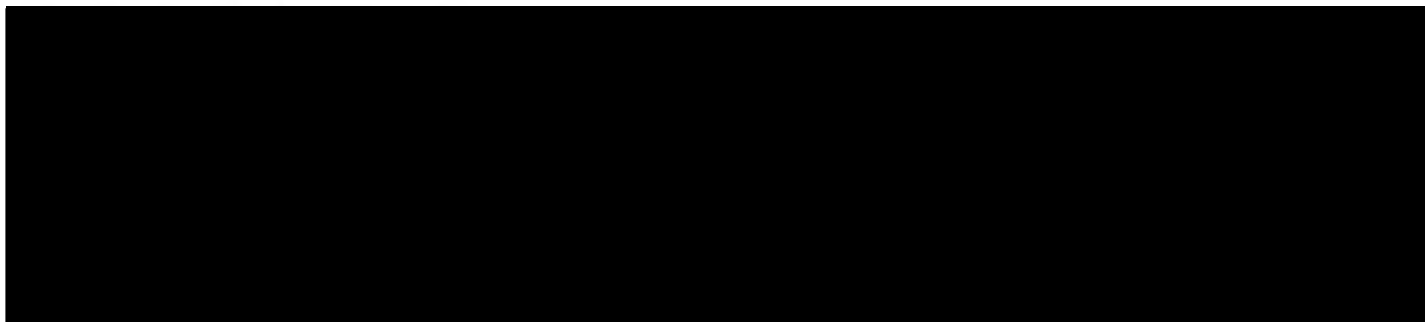
kerry mcnamara

Sydney NSW 2044, Australia

From: Dr John Goldberg <campaigns@good.do>
Sent: Wednesday, 28 October 2015 4:57 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

This WestConnex project is another worthless predetermined piece of infrastructure. Its only aim is job creation. I refuse to contribute to the evaluation because I would be supporting a confidence trick formulated by the NSW Department of Planning. This corrupt organisation has not the slightest intention of heeding any informed comment. It wants you to waste your time and effort, while behind the scenes it knows all about cosy deals with construction interests. .



From: Cathie Hull <campaigns@good.do>
Sent: Wednesday, 28 October 2015 4:53 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

I have watched this project being progressed against the evidence of current and proposed vehicle design and usage, against the interests of human health and a liveable city, ignoring the growth in shared cars and electric, short-distance vehicles and light rail for transport, the expressed wish of the population to have excellent public transport, the need for safe and continuous cycleways, and to have a city designed for health and safety, and not creating crowding and petrol fumes.

Anyone in your position KNOWS that research shows a REDUCTION in the use of cars into the city, knows the NEED for people in Western Sydney to have the opportunity to work IN THEIR OWN LOCAL CITIES of Parramatta Blacktown, and Penrith, and to take advantage the newly developing Parramatta and Western Sydney precincts.

SO what are you doing pressing ahead with an expensive white elephant that is out-of-date and an anomaly before it is even built?

YOU KNOW THIS!!! What is your conscience dictating that you do about it?

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

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I am appalled that this project is being pushed through when the future of motor vehicles as we know them is in doubt, when Google is investing huge effort in driverless cars powered differently, when our young people are refusing to obtain licences and to drive cars, when there is high demand for excellent public transport into the city that delivers people close to their work hassle-free.

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

Yours sincerely,

Cathie Hull

(Emergency Doctor - I pick up the human damage created by such projects)

From: Jeff Brimble <campaigns@good.do>
Sent: Wednesday, 28 October 2015 4:51 PM
To: information-Planning
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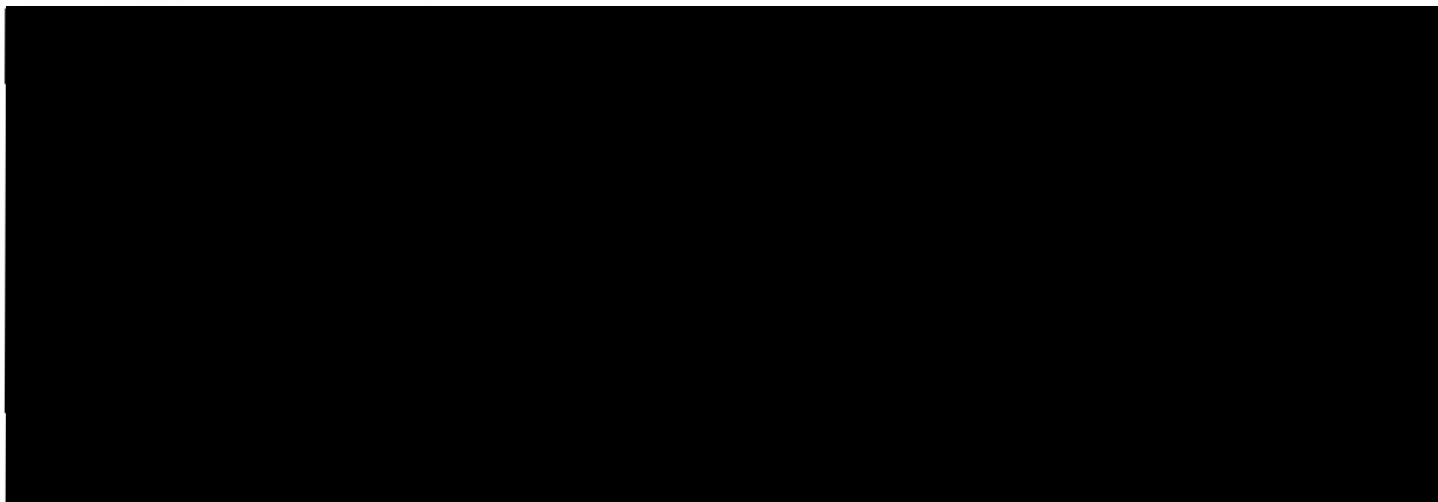
I recognise there is pressure on several NSW Departments, including Planning & Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

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

Yours sincerely,

Jeff Brimble

Ruthin, Ruthin, Denbighshire LL15 1AW, UK



From: C Colefax <campaigns@good.do>
Sent: Wednesday, 28 October 2015 4:51 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

Caitlin Colefax

Sydney NSW 2046, Australia

From: Demitri James <campaigns@good.do>
Sent: Wednesday, 28 October 2015 4:43 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

Demitri Janes

Sydney NSW 2204, Australia

From: Carolyn Day <campaigns@good.do>
Sent: Wednesday, 28 October 2015 4:11 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

Carolyn Day

Sydney NSW 2044, Australia

From: Matthew Ablitt <campaigns@good.do>
Sent: Wednesday, 28 October 2015 3:32 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

Matthew Ablitt

Sydney NSW 2043, Australia

From: Michele Moss <campaigns@good.do>
Sent: Wednesday, 28 October 2015 3:25 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

Instead Sydney needs more light rail networks with complementary cycling and pedestrian projects.

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

Michele Moss

Sydney NSW 2044, Australia

From: Louise Dortins <campaigns@good.do>
Sent: Wednesday, 28 October 2015 3:24 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

Many homes affected directly or because they are in close proximity, though not heritage listed are charming examples of characteristic Sydney Federation architecture. My daughter's home in St Peters is just one of many. Like my daughter many families have invested time love and money in preserving these special houses

I object to the destructive impact WestConnex will have on Newtown, a unique inner west dining, shopping and entertainment hub, which adds to the quality of life of locals and attracts thousands of tourists each year.

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

Louise Dortins

Sydney NSW 2193, Australia

From: Virginia cottrell <campaigns@good.do>
Sent: Wednesday, 28 October 2015 3:20 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

Virginia cottrell

From: Peter Tregillgas <campaigns@good.do>
Sent: Wednesday, 28 October 2015 3:00 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

As a very active and involved member of my community,

I make the following submission in relation to the above EIS.

I strongly object to both the M4 East extension and the entire WestConnex project of which this is part, and request a reply to the following concerns:

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

Where is the BUSINESS PLAN????

I object to the traffic impacts that WestConnex, including the M4 East tunnel, will impose on Sydney's population.

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

I live and work in St Peters and I object to hundreds of people being forced from their homes and businesses for the over 290 properties that will be compulsorily acquired for the M4 East alone. Many affected property owners report that the prices offered by the Government are grossly undervalued and they would not be able to afford to buy in the same area. Many tenants are also being evicted with little prospect of finding equivalent housing.

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

I object to the fact that business owners, including myself, were not consulted for the economic impact study. I employ local people.

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

Don't make this a scandal!

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

Yours sincerely,

Peter Tregillgas

Sydney NSW 2044, Australia

From: catelyn sutherland <campaigns@good.do>
Sent: Wednesday, 28 October 2015 2:44 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

catelyn sutherland

Sydney NSW 2048, Australia

From: Adam Kennedy <campaigns@good.do>
Sent: Wednesday, 28 October 2015 2:31 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

Adam Kennedy

Sydney NSW 2204, Australia

From: James Stevens <campaigns@good.do>
Sent: Wednesday, 28 October 2015 2:27 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

James Stevens

Sydney NSW 2015, Australia

From: Pamela Woods <campaigns@good.do>
Sent: Wednesday, 28 October 2015 2:27 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

Yours sincerely,

Pamela Woods

Sydney NSW 2041, Australia

From: David Sciascia <campaigns@good.do>
Sent: Wednesday, 28 October 2015 2:10 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

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

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

From: David Cole <campaigns@good.do>
Sent: Wednesday, 28 October 2015 1:58 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

I object to the imposition of a fait accompli of a massive new road system by the NSW Government rather than a carefully planned and debated extension of an integrated transport system which includes public transport.

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

I object to the traffic impacts that WestConnex, including the M4 East tunnel, will impose on Sydney's population, without any stated plans for the neighbouring side roads and their likely increased traffic loads. The Government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion. The evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project area would continue to be severely congested or even worse if the project is completed.

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

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

I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher rates of respiratory and heart disease

and lung cancer, and impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, child and aged care facilities in the area.

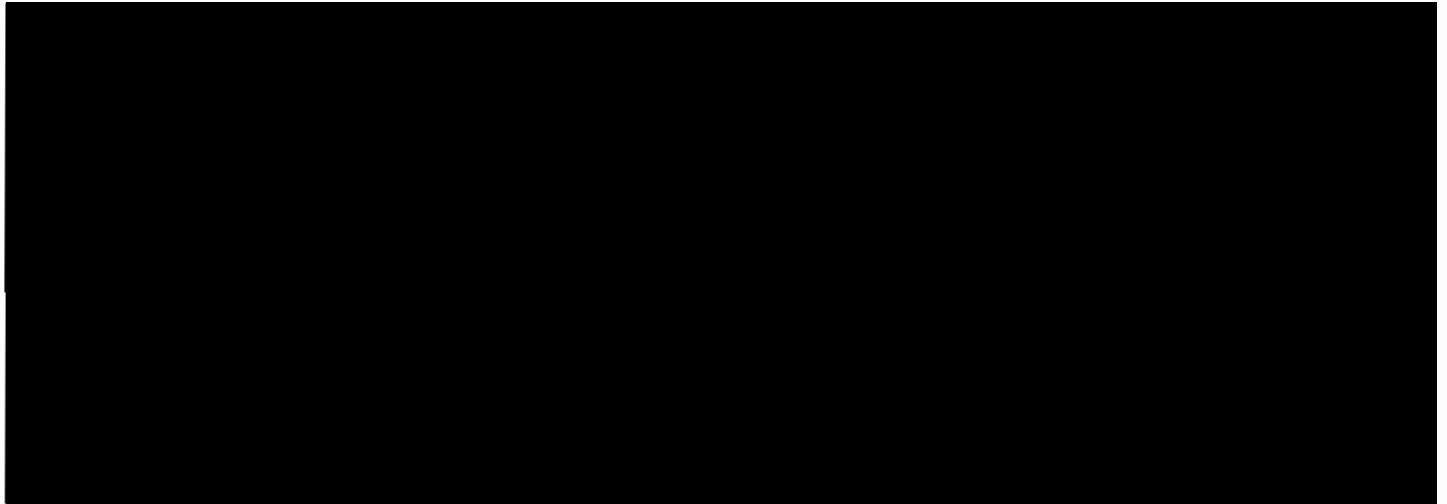
I recognise there is pressure on several NSW Departments, including Planning & Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution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

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

Yours sincerely,

David Cole

Sydney NSW 204S, Australia



From: Rosemary Johnson <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:14 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
- Thousands of residents will be impacted by increased noise and pollution, which will have significant negative health impacts. This is also likely to devalue many homes near the WestConnex.
- Consultations with Local Councils were only done on the concept plan regarding the M4East and were not repeated in 2015 after the final route was announced. Therefore councils were not given the opportunity to address the social and heritage impacts on the final route.
- Local communities will be carved up by multi-lane roads, cutting residents off from each other and vital social infrastructure.
- Communities will be subjected to years of disruption and traffic chaos during the construction phase of the tollway, creating stress and loss of amenity.
- Pedestrians and cyclists will be impacted as they face increased traffic density on key roads, increased travel times, and increased risks.

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Rosemary Johnson

Sydney NSW 2042, Australia

From: Kumi Fitzgibbon <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:09 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
- Thousands of residents will be impacted by increased noise and pollution, which will have significant negative health impacts. This is also likely to devalue many homes near the WestConnex.
- Consultations with Local Councils were only done on the concept plan regarding the M4East and were not repeated in 2015 after the final route was announced. Therefore councils were not given the opportunity to address the social and heritage impacts on the final route.
- Local communities will be carved up by multi-lane roads, cutting residents off from each other and vital social infrastructure.
- Communities will be subjected to years of disruption and traffic chaos during the construction phase of the tollway, creating stress and loss of amenity.
- Pedestrians and cyclists will be impacted as they face increased traffic density on key roads, increased travel times, and increased risks.

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Kumi Fitzgibbon

Sydney NSW 2103, Australia

From: tom shellien <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:02 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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

- No business case has been revealed for the \$15.4 billion WestConnex. The short 'summary' released by WestConnex to date is no substitute for a full and proper business case with detailed cost/benefit analyses, traffic modelling, and other data that can be independently scrutinised.
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- The Sydney Motorway Corporation (SMC) is the public/private company charged with delivering WestConnex. Information about SMC cannot be captured through Freedom of Information requests, shielding it from scrutiny.

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

- Parramatta Rd at Homebush: Traffic on will increase by 46%, with average weekday traffic climbing from 33,600 to 49,800 by 2031.
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I object to claims made in this EIS that WestConnex will result in less pollution due to free-flowing traffic.

- Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
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- The M4 East EIS field surveys are very limited in duration and season. The EIS acknowledges this, stating "it is possible that seasonal species were not identified".
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- Construction work will cause potential contamination of downstream waterways and groundwater, impacting on aquatic and riparian habitats.
- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.

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

Yours sincerely,

tom shellien

Sydney NSW 2759, Australia

From: Sam Forbes <campaigns@good.do>
Sent: Wednesday, 28 October 2015 7:50 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
- Thousands of residents will be impacted by increased noise and pollution, which will have significant negative health impacts. This is also likely to devalue many homes near the WestConnex.
- Consultations with Local Councils were only done on the concept plan regarding the M4East and were not repeated in 2015 after the final route was announced. Therefore councils were not given the opportunity to address the social and heritage impacts on the final route.
- Local communities will be carved up by multi-lane roads, cutting residents off from each other and vital social infrastructure.
- Communities will be subjected to years of disruption and traffic chaos during the construction phase of the tollway, creating stress and loss of amenity.
- Pedestrians and cyclists will be impacted as they face increased traffic density on key roads, increased travel times, and increased risks.

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

- No business case has been revealed for the \$15.4 billion WestConnex. The short 'summary' released by WestConnex to date is no substitute for a full and proper business case with detailed cost/benefit analyses, traffic modelling, and other data that can be independently scrutinised.
- In Dec 2014 the NSW Auditor-General noted that there were 'shortcomings in the level of independent assurance provided to the Government'. According to the Government's framework, an additional 4 'Gateway' reviews should have been conducted.
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I object to claims made in this EIS that WestConnex will result in less pollution due to free-flowing traffic.

- Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
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- The M4 East EIS field surveys are very limited in duration and season. The EIS acknowledges this, stating "it is possible that seasonal species were not identified".
- Many homes targeted for acquisition and destruction for the M4 East have substantial yards with mature trees and green areas. Streetside green spaces will also disappear, along streets lined with established trees.

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- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.

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

From: Jacqui Schofield <campaigns@good.do>
Sent: Wednesday, 28 October 2015 7:48 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
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- Local communities will be carved up by multi-lane roads, cutting residents off from each other and vital social infrastructure.
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Yours sincerely,

Jacqui Schofield

From: Joy Welshman <campaigns@good.do>
Sent: Wednesday, 28 October 2015 7:43 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

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

Yours sincerely,

Joy Welshman

Sydney NSW 2759, Australia

From: Nyree Dietrich <campaigns@good.do>
Sent: Wednesday, 28 October 2015 7:17 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

Yours sincerely,

Nyree d

Sydney NSW 2038, Australia

From: melanie young <campaigns@good.do>
Sent: Wednesday, 28 October 2015 6:51 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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melanie young

Sydney NSW 2193, Australia

From: Janie Cassar <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:17 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

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

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

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

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

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

Yours sincerely,

Janie Cassar

Sydney NSW 2759, Australia

From: system@affinitylive.com on behalf of Charlie Pierce
Sent: Sunday, 25 October 2015 2:43 PM
To: Brent Devine
Subject: Submission Details for Charlie Pierce (object)
Attachments: Disclose Reportable Political Donations.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: yes

Name: Charlie Pierce

Newtown, NSW
2042

Content:

I am writing to indicate my strong opposition to the WestConnex M4 East Environmental Impact Statement (SS1 6307). Global experience of major toll road construction has shown that these projects are counter productive, with poorly designed cost benefit analysis that has found to be flawed in ever major road development in NSW following operation (ie Cross City Tunnel). AECOM has recently been found deficient in their documentation for the Queensland toll road and are out of pocket for their negligence.

I object to this proposal because it will:

- a. Encourage more cars instead of public transport and fails to provide any real relief to car users that must use the M4 (truck drivers and tradesmen);
- b. Will make our air dirtier rather than improving air quality. Appendix H: Air quality impacts uses comparison data based on the existing PM10 standard (50ug/m3) when this standard will be reduced to 30-40ug/m3 in the near future. Particle pollution levels near the motorway already exceed the current PM10 and PM2.5 standards. Construction and operation of WestConnex will increase pollution concentrations and adverse health impacts.
- c. I am not a air quality expert but it is not clear to me how increasing traffic will reduce emissions. (Appendix H, Figure 5.2, page 50). I am a chemist and understand that the law of conservation of matter.
- d. The consultation information presented is biased. Ashfield council did not understand the extent of the development when offering positive comments to the project in 2012-13. There was no human to human contact with the business community or social community before release of the EIS.

Political donations disclosure statement



NSW GOVERNMENT
Department of Planning

Office use only:

Date received: ____/____/____

Planning application no. _____

This form may be used to make a political donations disclosure under section 147(3) of the *Environmental Planning and Assessment Act 1979* for applications or public submissions to the Minister or the Director-General.

Please read the following information before filling out the Disclosure Statement on pages 3 and 4 of this form. Also refer to the 'Glossary of terms' provided overleaf (for definitions of terms in *italics* below). Once completed, please attach the completed declaration to your planning application or submission.

Explanatory Information

Making a planning application or a public submission to the Minister or the Director-General

Under section 147(3) of the *Environmental Planning and Assessment Act 1979* ('the Act') a person:

- (a) who makes a *relevant planning application* to the Minister or the Director-General is required to disclose all *reportable political donations* (if any) made within the *relevant period* to anyone by any person with a *financial interest* in the application, or
- (b) who makes a *relevant public submission* to the Minister or the Director-General in relation to the application is required to disclose all *reportable political donations* (if any) made within the *relevant period* to anyone by the person making the submission or any associate of that person.

How and when do you make a disclosure?

The disclosure to the Minister or the Director-General of a *reportable political donation* under section 147 of the Act is to be made:

- (a) in, or in a statement accompanying, the relevant planning application or submission if the donation is made before the application or submission is made, or
- (b) if the donation is made afterwards, in a statement of the person to whom the relevant planning application or submission was made within 7 days after the donation is made.

What information needs to be included in a disclosure?

The information requirements of a disclosure of reportable political donations are outlined in section 147(9) of the Act.

Pages 3 and 4 of this document include a Disclosure Statement Template which outlines the information requirements for disclosures to the Minister or to the Director-General of the Department of Planning.

Note: A separate Disclosure Statement Template is available for disclosures to councils.

Warning: A person is guilty of an offence under section 125 of the *Environmental Planning and Assessment Act 1979* in connection with the obligations under section 147 only if the person fails to make a disclosure of a political donation or gift in accordance with section 147 that the person knows, or ought reasonably to know, was made and is required to be disclosed under section 147.

The maximum penalty for any such offence is the maximum penalty under Part 6 of the *Election Funding and Disclosures Act 1981* for making a false statement in a declaration of disclosures lodged under that Part.

Note: The maximum penalty is currently 200 penalty units (currently \$22,000) or imprisonment for 12 months, or both.

Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below

Disclosure statement details				
Name of person making this disclosure Charlie Pierce		Planning application reference (e.g. DA number, planning application title or reference, property address or other description) WESTCONNEX M4 EIS (SS1 6307)		
Your interest in the planning application (circle relevant option below)				
You are the APPLICANT		YES / NO		OR
				You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION
				☒ YES ☐ NO
Reportable political donations made by person making this declaration or by other relevant persons				
* State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2). If the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN).				
* If you are the applicant of a relevant planning application state below any reportable political donations that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR				
* If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate				
Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
Charlie Pierce	19 Bedford Street Newtown NSW 2042	Greens NSW	17 FEB 15	\$300,00
Please list all reportable political donations—additional space is provided overleaf if required.				
By signing below, I/ve hereby declare that all information contained within this statement is accurate at the time of signing.				
Signature(s) and Date Charlie Pierce 24 Oct 15				
Name(s) Charlie Pierce				

Glossary of terms (under section 147 of the *Environmental Planning and Assessment Act 1979*)

gift means a gift within the meaning of Part 6 of the *Election Funding and Disclosures Act 1981*. Note: A gift includes a gift of money or the provision of any other valuable thing or service for no consideration or inadequate consideration.

Note: Under section 84(1) of the *Election Funding and Disclosures Act 1981* gift is defined as follows:

gift means any disposition of property made by a person to another person, otherwise than by will, being a disposition made without consideration in money or money's worth or with inadequate consideration, and includes the provision of a service (other than volunteer labour) for no consideration or for inadequate consideration.

local councillor means a councillor (including the mayor) of the council of a local government area.

relevant planning application means:

- a) a formal request to the Minister, a council or the Director-General to initiate the making of an environmental planning instrument or development control plan in relation to development on a particular site, or
- b) a formal request to the Minister or the Director-General for development on a particular site to be made State significant development or declared a project to which Part 3A applies, or
- c) an application for approval of a concept plan or project under Part 3A (or for the modification of a concept plan or of the approval for a project), or
- d) an application for development consent under Part 4 (or for the modification of a development consent), or
- e) any other application or request under or for the purposes of this Act that is prescribed by the regulations as a relevant planning application, but does not include:
 - f) an application for (or for the modification of) a complying development certificate, or
 - g) an application or request made by a public authority on its own behalf or made on behalf of a public authority, or
 - h) any other application or request that is excluded from this definition by the regulations.

relevant period is the period commencing 2 years before the application or submission is made and ending when the application is determined.

relevant public submission means a written submission made by a person objecting to or supporting a relevant planning application or any development that would be authorised by the granting of the application.

reportable political donation means a reportable political donation within the meaning of Part 6 of the *Election Funding and Disclosures Act 1981* that is required to be disclosed under that Part. Note: Reportable political donations include those of or above \$1,000.

Note: Under section 88 of the *Election Funding and Disclosures Act 1981* reportable political donation is defined as follows:

88 Meaning of "reportable political donation"

- (1) For the purposes of this Act, a reportable political donation is:
 - (a) in the case of disclosures under this Part by a party, elected member, group or candidate—a political donation of or exceeding \$1,000 made to or for the benefit of the party, elected member, group or candidate, or
 - (b) in the case of disclosures under this Part by a major political donor—a political donation of or exceeding \$1,000:
 - (i) made by the major political donor to or for the benefit of a party, elected member, group or candidate, or
 - (ii) made to the major political donor.
- (2) A political donation of less than an amount specified in subsection (1) made by an entity or other person is to be treated as a reportable political donation if that and other separate political donations made by that entity or other person to the same party, elected member, group, candidate or person within the same financial year (ending 30 June) would, if aggregated, constitute a reportable political donation under subsection (1).
- (3) A political donation of less than an amount specified in subsection (1) made by an entity or other person to a party is to be treated as a reportable political donation if that and other separate political donations made by that entity or person to an associated party within the same financial year (ending 30 June) would, if aggregated, constitute a reportable political donation under subsection (1). This subsection does not apply in connection with disclosures of political donations by parties.
- (4) For the purposes of subsection (3), parties are associated parties if endorsed candidates of both parties were included in the same group in the last periodic Council election or are to be included in the same group in the next periodic Council election.

a person has a financial interest in a relevant planning application if:

- a) the person is the applicant or the person on whose behalf the application is made, or
- b) the person is an owner of the site to which the application relates or has entered into an agreement to acquire the site or any part of it, or
- c) the person is associated with a person referred to in paragraph (a) or (b) and is likely to obtain a financial gain if development that would be authorised by the application is authorised or carried out (other than a gain merely as a shareholder in a company listed on a stock exchange), or
- d) the person has any other interest relating to the application, the site or the owner of the site that is prescribed by the regulations.

persons are associated with each other if:

- a) they carry on a business together in connection with the relevant planning application (in the case of the making of any such application) or they carry on a business together that may be affected by the granting of the application (in the case of a relevant planning submission), or
- b) they are related bodies corporate under the *Corporations Act 2001* of the Commonwealth, or
- c) one is a director of a corporation and the other is any such related corporation or a director of any such related corporation, or
- d) they have any other relationship prescribed by the regulations.

Sunday, 25 October 2015 2:16 PM

Subject: FW: Contribution Receipt

Date: Sunday, 10 May 2015 2:30 pm

From: Charlie Pierce <charlie.pierce@optusnet.com.au>

To: "PIERCE, CHARLES" <CHARLES.PIERCE@sydneywater.com.au>

----- Forwarded Message

From: Greens NSW <office@nsw.greens.org.au>

Date: Tue, 17 Feb 2015 16:27:07 +1100

To: Charlie Pierce <charlie.pierce@optusnet.com.au>

Subject: Contribution Receipt

Thank you for donating to The Greens NSW

The Greens NSW

Suite D Level 1
275 Broadway
GLEBE NSW 2037

email: office@nsw.greens.org.au

ph: 02 9045 6999

fax: (02) 9519 2177

web: nsw.greens.org.au

ABN S9 092 022 462

Receipt/tax invoice

Invoice No.186449

Contact No.334507

Please keep this receipt for your records.

Donation Information

Amount \$ 300.00

Date of issue 17th February, 2015 4:27 PM

Contact Information

First Name Charles

Last Name Pierce

Address 19 Bedford Street

NEWTOWN NSW 2042

From: system@affinitylive.com on behalf of Kathrin King [REDACTED]
Sent: Tuesday, 27 October 2015 3:16 PM
To: Brent Devine
Subject: Submission Details for Kathrin King (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kathrin King
[REDACTED]

Lilyfield, NSW
2040

Content:
Submission : WestConnex M\$ EAST EIS (SSI 6307)

I wish to express a strong objection to the West connex M4East motorway proposal as this is an inadequate solution to traffic . All research leans towards public transport being the superior option for future infrastructure in growing cities .
I further wish to register by objection to the government awarding tenders prior to a full business case being publicly released and before the EIS has been published .The public should have the right of participation and comments ...a basic democratic right .The EIS process should allow for the opportunity to provide genuine public input .The present procedure is non transparent and simply undermines Australian citizens right for participation .Its also "Un-australian " .
The funding for this proposal will eat up an enormous amount of the state budgets transport budget for many years to come .
At a minimum it would be expected that public and transparent discussion regarding social ,economic and environmental impacts are initiated and encouraged .
I as a citizen of Sydney I would appreciated to be informed and receive an explanation why the West connex M4 East option is preferable to other alternative public transport solutions .
The EIS has not addressed the following :
- discussion around freight rail alternatives and public transport
-a robust business case to discuss and justify billions of dollars of our taxpayersfunds
-consider more sustainable public and active transport options that will be more environmental friendly
-traffic modeling in relation to a large increase of apartment construction /population growth

[REDACTED]

From: system@affinitylive.com on behalf of Paul Whitehead
[REDACTED]
Sent: Tuesday, 27 October 2015 5:08 PM
To: Brent Devine
Subject: Submission Details for Paul Whitehead (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Paul Whitehead
[REDACTED]

Ashfield, NSW
2131

Content:
I wish to register an objection to the WestConnex M4 East proposal.

As a resident of Knocklayde St, Ashfield my young family and I will be living approximately 400m from the unfiltered Haberfield emissions stack and the tunnel exit/entrance on Wattle St.

Worldwide experience and research has shown conclusively that road building projects on this scale are hugely expensive and counterproductive. This EIS shows confirms that WestConnex will see an increase in air pollution and traffic, plus expose NSW taxpayers to unacceptably high levels of financial risk. It is not a long-term solution to Sydney's congestion problem.

Having issued contracts for the construction of WestConnex before the EIS was available to the public makes a sham of this being a proper consultative process with the public's health and welfare in mind.

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

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

- * The lack of detail relating to pollution and related health impacts on the residents living nearby the unfiltered emissions stacks. Particularly those vulnerable members of the community attending the 2 primary schools, 2 day care centres and numerous elderly residents at the Haberfield end alone. The claim is even made that WestConnex will improve local air quality - which will surely make it the first motorway in history to do so.

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

- * The short 55-day time frame in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond. I personally called and emailed the Minister for Planning to explain why this was not enough time but received no reply.

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

- * Having each section of the WestConnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation. The only mention of improvements to public transport are vague references based on completion of all stages but no actual plans are submitted.

- * The failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of

the whole project - such as loss of housing, heritage and biodiversity.

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

- * The lack of analysis on other local traffic choke points along the Paramatta Rd corridor such as Frederick St in Ashfield.

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

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

- * The huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West. In particular the impact on local roads around the Wattle St exit as this will continue to be a bottle neck as it is now, drivers will look for the quickest alternative route such as local rat runs taking them past Haberfield Public and Dobroyd Point Public schools.

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

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

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

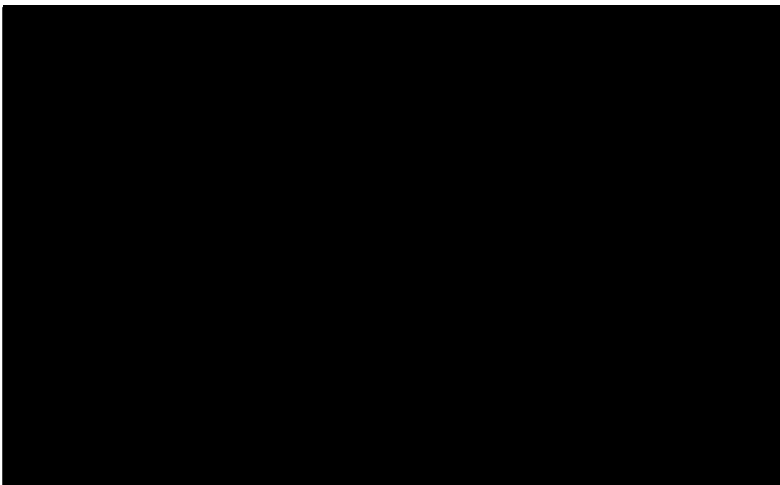
- * The failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are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

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

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

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

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



From: system@affinitylive.com on behalf of Kenneth Southerden
[REDACTED]
Sent: Tuesday, 27 October 2015 5:25 PM
To: Brent Devine
Subject: Submission Details for Kenneth Southerden (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kenneth Southerden
[REDACTED]

Homebush, NSW
2140

Content:

I live in Station St at Homebush, but my unit is in the back and is directly opposite the proposed new on ramp connecting Parramatta Rd and the M4.

I object to this and I hate your guts for even proposing it.

We already have enough on ramps on to the M4.

Leave us alone.

Very close to Homebush, some parts of the M4 and Parramatta Rd run parallel, why can't you build it there? You will save money as it is much easier to build.

You will also destroy our new park.

[REDACTED]

From: system@affinitylive.com on behalf of liu pan [REDACTED]
Sent: Tuesday, 27 October 2015 5:27 PM
To: Brent Devine
Subject: Submission Details for liu pan of TAFE NSW (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: liu pan
Organisation: TAFE NSW (staff)

[REDACTED]

Ashfield, NSW
2131

Content:

1. This project will spend \$15.4 billion and it reduces travel times by just six minutes, I do not believe this is an efficient use of \$15.4 billion of taxpayers' funds, I do not believe it will lead to the congestion improvements promoted by the State Government and the WestConnex Delivery Authority (now Sydney Motorway Corporation).

2. The Project will have a devastating impact on the Inner West and particularly on our communities of Ashfield and Haberfield. Ashfield is one of the most densely populated communities in Sydney and Haberfield has great historical significance, therefore the decision to proceed is all the more bewildering.

3. There are more than twenty schools (high schools and primary schools) and tens of childcare centres in the surrounding areas. Especially Haberfield Public School, Ashfield Infants Home and Ashfield Kindy Patch Childcare centre are at the centre of a "toxic triangle" of pollution stacks and portals under the current WestConnex plans. If NSW government can spend \$15.4 billion on a road to reduce travel times by just six minutes, NSW government also can afford to spend the additional money required to ensure the vast majority of pollution is not released into this densely-populated neighbourhood.

[REDACTED]

Brent Devine

1090

From: system@affinitylive.com on behalf of Elizabeth slakey [REDACTED]
Sent: Tuesday, 27 October 2015 6:49 PM
To: Brent Devine
Subject: Submission Details for Elizabeth slakey (object)
Attachments: WestconnexEISresponse.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Elizabeth slakey
[REDACTED]

Haberfield, NSW
2045

Content:
Please refer to the PDF attached for my submission.

[REDACTED]

Elizabeth Slakey
162 Ramsay Street
Haberfield, NSW 2045
Ph 0422050075
eslakey@gmail.com

To Whom it May Concern,

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

I am opposed to the construction of the M4 East Tunnel and do not believe that spending \$15.4 billion to achieve a marginal improvement to travel time is justified. I am distressed that the Government has ignored the community by signing contracts to build this project before releasing this EIS, completing and releasing the full business case, or obtaining planning approval. I am disgusted that the 'consultation' with community has resulted in a community left feeling disempowered and unable to influence the outcome. Many residents have become disengaged in the process and although they are opposed to the project, will not submit a response to the EIS because they believe it won't be acted on.

The Project will have a devastating impact on the communities of Ashfield and Haberfield and indeed on the Inner West as a whole. Ashfield is one of the most densely populated communities in Sydney. Haberfield holds great historical significance. The decision to proceed raises many questions; it does not make sense. This Project will irreversibly destroy the heritage values of Haberfield and hack two giant holes through the middle of our community. With so much rhetoric from our politicians around building "liveable cities for the future" it makes no sense to destroy one of the most "liveable" parts of metropolitan Sydney; Haberfield.

Without seeing the business case the community has no way of knowing what other alternatives were considered and what their associated costs were. The conclusion many have drawn is that this work was not done at all.

I want the following addressed:

Release the full business case/Justification for the Project

- I want to see the data that supports the assertion by the Project proponents that it will divert trucks off local roads and into the tunnel. How do we know trucks will choose to use the tunnel?
- Why is the height of buildings a consideration for the tunnel route? The tunnel corridor option specifically includes the ability to develop taller buildings (and thus develop more intensely) Parramatta Rd. This should not be relevant to the Project.
- The EIS says (4.2.3) that 'there are no feasible strategic transport alternatives' but only 4 other alternatives provided. There is no suggestion of what other alternatives might have been considered or their associated costs. There is strong evidence that if public transport were provided for the non-commercial traffic on Parramatta road, then the road would be capable of meeting the commercial traffic needs without the new tunnels. This point has not been addressed by the EIS.

- Public transport should be included in the development of the Project. The EIS dismisses a four lane tunnel on the basis of the bottle neck it would cause onto Parramatta Rd and City West Link, however, there should have been consideration to turning that fourth lane into a train, light rail, or bus lane.

Wait for Stage 3

- Given the EIS itself shows minimal improvements to traffic time from Homebush to the city/airport on the basis of this Stage 2 of the overall Westconnex project and most of the anticipated improvements depend on Stage 3 of the Project, work on Stage 2 should be dependent on approval being given for Stage 3. If Stage 3 either fails to get approval or funding, even the EIS says there will be minimal improvement – it is reckless to spend \$15 billion on minimal improvement for one route and worsening of traffic in effected areas such as Taverners Hill. It is clear from the EIS there will be devastating effects on the traffic flows on Parramatta Rd and City West Links, the roads that feed into them, and the roads they feed into, for decades to come. If Stage 3 is altered in a material way it may result in additional cost and unnecessary impact on the area.

Noise Abatement

- Install noise abatement infrastructure in Haberfield Public School (eg double glazing, air circulation measures) prior to the start of construction.
- Build noise walls for properties in Ashfield and Haberfield next to the Parramatta and City West Link interchanges, during and after construction.
- Set up a noise monitoring station at Haberfield Public School (HPS) and require further preventative measures to be taken if the noise varies above an acceptable level.

Pollution Reduction and Monitoring

- Increase the height of the stacks to reduce impact of emissions on local area and increase likelihood that emissions will be dispersed more widely.
- Filter the smoke stack and relocate away from schools, childcare centres, and retirement homes.
- Monitor emissions at Haberfield Public School, Dobroyd Public School, and the Infants Home before, during and after the project.
- Note that the EIS identifies (4.4.5) a disadvantage with the interchange at Parramatta Rd is that *'there would be issues with vehicles queuing back into the tunnel during the morning peak'* there must be monitoring of the emission levels outside the portals on:
 - Parramatta Road between Liverpool St and Tebbutt St where Parramatta Rd reduces to two lanes.
 - City West Link at Timbrell Drive/Mortley Ave.
- Assumed improvements in vehicle emissions is integral to the modelling on pollution around the stack due to improvements in new car technology, yet the bulk of the emissions are

recognised to come from trucks. The modelling for this should be published for critical analysis by the community.

- There is no parallel modelling of emission levels for the scenario where public transport options are put in place instead of Westconnex. Without modelling this scenario the community is being deprived of critical details with which to judge the project's suitability for Sydney. The lack of this modelling also indicates a bias towards building roads over public transport which is detrimental to the health of Sydney-siders. Active transport increases the health of those who participate in it as well as those who don't yet still benefit from the reduction in cars on the road. There should be an objective approach that treats all transport options and seeks the optimal combination of transport methods. There is no evidence of an objective approach to transport options in designing this project.

Traffic Management

- Reduction in local traffic, monitoring of rat runs, and requirements for amelioration if not acceptable
 - Take base-level data on traffic volumes on the following Haberfield streets:
 - Dalhousie (between Parramatta Rd and Ramsay St), Rogers, Chandos, Bland, Alt, Walker, Ramsay (before and after the Haberfield shopping area, and also between Marion and Sloane Streets).
 - On Denman Ave outside HPS, on Dalhousie St outside St Joan of Arc Catholic School.
 - If the Waratah St right turn remains, then also on Waratah St outside Dobroyd Point Public School.
 - Take base-level data on traffic volumes on the following Ashfield streets:
 - Church, Frederick, Elizabeth
 - Monitor the above streets in Haberfield and Ashfield during construction and for a period of at least 12 months after construction.
 - If any streets exceed acceptable increases, require steps to be taken to return the streets to acceptable levels (eg closing roads, speed bumps, supervised crossings).
- Restrict access to Haberfield to deter rat running
 - Remove the right turn into Waratah St Haberfield. Haberfield/Dobroyd Point residents can access their homes via Parramatta Rd at Dalhousie, O'Connor, and Sloane Streets and St Davids and Haberfield Roads. Including a right turn into Waratah would encourage rat runs through Haberfield and significantly increase traffic outside Dobroyd Point Public school.
- Improve access for local traffic

- Provide a way for the residents of Martin St East and Wattle St (between Ramsay and Martin Streets) to access the local community (possibly by opening the end of Martin St East onto Ramsay St for exiting traffic).
- Specifically consider whether any additional right turn access is required into Dalhousie St from Parramatta Rd for west-bound traffic along Parramatta Rd.
- The following flaws are evident in the traffic modelling:
 - It is based on the expectation that public transport and active transport (cycling/walking) will improve but the Project does not fund or include any work in this regard.
 - The modelling does not include specific provision for the development recently announced for Parramatta Road.
 - The modelling does not address the problems that have occurred on similar projects where the use of the tunnel has not been what was projected, possibly due to the cost of the tolls.

The EIS itself accepts that traffic on some sections of Parramatta Road and also local feeder roads will be higher than if Westconnex is **not** built. This is unacceptable for a \$15 billion dollar project that will deliver cars and trucks into a traffic jam at the end of the tunnel.

Many leading academics agree that building new roads just creates more traffic, thus filling the new roads to capacity and slowing traffic to pre-development levels.

Public Transport

- Light rail along Parramatta Rd from Concord to the CBD. Light rail is preferred to buses due to the amount of emissions inhaled on a bus being significantly higher than on a light rail carriage.
- Express bus service from Haberfield to the city.
- Consideration of a concurrent tunnel for a fast train connection from Strathfield, ultimately to the city.
- The EIS says (4.2.3) that public transport should 'complement the roads network'. It should be the other way around - the roads network should complement the public transport network.

Haberfield Connection to Ashfield and Five Dock

- There should be improved connectivity between Haberfield and Ashfield across Parramatta Road. Specifically:
 - There should be a pedestrian and cycle bridge across Parramatta Road to link Ashfield Park to Haberfield (at Dalhousie St). This would provide a safer crossing for the many children from Ashfield who attend school and day care in Haberfield. It would also decrease the need for a road level pedestrian crossing at Dalhousie St which would be

the first set of traffic lights for traffic exiting the tunnel and a major congestion point on the part of Parramatta Road and high risk of red-light running.

- There should be a pedestrian bridge further along Parramatta Rd to remove the need for pedestrian crossings at Liverpool Rd and Sloane St which will similarly congest traffic.
- There should be improved connectivity between Haberfield and Five Dock across Wattle St to enable children to safely cross as there are many children from Five Dock who attend school and child care in Haberfield.
 - A pedestrian and cycle bridge across Wattle/City West Link at Waratah St linking to Timbrell Park
 - A pedestrian and cycle bridge across Wattle St at Ramsay St given that Ramsay St is proposed to be three stage crossing and Wattle St will be 80 metres wide.

Investment in the local community

- Return acquired properties not required after construction to Ashfield Council for community use and public open space. Do not sell off these areas for development (and therefore capitalise on the loss to the original homeowners).
 - For example, the space between Wolesley St and Northcote Ave would serve well as green space to minimise the impact of the stacks and widened roads. A pedestrian/cycle overpass could be integrated across Wattle st. Community could be involved in designing/planning for the space. Projects of this kind will help to bring the community back together and go some way towards addressing the grief associated with the destruction caused by Westconnex.
- Set specific objectives for employment of locals.
- Set a specific quota for new trees and other planting in the community, particularly on the most affected areas (Parramatta Road at and beyond the tunnel exit, Walker Ave around the stack and other tunnel buildings, Northcote Ave construction site, City West link at and beyond the tunnel exit). These quotas should be approved by local councils.
- Provide a fund for the Ashfield and Haberfield community (perhaps through Council as grants) to address the unexpected consequences of this road. Projects from the fund should be determined by the local community.

Improvements to 'Active transport' options (for cyclists, pedestrians)

- The Project should consider web-style pedestrian and cycle bridges to enable diagonal crossing and improve active transport options. The goal of the Project was stated to maintain status quo for pedestrian and cycle access. This is unacceptable. Where major investment is made in roads, active transport options must be raised to the same (at a minimum) increased level of usability. Pedestrian and cycle transport infrastructure cost is barely perceptible in a budget of this size, yet the proven benefits are enormous in terms of health, safety, community engagement, community cohesiveness, etc.

- There should be a pedestrian bridge over Parramatta Rd as stated above.
- There should be improved connectivity across Wattle St.

Heritage

- This Project intends to destroy many heritage houses, destroy items of historical significance and chop up this historic area and community with a motorway, while I am unable (rightly) to build a garage beside my house because I live in a heritage area. The EIS itself accepts this permanent loss of our history and I fiercely object to this project destroying heritage in this way.

Compensation for home owners facing compulsory acquisition or those nearby

- Require generous compensation to home owners whose homes are being compulsorily acquired to put them in the position of being able to buy back into the area at a comparable level. Home owners in the position are across the board reporting heavy handed tactics, low ball offers, delay tactics. The Act states that where there is disagreement between valuers, the decision should err on the side of the home owner. The RMS has failed to do this, instead they have hidden behind low valuations and failed to make decisions that would resolve matters fairly and efficiently.
- Offer voluntary acquisitions and WDA-funded dilapidation reports for those properties near construction sites in Northcote, Wolseley, Wattle, Walker, Ramsay, Chandos, and Loftus Streets.

Compensation for renters forced out of their community

- Require compensation to households who have been forced to move out of the community, change their childrens' schools and childcare due to acquisition of the properties they were renting, and the subsequent lack of affordable comparable rental properties, as a direct result of the Westconnex project. These families should be subsidised to rent in this community, at least until their children complete their schooling. Their moving and associated costs should be covered by Westconnex.

Local parking

- The parking allowed for on the construction sites for the contractors does not provide parking for all contractors and there will be a significant number of additional vehicles parking on local roads. I submit that the Project should be required to monitor parking issues along the area of construction, particularly outside Haberfield Public School and Dobroyd Public School.

This project will not solve Sydney's traffic problems and NSW taxpayer's money is better spent investing in a system that uses Public Transport as its main component and roads as complementary infrastructure. The world's most effective and desirable cities are building less roads and their planners are taking healthier and more progressive decisions.

Anticipating the challenges for Sydney as it grows requires innovating thinking, people centred thinking, not road-biased planning. Please consider my concerns and address them in your response to the community's submissions to the EIS.

Yours sincerely

Elizabeth Slakey

Political Donation Declaration: I have not made any donations exceeding \$1000 in the requisite period.

Brent Devine

1091

From: system@affinitylive.com on behalf of Chris O'Rourke [REDACTED]
Sent: Tuesday, 27 October 2015 10:06 PM
To: Brent Devine
Subject: Submission Details for Chris O'Rourke of personal submission (object)
Attachments: O'Rourke Response to M4 East EIS.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Chris O'Rourke

Organisation: personal submission ()

[REDACTED]

Bathurst, NSW
2795

Content:

I strongly object to the M4 East Project.

My objections are detailed in the attached PDF document.

[REDACTED]

Formal submission to M4 East WestConnex Project, SSI 6307

This submission is by Mr Chris O'Rourke, of Bathurst NSW

I strongly object to the proposed M4 East, and to the WestConnex project in its present state.

I object to claims made in the EIS and in other documents associated with the Westconnex project that traffic congestion will be reduced.

I object to claims made in the EIS that the M4 East / WestConnex will result in less pollution due to free-flowing traffic.

I object to the impact the M4 East / WestConnex will have on our environment and biodiversity.

I object to the impact the M4 East / WestConnex will have on people and communities.

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

I object to the very large amount of public funds that will be wasted if this project goes ahead.

I strongly object to the processes involved in this project: the government's attempts to keep secret documents associated with the Westconnex project¹ and to the general lack of transparency associated with the M4 East project, not the least of which is the lack of time made available for replies to the EIS!

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Car / Truck Dependency
Costs, Benefits and Overruns

¹ <http://www.smh.com.au/nsw/government-bid-to-keep-westconnex-documents-secret-20140724-zwf70.html>

General Observations on the EIS

One of the major faults of this proposal is that alternatives were not considered. This is revealed in the section called Alternatives (part 1A, p. iv) which indicates that improvements in road and public transport / rail freight were not canvassed.

Further on *p.iv*, the EIS notes that “the public transport and rail freight improvements and demand management alternatives alone would not address the diverse and dispersed point-to-point transport connections that can only be provided by the road network”.

However no evidence is presented to support this conclusion.

Alternatives are dismissed out of hand.

This response to the EIS cites extensive evidence to the contrary: that improvements in public transport, and road demand management combined with improved rail (passenger and freight) will be a much more cost effective solution to congestion than the M4 East (and the WestConnex as a whole) in its current proposed form.

The EIS does not provide any detailed evidence to support the contention that “daily two-way traffic volumes on Parramatta Road are predicted to decrease by about 53 per cent” (p. vii).

The EIS states that “Modelling outputs suggest that the project would create average travel time savings of between six and eight minutes in 2021” (p. vii)

This is a minimal time saving given the proposed total cost of the whole M4 East / Westconnex project, which has been estimated at \$15billion.

The EIS also states that “a number of intersections that are already congested would continue to experience delays” (page vii). This does not achieve the objective to

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

Traffic will increase on Parramatta Rd at Homebush, along Lyons Rd, Dobroyd Parade, Parramatta Rd and New Canterbury Rd.

The proposed tunnel linking the M4 and M5 in Stage 3 of the project will result in very high traffic densities on local roads.

Lack of a Business Case and Lack of Transparency

The project does not have a published business case. The level of fiscal risk is too high to justify its going ahead. Other similar urban motorways constructed in Australia in recent times have been financial failures: Cross City Tunnel, Lane Cove Tunnel and Clem 7! It is essential that a business case, to justify the expenditure of billions of dollars worth of taxpayers' funds, is published.

This lack of a business case is indicative of the lack of transparency surrounding the whole M4 East / WestConnex project.

In 2014 the NSW Auditor-General noted that there were 'shortcomings in the level of independent assurance provided to the Government'. According to the Government's framework, an additional 4 'Gateway' reviews should have been conducted.²

The NSW Auditor-General noted fundamental conflicts of interests in that the WestConnex steering committees and boards also provided assurances to Government.

The Sydney Motorway Corporation (SMC) is a public/private company which has oversight of WestConnex. Information about SMC cannot be gain through GIPA (Freedom of Information) requests, this hiding it from public scrutiny.

Effects on suburbs like Haberfield

The proposal is "not be sympathetic to the existing built environment or landscape character of the conservation area"

Based on the preferred design, full and partial acquisition of 182 properties and 10 road reserves would be required. (p.ix). This will result in significant disruption to the residents of the area. Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East (and proposed extension of the M5) even before the projects are approved and a business case released.

The design of the interchanges at Concord Road and Frederick / Wattle Street have a very large footprint (Interchanges for the Eastern Distributor have a much smaller footprint). This has resulted in the unnecessary demolition of homes.

The project will have a detrimental impact on feeder roads, and surrounding housing despite what the report says: "would result in a reduction of traffic along Parramatta Road" (page 3-5).

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

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

The construction of urban motorways like the M4 (East) / Westconnex is likely to have a large impact on one of the few areas of Sydney which are accessible and liveable, that is, the Inner West.

² New South Wales Auditor-General's Report Performance Audit, Auditor General December 2014, p. 3

The M4 East / Westconnex will not fulfill most of its objectives

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

This objective may be achieved in part.

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

This objective will only be achieved in the short term. Within a short time congestion will return to the M4 corridor. This has been the case in most other projects of this type.

This is the main objection of this submission.

Cater for the diverse travel demands along these corridors that are best met by road infrastructure

This objective will only be achieved in part and in the short term. For example by tradespeople, businesses making deliveries where multiple trips and locations need to be made and accessed on a daily basis. It will not cater for the needs of point to point commuters. Any gains made tradespeople and the like will be in the short term as within a short time congestion will return to the M4 corridor.

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

This objective will not be achieved except for some minor urban revitalisation.

Liveability will deteriorate through increased noise and particle pollution as a result of increased traffic on surface parts of the corridor and on feeder roads.

This project makes no provision whatever for public transport.

This project makes no provision whatever for active transport.

Enhance the productivity of commercial and freight generating land uses strategically located near transport infrastructure

This objective may be achieved in part. This response does not address this issue due to lack of time allowed for responses.

Enhance movements across the Parramatta Road corridor which are currently restricted

This objective may be achieved in part. This response does not address this issue due to lack of time allowed for responses.

Fit within the financial capacity of the State and Federal Governments, in partnership with the private sector

This objective may be achieved in part. This response does not address this issue

due to lack of time allowed for responses.

Optimise user-pays contributions to support funding in a way that is affordable and equitable

This objective may be achieved in part. This response does not address this issue due to lack of time allowed for responses.

Integrate with the preceding and proposed future stages of WestConnex, without creating significant impacts on the surrounding environment or duplicating any potential issues across the construction periods

This objective is presented as a fait accompli. It assumes that the M4 East / Westconnex project will go ahead as proposed. The achievement of this objective will have a negative impact on the surrounding environment as noted above.

Protect natural and cultural resources and enhance the environment.

There is little evidence in the EIS to support the view that this objective will be achieved. Large parts of Haberfield and open spaces will be lost if this project goes ahead.

Evidence that the M4 East / Westconnex will facilitate sustained decongestion

There is no evidence, in the public domain, which supports the contention that the M4 East / Westconnex, as proposed, will result in a sustained reduction in congestion. Experience both in Australia and overseas shows that there is a short term alleviation of congestion but that congestion soon increases, requiring more expensive road construction.

Evidence that the M4 East / Westconnex will NOT facilitate sustained decongestion.

There is a considerable body of evidence to support the contention that the M4 East / Westconnex, as proposed, will not facilitate sustained decongestion. An economic study has found that investing in rail is the most cost effective transport solution in cities. Rail solutions are up to 60% cheaper than road in reducing congestion in urban environments.³

The Downs-Thompson Paradox is evidence that urban roads do not reduce congestion (see further detail in appendix)⁴

³ "Rail up to 60% cheaper than road in reducing congestion"

<http://www.tandlnews.com.au/2014/01/30/article/rail-60-cheaper-road-reducing-congestion-ara/>

⁴ http://sydney.edu.au/business/_data/assets/pdf_file/0020/130583/laurentb-presentation.pdf

Induced Demand

There is a considerable body of evidence to support the contention that the WestConnex will lead to an increase in traffic in the Parramatta Road corridor: induced demand.

The phenomenon of induced traffic has been researched for more than 60 years and is now accepted among transport researchers that induced demand has a significant effect on road capacity. Neither the M4 East EIS nor the documents associated with Westconnex offer any modelling. This is significant omission in regard to the environmental impacts and the economic viability of this project. This lack of modelling may have exaggerated claims as to lower travel time savings, and to the extent of environmental impacts. Real traffic measures on the M4 West when it was opened corroborate this view.⁵

It is widely documented that large urban motorway projects like the M4 East / Westconnex project do **not** achieve the congestion problems that they were designed to solve. It generates more traffic: "Generated traffic has three implications for transport planning. First, it **reduces the congestion reduction benefits** of road capacity expansion. Second, it **increases many external costs**. Third, it provides relatively **small user benefits** because it consists of vehicle travel that consumers are most willing to forego when their costs increase."⁶

The detail of how a relatively high lower benefit-cost ratio has not been included and induced traffic has been ignored. This has resulted in what appears to be an exaggerated level of economic benefit and has underestimated its negative effects. The omission of the impact of induced traffic has not been included and as a result there will be an over allocation of public money on road construction and correspondingly less focus on other ways of dealing with congestion and environmental problems in urban areas.

There is evidence that removing urban motorways like Westconnex can actually reverse has actually reduce demand and reduce congestion. The Embarcadero Freeway was one such example

"The San Francisco Freeways were a disaster in planning, engineering and design. The plans were disastrous because they intended to solve one problem without considering what new problems they might create. The only costs recognized in the projects were that of demolishing houses and pouring concrete.

The Embarcadero Freeway was supposed to move cars from the City either east across the Bay Bridge or south along 101. Instead, it simply funneled traffic into bottlenecks in a way that degraded traffic, while at the same time inducing more people to drive when other options were available. Traffic actually improved after it was demolished."⁷

and <http://www.econ.ucsb.edu/~tedb/Courses/Ec1F07/traffic.pdf>

⁵ Before and after opening of the M4 Motorway (West), Zeibots, M. UTS 2007, p.14.

⁶ "Generated Traffic and Induced Travel Implications for Transport Planning" 2010 Todd Litman, Victoria Transport Policy Institute.

⁷ <http://www.roughlydrafted.com/RD/Urban/5A3D5EE6-1954-4106-B32F-D73B523643C7.html>

Other examples include the Cheonggyecheon River Urban Design in Seoul which replaced another congested urban motorway.

Reduction in Driving

It is not appropriate to be investing in large urban motorways when car use in large metropolitan areas like Sydney has shown a sustained decrease over many years:

“The phenomenon of peak car use appears to have set in to the cities of the developed world. It seems to be due to a combination of: growth in transit and ready urbanisation which combined to cause exponentially time to come I use; the reduction of car are used by older people in cities in cities and amongst younger people due to the emerging culture of urbanism; and the growth in the price of fuel which underlies all of the above factors. The implications for Traffic engineers, planners, financiers and economists is a paradigm shift in their professional understanding of what makes a good city in the twenty first century. It does however point to the demise of automobile dependence.”⁸

Demand Management

Section 4.2.4 of the EIS dismisses demand management as a tool for reducing congestion without supporting evidence. Existing research indicates the opposite, that the pricing of travel is effective in reducing congestion:

“price-related travel demand management interventions, in particular fuel pricing and parking policy were most effective in reducing car and increasing public transport use compared to landuse change or infrastructure investment”⁹

“Where applied, demand management measures such as ‘access control’, ‘parking control’ and ‘road or congestion pricing’ have generally proven to be quite effective. Well known examples include the schemes developed for London, Stockholm, Rome and Singapore”.¹⁰

Unless supported by demand management and new capacity in public transport, building new urban motorways induces more car and truck journeys.

A recent publication by the road user advocacy group the NRMA reminded its membership that a small reduction in road use can, can have a significant influence on congestion:

⁸ ‘Peak Car Use’: Understanding the Demise of Automobile Dependence, Newman and Kenworthy, Curtin University Sustainability Policy Institute

⁹ ‘Public Transport or Private Vehicle: Factors That Impact on Mode Choice’
Grace Corpuz, 30th Australasian Transport Research Forum.

¹⁰ http://www.transportstrategygroup.com/page/traffic_congestion.html (accessed 15 September 2015).

“School holidays are an obvious example of how traffic can suddenly start flowing in the AM and PM peaks, due to a reduction of between 5 and 10% (depending on the holiday) in the volume of traffic.”¹¹

Public Transport

The role to be played by public transport was dismissed out of hand in the EIS.

“Investing in public transport and freight rail improvements in isolation, without any improvement to the road network”

The EIS does not consider how private road transport and public transport can work together to reduce congestion and improve productivity.

Road and rail solutions, public and private solutions should be considered in tandem. The M4 (East) / Westconnex ONLY considers road.

The role of active transport has also not been considered. Transport planners should be asking why people don't walk in Australian cities – a properly planned network of roads, buses, light / heavy rail should be planned so that people can walk (or drive if necessary) to the mode of transport that best suits their needs and the needs of the community. This will require a rethinking of how we live and a realisation that need to reinvent suburbia!

The EIS does not allow choice. It assumes that cars will be the answer. It is based on the assumption that Sydney has been designed and will continue to be designed only for the car and truck.

Car Dependency

The M4 (East) / Westconnex is designed for those who have cars and it will encourage urban sprawl. This, combined with the extremely high cost of housing in Sydney, will force people to live in the outer suburbs. This is likely to lead to deteriorating health outcomes: increased obesity, diabetes, and heart disease due in part to a transport system slanted towards people sitting in cars for extended periods.

Greater reliance on road transport and further urban sprawl will increase the incidence of mental health problems. There will be reduced opportunities for regular exercise, an important anti-depressant, reduced quality of life for families, reduced opportunities for interpersonal contact which will exacerbate social isolation. This will result from the increasingly isolated nature of suburban homes which is accentuated when there is a dependency on car transportation. Social capital has also been adversely affected: the break down of social networks, and the loss of the sense of community.

This project is locking Sydney in to further dependency on roads. This is uneconomic as “Cities which are car dependent have seen 12 and 13 per cent of their wealth going

¹¹ “DECONGESTION 10 ways to relieve Sydney's traffic headache” NRMA Motoring & Services, May 2011, p.25

on transport. The cities which have good public transport systems have about 8 per cent and wealthy Asian cities about 5 per cent.”¹²

Costs, Benefits and Overruns

The M4 East / WestConnex project demonstrates all of the problems that have been associated with many large infrastructure projects in recent years, namely that the benefits are overstated and the costs are understated:

“Major infrastructure projects generally have the following characteristics.

- Such projects are inherently risky owing to long planning horizons and complex inter- faces. Technology and design are often non-standard. Decision-making, planning, and management are typically multi-actor processes with conflicting interests.
- Often there is ‘lock in’ or ‘capture’ of a certain project concept at an early stage, leaving analysis of alternatives weak or absent. The project scope or ambition level will typically change significantly over time. Statistical evidence shows that such unplanned events are often unaccounted for, leaving budget and time contingencies sorely inadequate.
- As a consequence, misinformation about costs, benefits, and risks is the norm through-out project development and decision-making, including in the business case. The result is cost overruns and/or benefit shortfalls during project implementation.”¹³

There is no evidence in the EIS that the fiscal consequences have been acknowledged. There has been no examination of what other cities are doing or have done to alleviate congestion. These cities have sought integrated transport solutions: Denver, Dublin, London (specifically the Crossrail project), Madrid, Portland (Oregon), Vancouver and Zurich.

Not one of them is cited in the EIS.

¹² Why we're reaching our limits as a one-hour city. Peter Newman, Sydney Morning Herald. April 26, 2004

¹³ “Survival of the unfittest: why the worst infrastructure gets built—and what we can do about it”, Bent Flyvbjerg, Oxford Review of Economic Policy, Volume 25, Number 3, 2009, pp.344–367

Appendix A - References to Induced Demand

Generated Traffic and Induced Travel: Implications for Transport Planning Todd Litman, 2010 Victoria Transport Policy Institute <http://www.low.ph/transit/sdeis/Appendix%20P%20%20Generated%20Traffic.pdf>

Research indicates that generated traffic often fills a significant portion of capacity added to congested urban road. Generated traffic has three implications for transport planning. First, it reduces the congestion reduction benefits of road capacity expansion. Second, it increases many external costs. Third, it provides relatively small user benefits because it consists of vehicle travel that consumers are most willing to forego when their costs increase.

Literature review of induced travel by Graham Currie and Alexa Delbosc Institute of Transport Studies Department of Civil Engineering Monash University August 2010 http://sydney.edu.au/business/_data/assets/pdf_file/0004/75181/itls-wp-10-16.pdf

The scope of research on induced travel is no longer concerned with whether increasing capacity increases travel, but how much increasing capacity increases travel (Cervero 2003). p.4

A common argument is that increasing road capacity is justified for the sake of economic development. But research suggests that new transport projects do not have a major impact on economic growth where cities already have well-developed infrastructure (Boarnet 1996; UK Standing Advisory Committee for Trunk Road Investment 1997; Center for Neighborhood Technology 1999). p.4

Two impacts that have received some attention are the impact of road improvements on development patterns (particularly urban sprawl) and reduction in public transport use. p. 8

Some of the evidence suggests the impacts of induced travel could remove all benefits of new road capacity in the long term. While evidence of this type is not the norm it has been demonstrated in 3 of the 13 long term studies identified. p.11

Demand for Public Transport in Germany and the USA: An Analysis of Rider Characteristics by RALPH BUEHLER and JOHN PUCHER Transport Reviews, Vol. 32, No. 5, 541–567, September 2012

The success of German public transport is due to a coordinated package of mutually supportive policies that include the following: (1) more and better service, (2) attractive fares and convenient ticketing, (3) full multimodal and regional integration, (4) high taxes and restrictions on car use, and (5) land-use policies that promote compact, mixed-use developments.

Auditor hits \$2b road project <http://www.theage.com.au/victoria/auditor-hits-2b-road-project-20110601-1fgpe.html> "A SCATHING critique of one of Victoria's most expensive road projects, the Frankston bypass, has questioned whether it should be

being built at all. The promised economic benefits of the multibillion-dollar freeway may have been overstated and its potential negative impacts ignored, according to a report by the state Auditor-General, Des Pearson”.

Literature review of induced travel by Graham Currie and Alexa Delbosc Institute of Transport Studies Department of Civil Engineering Monash University August 2010, INSTITUTE of TRANSPORT and LOGISTICS STUDIES http://sydney.edu.au/business/_data/assets/pdf_file/0004/75181/itls-wp-10-16.pdf

“Induced travel research suggests that the benefits of clearways may not be as simple or as large as they may immediately appear. Increased road capacity from clearways is likely to improve traffic and public transport travel times in the short term; however road capacity benefits may not last into the long term.”

Space, time, economics and asphalt An investigation of induced traffic growth caused by urban motorway expansion and the implications it has for the sustainability of cities PH.D Thesis by Michelle E Zeibots 2007
<http://epress.lib.uts.edu.au/dspace/handle/2100/609>

“While it is not within the scope of this thesis to make specific recommendations as to what should be done in relation to transport decision-making systems, it is appropriate to state that unless the system is able to sincerely embrace sustainability as a goal, then decisions are unlikely to realise sustainable outcomes. ...

Where outcomes like induced traffic growth are not discussed, or remain unexamined, because their implications may not be in the best interests of special interest groups within society, the long-term sustainability of urban transport systems is jeopardised.”

Appendix B - References to decreasing car use.

Data gathered by Bureau of Infrastructure, Transport and Regional Economics "Traffic Growth in Australia Report 127"- confirms the trend to decreasing car use. It shows that saturation level has been reached and that while aggregate usage will increase slightly this will be due to a natural increase in population.

"The main results of the study are models of vkt per capita as a function of this saturating effect over time, of petrol prices, and of fluctuations in the economy. Each state/territory and capital city is different, but the patterns of the models are amazingly similar. The models explain the common finding around the world of falling growth rates in aggregate traffic levels over the past four decades – a falling growth rate in population has been being reinforced by a declining rate of growth in traffic per person. Lately, there has been a significant effect from the global financial crisis in lowering traffic levels per capita." (p.71)

See also "Why are young people driving less? Trends in licence-holding and travel behaviour"

"... our transport modelling and transport planning needs to begin to adjust to this new paradigm of lower levels of licence-holding by young people. The increasing importance of public transport access to jobs, services, and local shopping opportunities are clear, and are already reflected in the NSW State Plan priority of improving public transport access to key major centres in the metropolitan region. There is also an opportunity for cycling and walking to play a much larger role in the transport task for this age group."

See also "America's love affair with the motor car is running on empty".-

"Transportation policy has been slow to respond to this change in the way we prefer to travel and, at times, actively resists the shift in customer demand for cheaper, cleaner, on-demand travel choices. Forecasters continue to predict 1.6% annual increases in vehicular travel demand as far as the eye can see – and are designing road and highway expansions to match."

See also "The road less travelled: Car use is peaking in the rich world. Governments should take advantage of that" -

See also "Young People Are Driving Less—And Not Just Because They're Broke" -

Zipcar consistently finds a strong Millennial desire to avoid driving. The National Association of Realtors found that six in ten of surveyed Americans preferred walkable neighborhoods to big houses, with young people leading the way. In 2011, the American Public Transportation Association found that ridership continued to climb, despite draconian budget cuts forcing riders to spend more for less.

See also "Car-share cuts need for street parking"

Car share schemes in the City of Sydney save residents and the community more than \$20 million a year, according to a study commissioned by the council.

The study anticipates rapid growth for the schemes in Sydney. On past trends, as soon as parking bays have been assigned to car-share schemes more drivers have signed up to use them.

Appendix C – Rail and Public Transport

“Public Transport Investment , The Value of Action versus the Cost of Inaction”

Synergies Economic Consulting Pty Ltd, sponsored by ARA, January 2014

Key findings

- The most effective way to address this problem is to invest in public transport.
- investment in passenger rail – both light and heavy rail – offers the best value for money solution ... rail requires 57% and 38% less in investment than road (respectively) to achieve the same reduction in congestion.
- improving social inclusion for all people within the community,
- improving safety... Deloitte Access Economics found that the costs of road crashes is about 965% more than the crash costs from rail
- reducing emissions
- stimulating growth and development along the rail corridor and rejuvenating local communities.
- Rail offers significant advantages over roads in terms of value for money from urban investments.
- To meet the current and future challenges, investment in public transport - especially rail - is the most effective way of reducing congestion to efficient levels.
- In addition, apart from alleviating congestion rail offers a number of other important advantages over road investment, with our analysis showing that rail investment would take around 127,000 cars off the road in Brisbane and 163,000 cars in Perth in each hour of the peak. These other advantages include:
 - improving social inclusion for all people within the community, including people with disabilities, those who cannot afford a car and those who would prefer not to own a car (noting the recent trend away from car ownership amongst the younger population);
 - improving safety. For example, a study by Deloitte Access Economics found that the costs of road crashes is about 965% more than the crash costs from rail
- Alleviating congestion also gives people more time. Currently, commuters in Brisbane and Perth forgo up to 11 million and 14 million hours per year of time respectively being delayed in traffic, which could be applied to work (increasing productivity) or leisure (increasing personal well-being, reducing stress and improving family cohesion). The average commuter in both cities gains around 73 hours per year – or nearly an additional two weeks annual leave each year.

Most effective ways to manage traffic congestion

This leaves congestion pricing as the main candidate tool to curb traffic congestion.

The Fundamental Law of Road Congestion: Evidence from US cities
Gilles Duranton and Matthew A. Turner *University of Toronto*, 2010

From: system@affinitylive.com on behalf of Christina Smith [REDACTED]
Sent: Wednesday, 28 October 2015 5:48 AM
To: Brent Devine
Subject: Submission Details for Christina Smith (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Christina Smith
[REDACTED]

Balmain , NSW
2041

Content:

I am writing to you to indicate my opposition to the West Connix project and to ask that work be halted immediately. We need to use the money allocated for public transport and rail based freight solutions not punish inner city residents with extra cars. No business case has been released and independent expert reports clearly indicate that it will not reduce use of petrol, provide economic benefit to the community but will be a financial disaster and will increase carbon pollution at a time when it is clear that the earth is warming. Making political decisions to benefit a few rather than the community is nearsighted and counterproductive in this century. Smaller countries in our region will be extremely adversely affected if Governments make decisions based on old technology and planning rather than decisions for a new century which supports the health of the whole planet. It is cost effective as well and so providing public transport to the west and south west will be well received by this region and the planet as a whole.

[REDACTED]

From: system@affinitylive.com on behalf of Adele Luxford [REDACTED]
Sent: Wednesday, 28 October 2015 7:34 AM
To: Brent Devine
Subject: Submission Details for Adele Luxford (support)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: *Adele Luxford*
[REDACTED]

Haberfield, NSW
2045

Content:

WestConnex poses a real threat to not only my children, who live and attend school in this area, but other children as well. This is totally unacceptable for the government to not give a damn about this matter.

[REDACTED]

27th October 2015

The General Manager / Manager Concerned
NSW Department of Planning and Environment
NSW

Dear sir/madam,

RE: OBJECTION TO PROPOSED ON-RAMP FROM PARRAMATTA ROAD TO M4

My name is VIPIN DALLY and I
am a resident of Unit 53 in the residential complex known as Crown Millennium Gardens
located at 14-16 Station Street, Homebush.

I wish to lodge an objection in respect of the proposed new on-ramp from Parramatta Road
(east of Station Street) onto the M4.

The proposed on-ramp will have a major adverse impact on the amenity and quality of the
public open space at the southern section of Arnotts Reserve and the surrounding residences,
including increased noise, visual and air quality impact during and post construction.

The proposed ramp will also have a significant traffic impact on this section of Parramatta
Road and the surrounding streets. The traffic bottle neck will be created closer to the entrance
to Station Street.

Thank you for your consideration.

Yours faithfully,

Resident of Lot 53

C.C. Strathfield City Council
Strathfield City Councillors
Local Members of Parliament

From: system@affinitylive.com on behalf of Peter Mills [REDACTED]
Sent: Wednesday, 28 October 2015 10:11 AM
To: Brent Devine
Subject: Submission Details for Peter Mills (object)
Attachments: M4 East Submission.pdf; Sydney Metro Possibilities.pdf; WestConnex or What.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: *Peter Mills*
[REDACTED]

Warrawee, NSW
2074

Content:

Sydney, with its vast size and growing population, needs game changing transport and land use strategies to avoid becoming increasingly dysfunctional.

Much of WestConnex, however, is responding to the symptoms of this dysfunction, rather than addressing the underlying structural causes.

The following three papers explore this theme:

M4 East Submission

WestConnex or What?

Sydney Metro Possibilities

[REDACTED]

M4 EAST SUBMISSION

1 Introduction

Sydney's planned evolution into a multi-centred metropolis, and the derivation of benefits from this evolution, are being hampered by an unwillingness to implement the interconnected web of strong public transport services that is needed to shape this outcome. This unwillingness has been apparent ever since the discarded Action for Transport 2010 proposals.

Much of the case for WestConnex, of which the M4 East is a part, appears to be consequent to this unwillingness.

2 A Plan for Growing Sydney

Previously to this current plan, the Metropolitan Plan for Sydney 2036 illustrated the strategic concept of a "City of Cities" and a matching transport network with strong cross regional links. A snapshot of Pages 24-27 from this document is attached to this submission.

The snapshot shows the intent to make Sydney more liveable and productive through making Parramatta, Liverpool and Penrith serve as regional capitals. It also recognises that "Sydney, more than any other Australian city, is supported by a strong public transport network that has shaped the city's growth".

However, the concept of separate cities in this plan was somewhat idealised, and there was a logical inconsistency with the timing of the strong networked transport system to follow, rather than to shape, the sought after multi-centred outcome.

The current plan is more specific in its reference to housing choice and transport gateways, as well as stronger development in a multitude of strategic centres, but again the networked transport system is lagging. Two figures illustrate this point, the network of Sydney travel demand corridors in the snapshot on the next page (taken from Page 3-1 Appendix G of the EIS) and the distinctly radial road and rail projects being prioritised, as taken from Figure 2 on Page 13 of the current plan.

3 Structural Issues

A key structural issue for Sydney is long commutes. Ideally, from a transport efficiency viewpoint, the more time-concentrated commutes should be shorter than trips for other purposes. More modestly, a reduction in the average distance for all commutes, while accommodating a lifestyle choice for some longer commutes, would still be beneficial. This could also provide an equitable pathway to achieving better fare box recovery.

The Household Travel Survey shows that commutes in 2012/13 accounted for 15.2% of trips but 25.9% of distance, making commutes almost double (1.95) the length of the average distance for all other trip purposes. This multiple has only declined by 2% since 2002/03. The issue also shows up in travel time, where the commute multiple over the average for all other trip purposes is 1.76; this lower figure indicates that commutes are already around 10% faster than the average for all other trip purposes.

Associate Professor Ryan from UTS noted at the recent Local Government Inquiry that "We are facing in Sydney some of the worst travel to work times in the world. We are facing some of the most deep seated spatial inequity in the world. The best way to determine someone's social outcomes these days is to look at their postcode. So management of place in bigger cities has never been more important."

When announcing Macarthur South land releases recently, Planning Minister Rob Stokes was quoted as saying that “Sydney is too big to allow (vast) commuting to continue, what we need to do is provide the jobs closer to where houses are.”



4 Strong Cross Regional Links

A networked transport system with strong (fast, and frequent with good interchange) cross regional links can ease the impact of road congestion in two ways; encouraging more jobs closer to home and providing more opportunities to use public transport.

The first is through agglomeration. Knowledge based industries need both convenient access to a pool of workers and for those workers to have convenient access to a range of employment opportunities. At present, these conditions are best met by clustering in or near the Sydney CBD; with poor access to employment being experienced in many suburbs.

The second is from the network effect. This would address the three main reasons for using a car to travel to work as listed in the Household Travel Survey; that public transport is indirect, too slow, or doesn't go where required. This network effect can also make public transport more useful for other trip purposes, and thus reduce overall car dependency.

There is also scope for ride sharing services to ease the impact of road congestion.

Although the above diagram of Sydney travel demand corridors looks overwhelming, and would need expansion to include the second airport, it is not necessary to provide strong links for all of them. The stronger the links, the fewer are needed for shaping, with other corridors absorbed into intermediate routings through nodes (Sydney CBD, regional cities and gateways) that can also encompass other significant traffic flows en-route, such as for major centres, specialised precincts, and sporting arenas.

5 WestConnex Drawbacks

Although WestConnex has some obvious connectivity benefits there are, particularly in terms of the push towards a multi-centred structure for Sydney, a number of drawbacks:

The first is cost. Motorways that are predominately in tunnel, and/or in urban locations where the market value of land is a consideration, are an expensive way to transport people when the dominant mode is single occupancy cars. More on this issue is provided in the accompanying paper *WestConnex or What?* that was prepared in March this year for a public transport advocacy group.

The second is traffic, where WestConnex will eventually fill and become just as congested as any other urban motorway. It seems ironic that the forecast growth in motor traffic needed to justify the project is inherently consistent with this outcome. The traffic projections used in the EIS appears to be based more on a business as usual approach; thus implying a hampering of evolution towards a multi-centred structure for Sydney.

The third is a drain on resources. Expenditure on WestConnex is opportunity forgone to invest in other more strategic land use shaping projects, provided that funding is considered to be mode agnostic. Some examples are shown in the accompanying paper Sydney Metro Possibilities that was submitted in July this year (note the subsequent edits in red). It contains some comments on a reduced scope for motorway development in eastern Sydney that puts more emphasis on port/airport connectivity for commercial purposes.

Peter Mills

October 2015

Snapshot from Metropolitan Plan for Sydney 2036 (Pages 24-27) follows

Introduction

Sydney's spatial structure as a city of cities is a key factor in its national and global success

Sydney's spatial structure as a city of cities is a key factor in its national and global success. This Metropolitan Plan aims to strengthen those spatial characteristics to improve Sydney's productivity and enable it to grow efficiently and sustainably.

This strategic direction reinforces the key elements of 2002's 'City of Cities' approach to:

- defend the critical role of Global Sydney as the foundation of the City's structure
- highlight the growing role of Parramatta as Sydney's second CBD and the other 'Regional Cities' of Penrith and Liverpool as 'satellites' serving large Western Sydney catchments
- describe the key elements of a compact, connected, multi-centred and increasingly networked city of cities structure
- present supporting evidence for a compact city
- position Sydney as a globally competitive city
- outline the infrastructure to achieve a 'city of cities'

'CITY OF CITIES' STRUCTURE

The city of cities concept describes a compact, multi-centred and connected city structure enabling people and businesses to spend less time travelling to access work, services, markets or regional facilities. This promotes productivity and better infrastructure utilisation, reduces car use, energy use and emissions, and supports a more active lifestyle.

The approach is central to achieving the State Plan priorities for more jobs closer to home and to improve the public transport system.

This chapter builds on the city of cities approach by:

- expanding on the role and future directions of Sydney's cities
- emphasising the elements of a sustainable structure for Sydney's future with evidence
- positioning Sydney as a globally competitive city
- highlighting the critical role of infrastructure

The city of cities approach regards Sydney as comprising five cities:

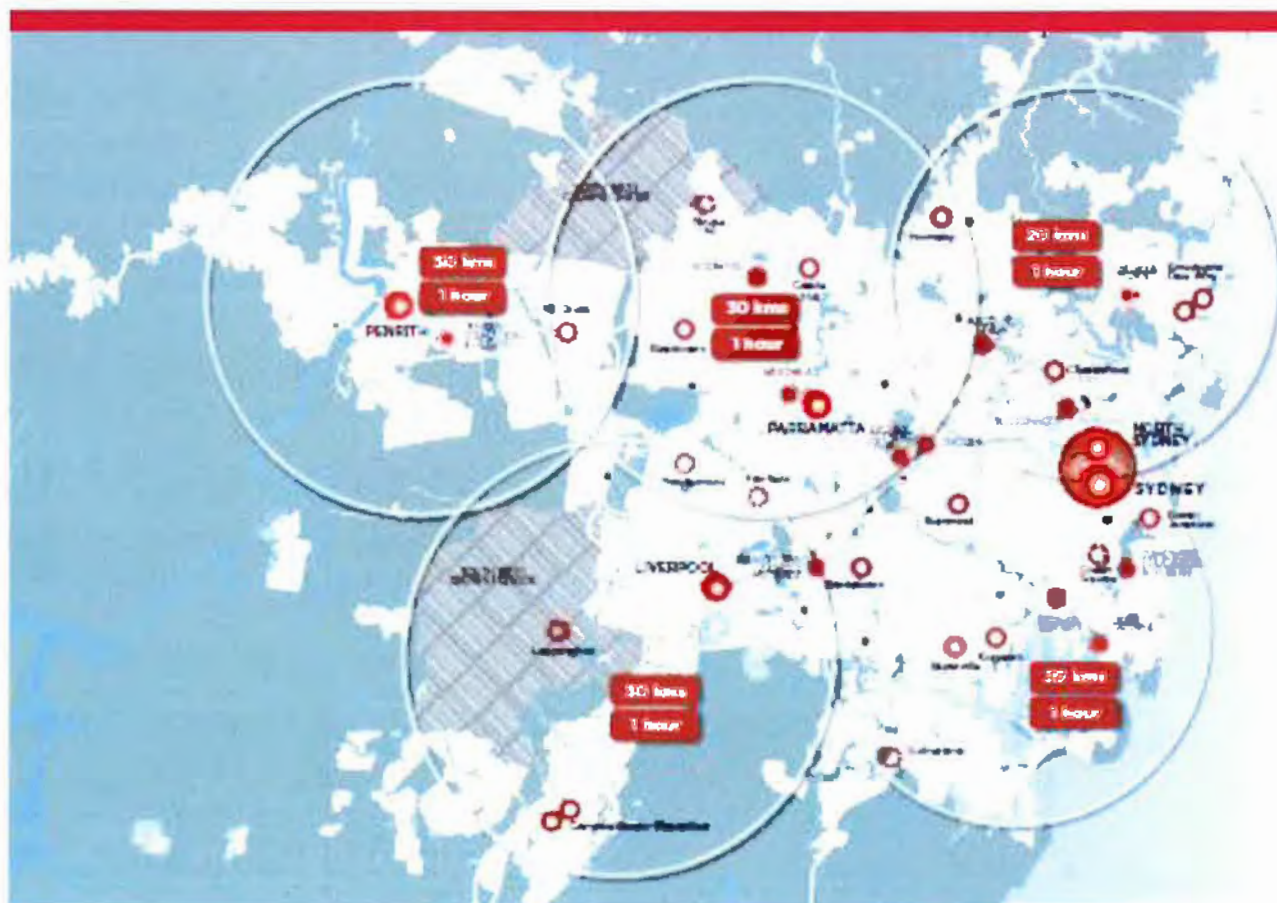
- the harbour cities of **Sydney CBD** and **North Sydney** recognised as key elements of 'Global Sydney'
- Sydney's premier **Regional City** and second CBD, **Parramatta**
- and the **Regional Cities** of Western Sydney: **Liverpool** and **Penrith**.

The Regional Cities are important structuring elements of the city of cities. They supply the region's high order services and support the business growth sectors providing jobs in Western Sydney.

New Regional Cities may emerge over the life of this Plan. Criteria for potential Regional Cities are included in Appendix E. Campbelltown and Blacktown have the greatest potential, subject to how well growth in their catchments translates into substantial employment growth and a broader regional service role for their CBDs.

The five cities are supported by Major and Specialised Centres within a transport and economic network. Smaller local centres are spread within this framework, offering a focus for concentrations of housing, commercial activity and local services at different scales. The roles of these Strategic Centres are addressed in Growing and Renewing Centres.





**FIGURE A1
A CITY OF CITIES**
The concept is based
on the Marchetti
principle of a 'one
hour' city—a city
that can be travelled
comfortably in one
hour per day

The cities are the focal point of the broad regional catchments shown in Figure A1. They offer services, employment, retail, entertainment and cultural facilities at a regional scale, acting as 'capitals' for their region. Their role is critical for a fair and efficient city—one that offers jobs closer to home, less need to travel and less reliance on a single CBD for many aspects of Sydney life.

The concept is based on the Marchetti principle of a 'one hour' city—a city that can be travelled comfortably in one hour per day (Marchetti 1994). Sydney's five cities could all operate at this scale, while a single city of 6 million people by 2036 could not be a 'one hour' city.

The city of cities approach does not diminish the global and iconic status of Sydney's CBD and its vibrant financial, business services and cultural hub. Indeed the success of Global Sydney is vital if economic activity is to extend along strategic

corridors and among the Regional Cities and other 'strategic' centres. Governments at all levels must proactively promote job growth and the broader success of these cities as emerging 'capitals' of their regions according to the future directions outlined for each Regional City.

This Plan recognises the contribution of the entire 'Global Sydney Region' including all its centres, employment lands and resources in building the productivity and status of the city region.

The Plan also acknowledges the inter-relationship of Sydney with adjoining regions and the State as a whole. The interdependence of Sydney and regional NSW is addressed in the Regional Strategies for the Central Coast, Lower Hunter, Illawarra and South Coast, Far North Coast, Mid North Coast and Sydney, Canberra Corridor and the Murray.

Public
transport
has shaped
Sydney's
growth over
the past
century

SYDNEY'S DEVELOPMENT AS A 'CITY OF CITIES'

The city of cities approach has served Sydney well during the recent global economic downturn with local economies retaining a diversity of economic activity and resilience. Regional Cities maintained employment levels over the last three years. However, Regional City development is a long-term process. Liverpool and Perth are not expected to achieve Parramatta status (50,000 jobs in 2000) within the life of this Plan.

Sydney, more than any other Australian capital, is supported by a strong public transport network which has shaped the city's growth. This land-use-transport link has produced the highest public transport usage of any Australian city with presently 70 per cent of all peak-hour journey to work trips in the CBD by public transport, and 34 per cent of all journey to work trips across the Sydney metropolitan area by public transport.

Sydney has by far the greater proportion of its residents living in densities that support quality mass transit, with over 500,000 people living in

areas with at least 70 persons per hectare (only 100,000 Melbourne live in similarly densely populated areas). Sydney is also the only Australian city in which substantially more new housing is provided in existing urban areas than in greenfield areas.

Over the next 10 years, projects in the Metropolitan Transport Plan will strengthen the city of cities structure via connections within and among the Regional Cities and other strategic centres building toward a more compact, connected and increasingly networked city that supports a wider range of prospects for urban renewal and employment growth in areas that have potential for sustainable growth (refer Figure A2).

Sydney's development as a city of cities is not only a factor of its structure and transport links but also the economic and cultural growth and maturity of its component cities. The role and future directions for Global Sydney and the Regional Cities are on page 28 while other strategic centres (major and specialised) are discussed in Growing and Renewing Centres.

MACQUARIE PARK

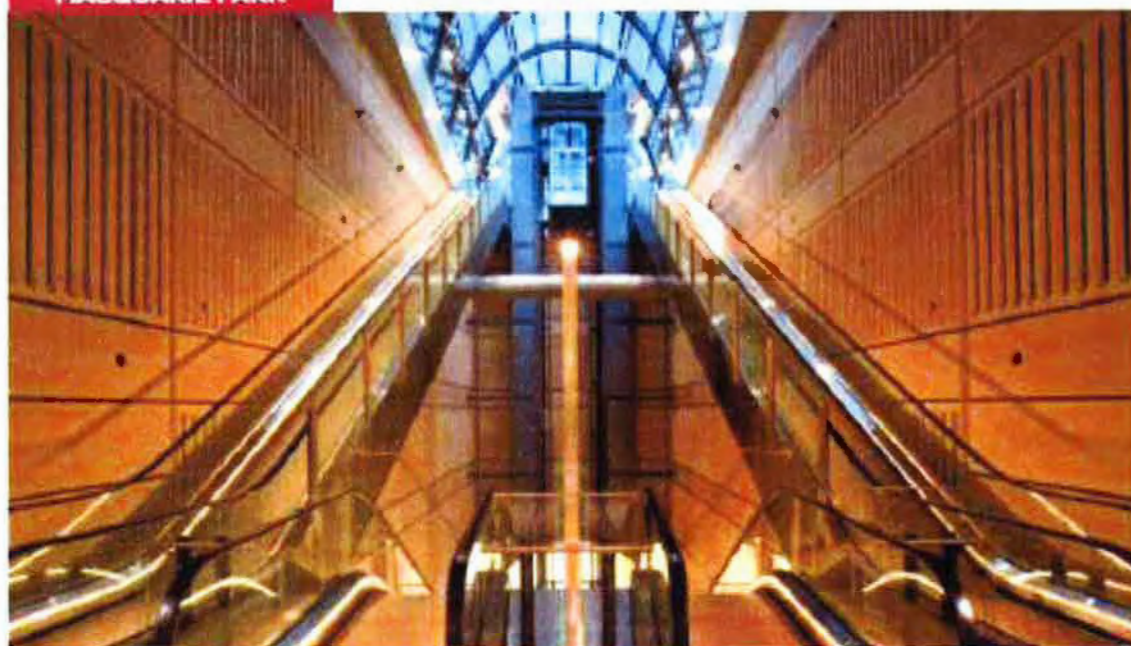
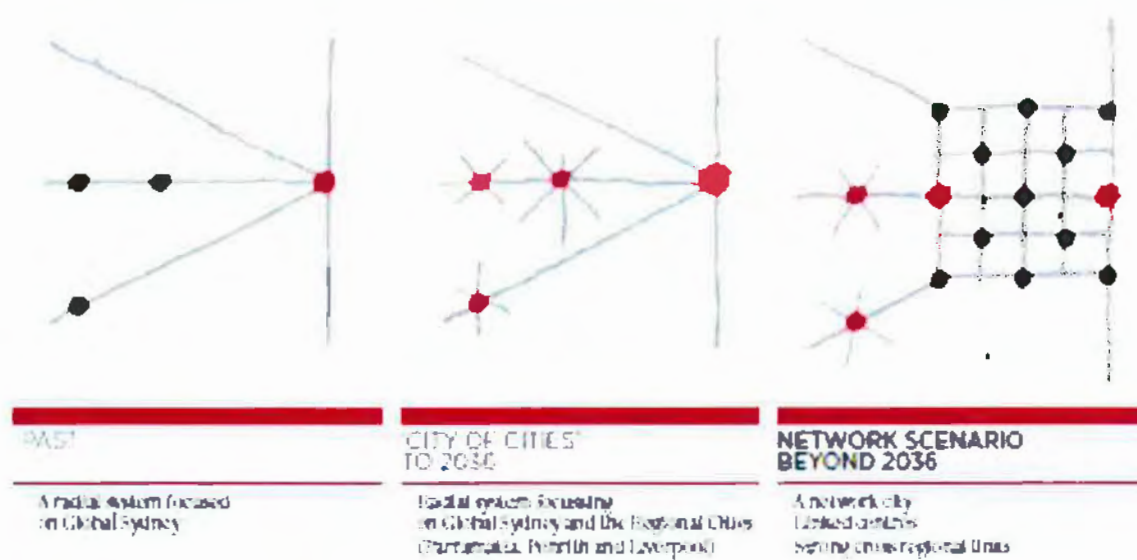


FIGURE A2 TOWARDS A NETWORK CITY



PENRITH



Sydney Metro Possibilities

Introduction

Sydney Metro has explicitly invited feedback on the proposed route and stations for Sydney Metro City & South West to run from Chatswood to Bankstown via the Sydney CBD.

Other aspects of the proposal also merit some comment, including future use of the stated full 30 (8-car presumably) trains per hour capability of the Sydney CBD section and the Minister's observation that it is an iconic project, with city-shaping implications.

Operational Observations

It is clear that Sydney Metro will achieve a large increase in capacity for the predominately Sydney CBD centric urban rail system through providing an additional route through the CBD and enabling other existing services to be reconfigured to operate more efficiently. The high capacity of the Sydney CBD section also indicates that other branches are to be considered. A less obvious benefit will come from Sydney Metro relieving much of the interchange burden from existing CBD stations, and thus allowing the commute-focused double deck trains to better serve these stations and so helping these lines to accommodate more frequent services.

City and South

A new station for Barangaroo has already been announced, leaving the Waterloo/Sydney University station location to be addressed. Sydney University cites the benefits of a new station near the Seymour Centre, however a location along Parramatta Road may better serve other users and would reduce the catchment overlap with Redfern. A second station would also be needed, for example at Newtown, to act as an interchange point if the University's claimed benefit to students from Western Sydney is to be more fully realised. If the Airport Line to Revesby is made the other branch of Sydney Metro, rather than the initially envisaged Illawarra Local Line, then this new connection could include a station at Waterloo.

An interchange station at Newtown leads to further possibilities. Additional platforms for the Suburban Line trains would add to the interchange benefit but probably could not be provided on the surface, so building new underground platforms for the Local Line to free up the existing surface platforms for use by the Suburban Line may then be necessary. The Local Line could then continue underground to join the existing Eastern Suburbs Line tunnel near Erskineville to form a new sector, with the Cronulla/Waterfall suburban services being redirected to the City Circle. Freight and (in future more differentiated) Intercity services would still be able to continue sharing the Illawarra Line and Illawarra Local Line with these suburban services.

North

The combination of a branch from Victoria Cross towards Warringah Shire and a station at Crows Nest would enable consideration of a St Leonards to Parramatta via Epping service to be revived. This would utilise the spare platforms at St Leonards and that part of the inherent 30 trains per hour metro capacity, from there to a branching point just past Epping, not used for the NWRL. This metro link would improve access from the west to Macquarie and beyond to other Lower North Shore business areas, and would provide more city-shaping access to Parramatta with an effective reach. A new station serving the Artarmon industrial area should still be possible under this arrangement.

City-Shaping

A history of radial finger development from the Sydney Region Outline Plan, a decline in manufacturing, and an increase in knowledge based employment in and around the increasingly off-centre Sydney CBD, has combined to shape Sydney into a somewhat inefficient structure. This shows up in metrics such as low fare box recovery for public transport and commute distances being double that of the average for all other trip purposes. A connection with housing affordability is also likely, with wealthy households being able to pay a premium for shorter commutes.

The impact of commute distances can be addressed by a combination of faster transport services, more inner-area housing to improve affordability and the creation of more knowledge based jobs closer to where people live. While Sydney Metro will be helping with the first two, and also with fare box recovery, better access to other centres can also help facilitate job creation through agglomeration. Achieving shorter commutes will also relieve the so called infrastructure funding backlog and ease the task of providing transport capacity for another one million people.

Cross-town metro services to/through centres outside the Sydney CBD that eventually lead to a fully interconnected web network may be part of the transport mix to achieve this outcome, such as the St Leonards to Parramatta via Epping service mentioned earlier. Rail webs are rapidly being implemented in many Asian cities, with a major role in managing the impact of road congestion. While the currently expanding light rail mode has an essential "assemblage" role to serve near/within city areas, it can lack the required reach for agglomeration to take effect. This reach problem can be illustrated by the historic need for early pruning of Sydney's long tram routes, and is addressed in some cities by the adoption of many heavy rail features in their light rail system configurations.

WestConnex appears to be much at odds with improving urban efficiency as it will tend to reinforce the existing city structure. Further, the interim business case seems to be founded on a continuing rise in single occupancy light vehicle use. It is widely recognised nowadays that road congestion in cities tends to be endemic, irrespective of infrastructure build, and that best practice puts the emphasis on carrying people and goods more effectively to meet their access needs. The recent Infrastructure Australia Audit takes a similar view with its focus on Direct Economic Contribution.

This writer's view is that improving the function of an M4-A3-M5 East route to serve the Port/Airport instead of the whole of WestConnex, with the balance of resources being redirected more towards public transport and shaping a polycentric Sydney, could be more productive overall. Such an outcome would need the short term political momentum that is backing WestConnex, in apparent contradiction with longer term strategic planning for a better structure, to be opened up for public scrutiny.

WestConnex or What?

Those asserting that we have no choice but to build WestConnex seem blind to its many problems. Action for Public Transport (NSW) believes the drawbacks of this project are so significant that a major rethink is essential.

The first drawback is cost. At around \$450 million per km and based on current light vehicle occupancy, the yet-to-be-contracted stages of WestConnex could carry up to 8,400 people per hour on each three lane carriageway. Two rail-based projects currently under way in Sydney demonstrate that good public transport offers better value for money. The CBD and South East Light Rail project will provide a similar ultimate passenger capacity at less than half the capital cost per km of WestConnex. Similarly, the North West Sydney Rapid Transport project will provide many times the passenger capacity of WestConnex, and still for a good 20% less cost per km. The advantage for public transport would be even more favourable if an allowance for the capital cost of cars is added to the WestConnex figure.

The second drawback is that the claimed time savings for motorways are prone to overstatement. This is due to a combination of demand forecasts being influenced by the chase for a good financial outcome, and by a self-serving traffic modelling process that does not factor in medium and long term changes in demand. The result is an unrealistically high level of road network congestion being forecast if WestConnex is not completed, and this leads to the claimed benefits being overstated when a comparison of forecast congestion levels with and without WestConnex is made. There is a long history of such demand changes being induced.

It was the early Macquarie Street Mint economist William Stanley Jevons who first observed that more efficient production (in this case coal) led to higher consumption, rather than to lower costs as intuitively expected. 150 years later this effect is referred to in transport planning as demand elasticity with respect to generalised cost, of which time is the major component. This elasticity can be related to empirically observed behavioural tendencies to maintain a constant travel time budget over the medium to long term, and means that the future demand without WestConnex must turn out to be less. Travel response mechanisms to achieve this can include time shifting, going shorter distances, ride sharing, use of alternative modes and trip purpose amalgamation. Such savings are reversed when road capacity is expanded, which explains the well known phenomenon of induced traffic.

Other drawbacks include the social and environmental impacts from the increase in traffic and car dependency upon which the claims in favour of WestConnex have been based. That said, there is a need to realistically consider freight, trade services and car travel involving diverse origins and destinations. Setting aside the first two for the moment, the sheer mass of private vehicles to be carried, with fewer than 40% serving more than one occupant, points to an ongoing lack of productivity for WestConnex. Household Travel Survey statistics also reveal a lack of productivity, with commute travel distance over all modes being twice that for the average of each other less obligatory trip purpose. Clearly there are major structural inefficiencies in Sydney's transport and land use that need to be tackled.

Planning NSW implicitly signalled the need for structural change with the visionary 2004 announcement of a "city of cities" future for Sydney to improve what is referred to as the effective jobs density, particularly for areas outside the Sydney CBD. What has been lacking is the evolution of public transport from what is mainly a radial commute network into an interconnected web of rapid routes. By making cross-town access to the web intersection points as convenient as access to the Sydney CBD, nodes of knowledge based employment and other activities can agglomerate in a self reinforcing process for patronage on such a web. There is a special need for access with a long reach to be provided for Parramatta in its role as the second CBD.

The passing of ten years since the “city of cities” announcement without major progress towards a supportive public transport infrastructure can be linked, for example through the increasing Western Sydney employment deficit, to the worsening traffic congestion being experienced in Sydney. Thus WestConnex looks like a panic reaction to this neglect where the multiple drawbacks mentioned above are simply to be ignored. However it may not be too late to instead accelerate the construction of a public transport rapid web network if combined with some short-term measures to ease road congestion. An example would be managed ride sharing on selected road commutes until reductions in per-capita metrics such as commute distance and transport pecuniary cost are being achieved.

Structural changes to land use and transport over time, that enable the volume of diverse origin and destination car use to be reduced, would improve road travel conditions for those that remain, including the providers of freight and trade services that make up a minor, but growing, share of the total traffic. Only then can the needs of these users be efficiently considered, with the possibility of dedicated infrastructure provided on commercial terms being part of the mix.

Public transport funding mechanisms also need to be revised as a complimentary measure. While public transport and land use benefits, and road use externalities, are already partially recognised through community-accepted subsidies, rates and user charges, a formal linkage of these cash flows is needed. This would put urban road and rail funding on a more equal footing. An extensive and well patronised rapid public transport web that provides comprehensive multi-dimensional accessibility is the mark of great and liveable global cities.

While there may be no single *project* alternative to the remaining stages of WestConnex, there is a *strategic* alternative that better suits a nation struggling to live within its means.

Peter Mills

Consultant to Action for Public Transport (NSW)

March 2015

Reference data attached

Project Cost and Capacity

WestConnex Unit Cost

2012 announcement	\$11.5 billion for 33 km
Adjustment to 2014 Dollars	\$12.0 billion for 33 km
M4 Widening stage (Contracted 7.5 km)	\$0.5 billion for 7.5 km
Remaining stages (25.5 km based on the original length)	\$11.5 billion for 25.5 km
Initial unit cost for the yet-to-be-contracted stages	\$450 million/km

West Connect Later Stage Capacity (approx.)

Initial capacity with two lanes and 1.4 [*] occupancy	5,600 people/hour
Ultimate capacity with three lanes and 1.4 [*] occupancy	8,400 people/hour

CBD and South East Light Rail Unit Cost

2014 contract announcement	\$2.1 billion for 12 km
Initial unit cost	\$175 million/km

CBD and South East Light Rail Capacity (approx.)

Initial capacity with four minute intervals	7,000 passengers/hour
Expanded capacity with 3.25 minute intervals	8,500 passengers/hour

North West Sydney Rapid Transit Unit Cost

2014 contract announcement (including trains)	\$8.3 billion for 23 km
Estimated allowance for Epping-Chatswood conversion	\$0.2 billion
Project remainder for the length of the new route, without deducting a cost allowance for the Epping-Chatswood share of trains	\$8.1 billion for 23 km
Initial unit cost	\$350 million/km

North West Sydney Rapid Transport Capacity (approx.)

Initial capacity with six car trains at four minute intervals	17,000 passengers/hour
Ultimate capacity with 8 car trains at 2 minute intervals	45,000^{**} passengers/hour

* Road capacity is 2,000 light vehicles per hour per lane multiplied by the average light vehicle occupancy of around 1.4 taken from the 2012/13 Household Travel Survey published by BTS. Occupancy of 1.4 implies that less than 40% of vehicles have more than one occupant as some vehicles will have more than two occupants.

** The present maximum Sydney Commuter Rail capacity (double deck trains) is lower at about 25,000 passengers/hour (due to less people standing), with some increase being planned.

Trip and distance data from the Household Travel Survey Report: Sydney 2012/13 available here:

http://www.bts.nsw.gov.au/ArticleDocuments/79/r2014-11-hts-summary-report_12-13.pdf.aspx?Embed=Y

Tables used as a source of data: Note that these are for the Sydney Greater Capital City Statistical Area (GCCSA) whereas WestConnex was probably modelled with traffic forecasts from the Sydney Statistical Division where vehicle occupancies could be marginally different.

4.2.2 Proportion of trips by purpose

4.3.2 Proportion of trips by mode

4.4.3 Proportion of distance by mode

4.4.5 Proportion of distance by purpose

Proportions	Trips	Distance
Commute	15.2%	25.9%
All other trip purposes	84.8%	74.1%
Vehicle driver	47.2%	58.7%
Vehicle passenger	21.8%	21.8%

Commute D/T ratio: $25.9/15.2=1.70$ undefined length units/trip

All other D/T ratio: $74.1/84.8=0.87$ undefined length units/trip

Commute to all other distance ratio: $1.70/0.87=1.95$

Vehicle occupancy by trip: $21.8/47.2=1.46$

Vehicle occupancy by distance: $21.8/58.7=1.37$

Note 1: Occupancy for trips is higher than for distance, indicating that long trips on WestConnex would on average be below the distance occupancy shown above.

Note 2: The Transport Supply and Demand Forecasts for the Sydney Statistical Division, which have presumably been used to model WestConnex, show that vehicle occupancy has been assumed to be 1.31 in 2016 and declining thereafter. The TransData document is also available at:

<http://www.bts.nsw.gov.au/ArticleDocuments/80/trans2014-03-stm-travel-forecasts.pdf.aspx>

From: system@affinitylive.com on behalf of Cecilia Salazar [REDACTED]
Sent: Wednesday, 28 October 2015 10:22 AM
To: Brent Devine
Subject: Submission Details for Cecilia Salazar (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Cecilia Salazar
[REDACTED]

HABERFIELD, NSW
2045

Content:

- _ Concern about disruption and noise to Haberfield residents
- _ Concern of the lack of air filtration stations close to Haberfield Public School
- _ Concern of rat race for roads off Parramatta rd eg Bland Street, Rogers, Haberfield Rd
- Haberfield Rd is already part of the "rat race" traffic off Paramatta Rd, and it is renown for its accidents- Our suggestion is to close off the street from Parramatta Rd? Liverpool rd first opportunity to turn left to avoid traffic lights.
- _ Parking available to drop kids at Haberfield Public School
- _ Haberfield as the First Federation suburb or Garden suburb converted into smoke stacks- poor air quality suburb, affecting families that have moved into the area because the houses offered enough garden space in the inner city for healthy life style-
- A suburb that is considered Heritage Listed would have now major excavations, noise, houses demolished affecting its unique character that we have been trying to maintain.
- _ Compensation to Haberfield Public School for noise and traffic and air quality- Move stacks away from children, filtered them and increase their height-
- _ Bland Street pedestrian crossing needs a Lollie Pop person. traffic lights and speed bumps that increase awareness of children and families about.
- _ I would like to see how the proposed development along Parramatta Rd is not going to make West Connex redundant
- _ Light rail had proven very successful, people are ready to embrace public transport and other ways of green transport. why we are not investing on a state of the art public transport system compatible with World developed countries.

From: system@affinitylive.com on behalf of Enrico Simonetti
[REDACTED]
Sent: Wednesday, 28 October 2015 10:32 AM
To: Brent Devine
Subject: Submission Details for Enrico Simonetti (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Enrico Simonetti
[REDACTED]

North Strathfield, NSW
2137

Content:
Impacts

- Visual impact of the new bridge ramp block of concrete, adjacent to the apartment block complex of 167-173 Parramatta Rd. There should be another option (eg: an underground ramp?)
- Light overshadowing during the day with the additional bridge ramp
- Possible increase of lighting during the night with the additional bridge ramp lighting requirements
- Pollutants (such as coarse and fine particles) will be of higher quantity, as all vehicles pollutants will much more easily travel downwards from the bridge, while currently pollutants must travel upwards, resulting in a reduced quantity and severity
- Apartment block complex of 167-173 Parramatta Rd devaluation impact, due to the huge visual impact, additional pollution etc. What is the government going to do? How is it going to compensate the devaluation?
- Noise impacts and distress during the > 2 years of work both during day, nights and Saturdays. Most days I am required to work from home and going to be constantly affected by the noise produced by the workers. What is the government going to do? How is it going to compensate?
- Currently there are no tolls when accessing the M4. Westconnex work will bring additional tolls that currently we do not have to pay for

Additional Development Proposals

- Proposing that the current entrance of M4, to be re-purposed as second exclusive entrance/exit. It should be reserved for the apartment block complex of 167-173 Parramatta Rd from Concord Road to the Young St side adjacent to our building
- Proposing an additional footpath attached/parallel to the wider M4 to help crossing the railway line and head towards George St from Queen St.

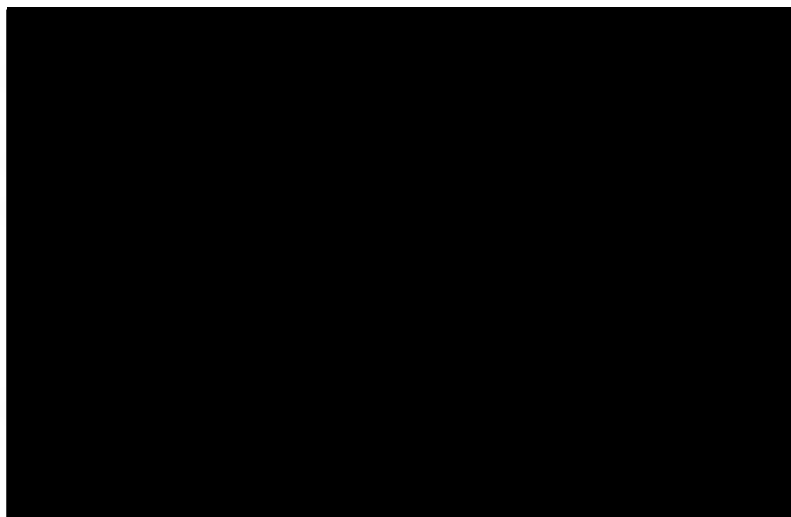
Questions

- Currently there are two ways to access the M4 from our apartment block complex of 167-173 Parramatta Rd, one is the entrance in Concord Rd, next to our apartment block, the second one is in Parramatta Rd just after the Fraser motorbike shop. At a glance it does not seem there will be an easy way to access the new M4. When exiting from our complex from Young St, we cannot turn into Parramatta Rd west bound, where the new entrance is supposed to be. If we have to turn right into Leicester Ave, we will have to cross 3 lanes immediately out of Young St, adjacent to the traffic light (that is not really practical nor it is safe). What are the viable options?

Conclusions

- There seems to be no positive aspects regarding the Westconnex project in regards to our apartment block complex of 167-173 Parramatta Rd and our point of view
- Huge visual impact with the additional bridge ramp
- Huge reduction of light during the day with the additional bridge ramp
- Possible significant increase of lighting during the night with the additional bridge ramp
- Significant increase of noise
- Significant devaluation of the apartment block complex of 167-173 Parramatta Rd
- Increase in airborne pollution, floating downwards from the new bridge ramp, much taller than the current street level ramp
- Vehicles around the complex will most likely increase due to the massive road entrance/exit

- Additional difficulties getting in and out our building, and onto the M4. There seems to be no viable option for our complex
- Distress introduced with > 2 years of constant day and possible night noise while the work is in progress, then ongoing heightened noise pollution from traffic following



Brent Devine

1098

From: system@affinitylive.com on behalf of Lyall Kennedy [REDACTED]
Sent: Wednesday, 28 October 2015 2:11 PM
To: Brent Devine
Subject: Submission Details for Lyall Kennedy (object)
Attachments: LK EIS Submission.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Lyall Kennedy
[REDACTED]

Haberfield, NSW
2045

Content:
Submission has been uploaded as a PDF titled "LK EIS Submission.pdf"

[REDACTED]

Introduction

My name is Lyall Kennedy. I am a Transport Economist with over 38 years experience in transport delivery and planning. I have held senior executive roles in the State Government and the private sector. I am currently Director of Kennedy Consulting Pty Limited providing transport management and planning advice to the private and public sectors.

I also spent four years on Ashfield Council including as Mayor in 2011 and 2012.

I am very concerned that the WestConnex project has been ill conceived and the weaknesses of the proposal have been amplified through poor governance.

My submission largely focuses on transport issues. Whilst I don't cover other aspects of the EIS, I am concerned about other aspects particularly the impact on air quality and the loss of houses within the Haberfield Conservation Area.

I strongly urge the Department of Planning & Environment to reject the M4 East EIS. Some of the reasons I call for this are elaborated below.

I would welcome the opportunity to expand on my concerns at any public hearings that may be held as part of your deliberations.

Lack of Transparency and Proper Process in Project Selection

The Federal and NSW governments have called WestConnex the largest road infrastructure project in Australia's history. For such a major piece of infrastructure it has had a relatively short period of review. It appears to have been 'fast-tracked' bypassing important evaluation steps aimed at providing assurance to government and the taxpayers that the project is the best solution.

The Productivity Commission in its recent inquiry into public infrastructure found
"an urgent need to comprehensively overhaul processes for assessing and developing public infrastructure projects."

It pointed to

"numerous examples of poor value for money arising from inadequate project selection, potentially costing Australia billions of dollars".

It argued that further spending under the status quo will simply increase the cost to users, taxpayers and the community, and lead to more wasteful infrastructure.¹

At the request of the Senate Select Committee into the Abbott Government's Budget Cuts, the Grattan Institute recently prepared a paper on infrastructure financing and expenditure with a focus on transport infrastructure.²

"To get a better return from infrastructure spending, governments should focus on selecting the right projects, and on making the business cases and their underlying assumptions more transparent. Governments can also get a

¹ *Inquiry into Public Infrastructure*, Productivity Commission (2014)

² *Submission to Select Committee into the Abbott Government's Budget Cuts*, Marion Terrill, Transport Program Director Grattan Institute (August 2015)

better return through use of new technologies to get more value out of existing infrastructure; through minor augmentation and relief of pinch points; and through more systematic maintenance.

"The capacity to waste money is a serious risk for infrastructure, given the very large amounts of money involved."³

"Infrastructure investment over the past five years has been about one per cent of GDP higher than a decade earlier. Such a significant increase would have been expected to have some visible effect on GDP growth. There is no evidence it has done so, with GDP growth still well below three per cent per annum and below historic growth rates.

"The wrong projects can destroy value and divert funds from projects that would be more valuable to the economy and community."⁴

"Australia could get better value from public infrastructure by making better project selections. Unreliable or non-existent cost-benefit analyses have been an obstacle to optimal project selection. Recent large infrastructure projects in Australia have typically suffered from cost overruns of about 15 per cent, while patronage has been 15 per cent lower than projected, on average. As a result, real cost-benefit multiples are expected to be about 25 per cent lower than projected on average. All other things being equal, this consistent overestimation of benefit-cost ratios is making uneconomic projects look viable at the approval stage."⁵

Unfortunately, the WestConnex project does not appear to be an example of industry best practice in project selection and transparency (see NSW Auditor General's comments below). Calls for the release of the business case have been opposed by both the Federal and NSW governments. If there is such a compelling business case, then why isn't it being shared with the Australian taxpayers who are bearing the risks associated with this project.

The Auditor General's Performance Audit of WestConnex⁶ conducted in 2014 highlighted the importance of proper evaluation and identified some serious deficiencies in the development of the WestConnex project.

The Executive Summary concluded

"In the period covered by this audit, the processes applied to WestConnex to provide independent assurance to Government did not meet best practice standards...

"The preliminary business case submitted for Gateway review had many deficiencies and fell well short of the standard required for such a document.

³ Ibid Page 1

⁴ Ibid Pages 5-6

⁵ Ibid Page 6

⁶ *Performance Audit WestConnex: Assurance to the Government*, New South Wales Auditor-General, 2014

Further, on our analysis, the business case put to the Government still included some deficiencies that independent Gateway reviews and external assurance arrangements, if they had occurred, should have identified...

"The post-business case governance arrangements did not clearly separate board-level responsibilities for commissioning from responsibilities for delivering the WestConnex project. After not separating the roles, they also failed to provide mechanisms to effectively manage the conflict between these roles.

"The WestConnex project offers several lessons. While good internal controls are critical, they are not a substitute for externally managed Gateway reviews. Steering committees and boards cannot be responsible for both project delivery and independent assurance and reporting to the Government. Responsibility for commissioning should be clearly differentiated from the responsibility for project delivery. Challenging deadlines heighten the need for good assurance but, paradoxically, also the risk of departure from best practice."⁷

The NSW Government's Major Projects Assurance Framework

"The Government approved a new Major Projects Assurance Framework in December 2011...

"The objective of the Framework is to increase the Government's confidence and assurance in planning and implementation of major projects through their entire lifecycle, specifically:

- prevent projects failing or not realising their stated objectives/benefits
- improve clarity in the feasibility phase of projects
- drive better governance
- inform Cabinet Infrastructure Committee intervention.

"A key component of the Major Projects Assurance Framework is the Gateway review system. The Gateway system is a series of structured reviews at key decision points (gates) in a project's lifecycle. Gateway gives the Government a level of independent assurance on:

- whether an investment in a project is warranted
- the strategic options considered
- the agency's capacity to manage and deliver the project on time, on budget and achieve desired project outcomes
- whether a project is on track and ready to move to the next

⁷ Ibid Pages 3-4

phase.”⁸

The WestConnex Concept

“Based on the Major Projects Assurance Framework, we expected a Gateway review (or similar arm’s length, independent review) either during the concept phase or early in the development of the business case.

“The Major Projects Assurance Framework introduced a Gate Zero to provide assurance that projects are well justified after considering a wide range of options. A Gateway review or similar should therefore be conducted early in a project’s life cycle to provide assurance around whether:

- the need for a project is properly defined
- there is justification for addressing that need
- the best value means of servicing that need are being proposed after considering a broad range of alternatives and their associated costs and benefits.

“We also expected that Infrastructure NSW or some other body would have recognised the need for a Gateway review during the concept phase, or early in the development of the business case and taken steps to ensure this occurred, including reporting to the Cabinet Infrastructure Committee.

“There was no independent Gateway review or equivalent undertaken at the concept stage. Infrastructure NSW has indicated that the concept paper it prepared to advise Government before WestConnex was publicly announced was not subjected to any independent assurance reviews. The first gateway review was of the preliminary business case late in the business case development phase...

“We saw no evidence that:

- the Government specifically exempted WestConnex from the Major Projects Assurance Framework Gate Zero
- provided an explanation or justification for the variation from the Major Projects Assurance Framework
- the alternative approach adopted was assessed as being equivalent to, or better than, the Major Projects Assurance Framework.

“...we believe that a Gate Zero Gateway review should have been conducted. It would have provided independent assurance that the project was justified...

“Infrastructure NSW’s roles at this stage of the WestConnex project were in conflict. It was responsible for developing the WestConnex concept and at the

⁸ Ibid, Pages 10- 11

same time it was the key agency responsible for providing assurance to Government over major capital projects including WestConnex. A fundamental principle is separation between those providing independent assurance and those developing and delivering a project."⁹

Developing the Business Case

"Given no Gate Zero Gateway review was conducted during the concept phase, we expected one (or an equivalent arm's length, independent expert review) at the beginning of this phase.

"In line with the Transport for NSW Investment and Gating System we also expected to see the following Gateway reviews (or equivalent arm's length, independent expert reviews)

- a strategic business case review (Gate One)
- a preliminary business case review (Gate Two)
- a final business case review (Gate Three).

"We expected there would be acquittals of each of these reviews, and that the review reports and acquittals would be provided formally to Infrastructure NSW and followed up in each subsequent Gateway review or equivalent. We also expected regular progress reports to, and monitoring by, Infrastructure NSW."¹⁰

"We expected to see outputs from the other peer reviewers but detailed reports were limited to infrastructure solutions, capital costs and traffic analysis. Even here, timing was a concern. The peer reviewer engaged to review the traffic analysis produced a report, but not until November 2013 after the business case went to the Government. The reviewer's report indicated that the review was supposed to be continuous throughout the process of modelling, but the traffic modellers were too pressed for time to consult on a continuous basis with the peer reviewer. The reviewer described the exercise as more an audit than a peer review. The reviewer concluded that the traffic data he received in early August 2013 'raises questions about the underlying quality of the modelling'.

"The agencies concerned advised us that significant analysis and review of traffic numbers was undertaken by the specialist work streams established within the Project Office. However, we have seen no evidence of an independent, arm's length review of the traffic analysis used for the final business case, by someone technically qualified to do so, before the business case was presented to the Government.

"We did not find peer review outputs for land use, urban planning or transport planning."¹¹

⁹ Ibid Pages 16-17

¹⁰ Ibid Page 21

¹¹ Ibid Page 26

Gateway review of a preliminary business case

"One formal, independent Gateway review was conducted during the development of the business case. This was of a preliminary business case.

"In its report to the Sydney Motorways Project Office (dated 14 June 2013), the Gateway Review Panel concluded that

"due to lack of key information presented for the review, the Gateway Review Panel was not able to form a view on whether the project is a worthwhile and prudent investment (both economically and financially viable) for the NSW Government".

"Further, the Gateway Review Panel stated that:

"A number of key documents were delivered later than anticipated and the Review Panel had very limited time to review the Silver business case.

"Relevant documentation relating to a number of critical areas of the business case was not available for review - these included the Governance Section, Financial Plan and Communications Plan. The absence of these documents did impact on the ability to review related sections.

"The Review Panel did not have access to a number of Stakeholders or documents that were considered essential in order to satisfactorily complete the review.

"The Review Panel noted that not all key benefits nor all key risks were adequately documented, and that the business case would benefit from these and other inclusions".¹²

"The Gateway Review Panel also found the preliminary business case should have been more advanced than it was and would have benefited from previous iterations and review processes which had not occurred.

"The Gateway Review Panel's 'traffic light' risk ratings against the Gateway criteria were all red and yellow, with no greens."¹³

¹² Ibid Page 28

¹³ Ibid Page 29

Business needs and benefit (Service) delivery	Yellow
Funding and value for money	Red
Sustainability	Yellow
Governance	Red
Risk Management	Yellow
Project Delivery	Red
Stakeholder management	Red
Change management	Red
Cost management	Yellow

Red: critical and urgent – project strategy to address the shortcomings/recommendations is to be established before project is further progressed.

Yellow: Important and urgent – project should go forward with action on recommendations. Source: WestConnex preliminary business case Gateway review 2013.

Matters a Gateway review may have identified

“We reviewed the final business case and identified some issues with the underlying analysis which we believe a full Gateway review should have identified.

“These deficiencies related to the way the business case dealt with risks around traffic projections, project cost, economic benefits, financial analysis, governance arrangements and the procurement strategy.”¹⁴

Purpose of the business case

“Roads and Maritime Services say that the assurance provided to the Government on the WestConnex business case was appropriate for its purpose.

“It says the overall objective outlined in the Business Case Implementation Plan was to “produce a business case that demonstrates the overall technical and financial viability of the WestConnex scheme, consistent with the State’s Fiscal Strategy”.

“Roads and Maritime Services advised that at the conclusion of the business case in July 2013, Stage 1 was regarded as being sufficiently developed to proceed to procurement and environmental planning phases. For the other stages, the business case outlined a pathway for their further development and planning. It says that it was always envisaged that there would be additional Gateway reviews conducted on the component parts of the scheme.

“Roads and Maritime Services’ arguments do not justify the lower level of independent assurance provided on WestConnex than that offered by the

¹⁴ Ibid Page 31

Major Projects Assurance Framework. The objective was to “produce a business case that demonstrates the overall technical and financial viability of the WestConnex scheme, consistent with the State’s Fiscal Strategy.” Approval of the business case was the key decision point so far for this project, and arguably the stage at which independent assurance was most critical.”¹⁵

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

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

What came first – WestConnex or the Strategic Plans

EIS proponent requires that it is consistent with all the strategic planning instruments in Sydney. Requiring this project to be consistent with all the strategic planning instruments sounds reasonable until you realise that all these plans were rewritten in 2012/2013 to place WestConnex at the centre of their transport strategies.

Up until 2012, metro strategy development in NSW was based on developing the broad strategy planning objectives and then discussing options to meet these strategic objectives before proposing individual projects/actions. Linking the M4 with the M5, as proposed by WestConnex, was never included as a project to realise previous Metropolitan Strategies.

Once WestConnex became the number one infrastructure project proposed by Infrastructure NSW, all the strategic planning documents were rewritten to include WestConnex. In fact, it became the centrepiece of the transport strategy. This was after extensive community consultation was undertaken in February 2012 for the Long Term Transport Master Plan which did not include WestConnex.

At the time, Les Walinga, the then Director General of Transport, was on the Board of Infrastructure NSW and at the same time was developing the Long Term Transport Master Plan. When Infrastructure NSW proposed WestConnex as the major infrastructure project of its plan, Les Walinga resigned from the Board citing conflict of interest as he was proposing public transport solutions in the Long Term Master Plan and was not supporting WestConnex. Even within Infrastructure NSW there was doubt about the appropriateness of WestConnex.

Even with the bastardisation of the planning process, this submission identifies areas where the M4 East extension is inconsistent with the Metro Strategy. These include:

- Does nothing to alleviate Western Sydney congestion
- Is an unsustainable solution as it will reach capacity by 2031

¹⁵ Ibid Page 31

- Does not relieve traffic congestion on most downstream intersections

Who Benefits from the WestConnex Motorway?

Given that WestConnex provides a direct link to Sydney Airport but not to the city or Port Botany (which is eight kilometres from WestConnex) who is the big winner out of this project?

I would suggest that Macquarie Airports the then owner of Sydney Airport appear to be a major beneficiary. They have been pushing since at least 2004 in each of their Master Plans for improved links to the M4.

In 2011 the debate on a second Sydney airport was well advanced with the Federal Government considering a further proposal. If billions of taxpayers' money was to be spent on improving the road connections to the airport this would cement it as the primary airport for Sydney for decades to come.

But how could an individual company influence the deliberations of Infrastructure NSW? One way may be to have the Chairman of Macquarie Airports Max Moore-Wilton as a Board member.

The only major attractor that is served by WestConnex is Sydney Airport. According to the WDA spin, among the benefits that WestConnex delivered included reducing the travel time from Parramatta to the airport by 40 minutes and bypassing up to 52 sets of traffic lights. They failed to say that you can now avoid the 52 traffic lights now in 2015 by catching the train which takes 45 minutes from Parramatta to the airport. According to google maps it takes between 39 and 54 minutes to drive between Parramatta and the airport. The claim of a 40 minute saving seems heroic.

The cover of the Strategic Environmental Review released by WDA in 2013 was a picture of the airport.



**The new state
of business**

WestConnex

Strategic Environmental Review

September 2013



Sydney has underinvested in public transport over the past 30 years

In 1998 the NSW government released *Action for Transport 2010 an integrated transport plan for Sydney*.¹⁶ The plan proposed to

“redress the [then] current imbalance in the road and public transport system.”¹⁷

The plan included a

“10 point action plan for Sydney:

1. Getting the best out of the Sydney system
2. Improving Sydney's air quality
3. Reducing car dependency
4. Meeting the needs of our growing suburbs
5. Getting more people on public transport
6. Safeguarding our environment
7. Making space for cyclists and walkers
8. Preventing accidents and saving lives
9. Making freight more competitive
10. Giving the community value for money”¹⁸

The plan listed (at page 5) 21 projects to be completed or started by 2010 these were:

Rapid Bus Only Transitways

1. **Liverpool to Parramatta (2003)**
2. Parramatta to Strathfield (2002)
3. St Marys to Penrith (Stage 1 2003) (Stage 2 2008)
4. **Parramatta to Blacktown (2004)**
5. Blacktown to Castle Hill (2009)
6. Blacktown to Wetherill Park (2006)
7. Parramatta to Mungerie Park (2010)

Heavy Rail

8. **Airport Line (2000)**
9. Bondi Beach Railway (2002)
10. Parramatta Rail Link to Epping and Chatswood (2006)
11. Hornsby to Newcastle High Speed Rail (Stage 1 to Warnervale 2007) (Stage 2 to Newcastle work to start by 2010)

North West Rail Link Epping to Castle Hill (2010)

12. North West Rail Link Epping to Castle Hill (2010)
13. Sutherland to Wollongong High Speed Rail (2010)
14. Hurstville to Strathfield Railway (To start by 2010 and be completed by 2014)

¹⁶ *Action for Transport 2010 an integrated transport plan for Sydney*, 1998, NSW Government,

¹⁷ *Ibid*, Page 2

¹⁸ *Ibid*, page 3

15. Liverpool Y Link (Work to start by 2010)

Light Rail

16. To Lilyfield (2001)

Road Improvements

17. Eastern Distributor (2000)

18. M5 East (2002)

19. Cross City Tunnel (2004)

20. M2 to Gore Hill (2004)

21. Western Sydney Orbital (2007)

All the projects in bold were built. It can be seen from the list that every road project was delivered. Of the 16 public transport projects only four were completed.

The inability for successive governments to deliver public transport projects has made Sydney (particularly western Sydney) more car dependent. Building more roads has not had any lasting impact on road congestion. The traffic projections in the current M4 East EIS show the tunnel at capacity by 2031.

"2031 AM peak and PM peak operational performances (in comparison to the 'do minimum' results) are detailed in Table 10.7 and Table 10.8 respectively.

High traffic densities are now recorded in the project's mainline tunnel east of Concord Road, particularly westbound during the AM peak and eastbound in the PM peak where capacity is reached."¹⁹

What is the plan post 2013? Building more roads will not solve traffic congestion in Sydney.

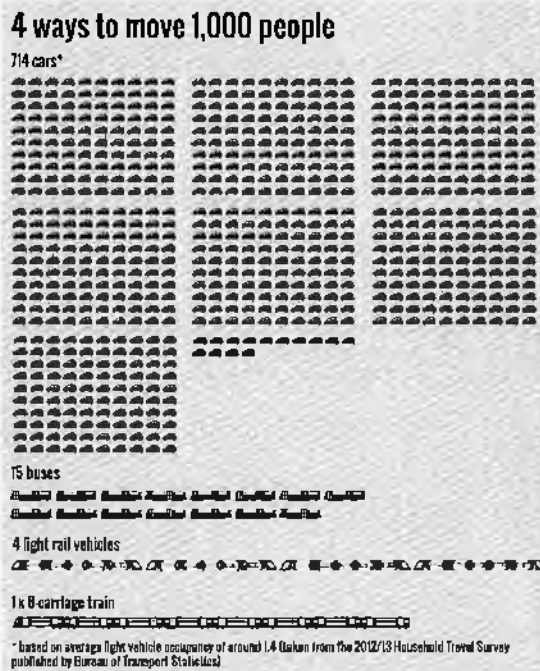
WestConnex clearly fails to:

- Reduce car dependency
- Meet the needs of our growing suburbs
- Get more people on public transport

The Benefit-Cost analysis of WestConnex is evaluated over a 40 year period. Relieving traffic congestion on the corridor appears to be a major objective of the project. The project reaches capacity in the M4 East tunnel within eight years after project completion. This does not seem to be an effective means of relieving congestion. The Cost-Benefit analysis should include costs of additional measures required over the remaining 32 years of the project life to maintain the claimed congestion and travel time savings. If included, it is likely that the project costs will significantly outweigh any benefits.

¹⁹ M4 East EIS Volume 2A Appendix A-G, page 10-6

This is why.



This *will* work.



The M4 East Past and Present

The M4 East was previously proposed in 2003/2004. The Sydney Motorways Project Office prepared a strategic environmental review of the WestConnex project in 2013.²⁰ Chapter 4 of the review outlined the WestConnex scheme development and alternatives. It is worth noting that this section covering alternatives to the then \$10.5 billion project was only four pages long out of a 127page document. The review gave a brief history of the M4 East proposal.

"The M4 Motorway between Emu Plains and Concord has been progressively developed over a 40 year period. The section between Parramatta and Concord was opened in 1992. An eastern extension of the M4 Motorway to the Sydney CBD was subsequently planned and a scheme was publicly exhibited in 2003 to 2004 which proposed extending the motorway to the City West Link and widening the existing motorway. This scheme did not proceed due to concerns over economic viability and environmental impacts."²¹

In the current M4 East EIS the following explanation is given:

"Between 2003 and 2004 a preferred option for an eastern extension of the M4 to the Sydney central business district (CBD) was developed and publicly exhibited. This option, referred to as the M4 East, proposed extending the M4

²⁰ *WestConnex Strategic Environmental Review* Sydney Motorways Project Office, September 2013

²¹ *Ibid*, Page 25

to the City West Link and Parramatta Road at Ashfield as well as widening the existing motorway between Homebush Bay Drive and Concord Road. This scheme was put on hold indefinitely by the then NSW Government. The 2003 preferred option formed the basis of the concept design for the M4 East project, which forms part of WestConnex."²²

The two reports appear to contradict each other. It is quite a different proposition to a project being abandoned "due to concerns over economic viability and environmental impacts" and simply putting the project "on hold". There is no analysis in the current EIS as to the reasons why the original proposal did not proceed. The comments in the Strategic Environmental Review should have been addressed in the EIS. What has changed since 2004 that now makes the M4 East economically viable with positive environmental impacts? The failure to release the business case further exacerbates the situation.

The project should not be approved without a full appraisal of the economic and environmental impacts of the proposal with particular reference to how the current proposal overcomes the previous concerns raised in 2004 that led to its abandonment.

Why is the M4 East and WestConnex needed?

"Parramatta Road is now one of the six most congested transport corridors in Sydney, with high travel demand and average travel speeds of private vehicles during the morning peak of about 30 kilometers an hour."²³

The EIS does not say where Parramatta Road sits in the top six most congested roads in Sydney. Is it the worst or is it the sixth worst? If it is the sixth worst why is \$15.5 billion being spent on this corridor while the other five more congested corridors are not being given priority? There is no discussion in the EIS on the comparative advantages of spending the money on WestConnex as opposed to the other congested corridors.

"The Parramatta Road corridor is also one of Sydney's busiest corridors for public transport. It has one of the highest number of bus passengers during the morning peak of any major bus route in Metropolitan Sydney."²⁴

Buses from the inner west carry around 10,000 passengers in the busiest hour into the city (as measured at Broadway). This includes the routes along Parramatta Road and King Street Newtown. However, in the study area, in particular Parramatta Road between Concord Road and Burwood Road there are no existing bus services. Between Burwood Road and Wattle Street, there is only one bus route the 461. This route has a peak frequency of 4 buses per hour. This gives a capacity of less than 250 passengers per hour. It is not a strong bus route due in part to its proximity to the main western rail line which accounts for most of the peak public transport

²² *WestConnex M4 East Environmental Impact Statement, Volume 1A, WestConnex Delivery Authority, September 2015, Page 4-1*

²³ *Ibid, Page ii*

²⁴ *Ibid, Page ii*

demand on the corridor.

The EIS paints a false picture of public transport in the corridor. It suggests that there is already high public transport service and use on the corridor and that WestConnex will free up lanes on Parramatta Road for more and faster bus services. The implementation of bus lanes is the main public transport initiative of WestConnex. However, the project does not deliver bus lanes along the length of the Parramatta Road until after 2031.

WestConnex will have a net negative impact on public transport use. Refer to section on Congestion pricing for more information on why expansion of urban motorways has a negative impact on public transport.

Congestion Pricing as a First Step in Tackling Congestion

Given that congestion levels are only likely to be reduced for a maximum ten years, at which point we will be back to where we are in 2015, there needs to be consideration of alternative ways to manage and reduce congestion.

Infrastructure NSW commissioned a discussion paper on congestion pricing.²⁵ The paper reviews previous efforts to manage congestion:

“Almost everywhere, not just in New South Wales, governments have persisted in excluding congestion pricing from their changing mixes of anti-congestion measures, despite increasing urging from economists over the past 60 years to apply this policy instrument. These changing policy mixes have typically failed to stop congestion from worsening in medium-sized and large cities around the world. So, failed anti-congestion strategies are the norm.

“Until the late-1970s, governments typically saw road building as the solution to congestion. However, high costs and assumed futility because of traffic attraction by new capacity (“induced traffic” or “induced demand”) led to changes to anti-congestion strategies. Governments increasingly switched resources from roads to public transport, cycling and walking facilities, and operating subsidies for public transport. In some cases, governments re-allocated some pre-existing road lanes from general purpose use to access by buses and other multi-passenger vehicles, which effectively added to public transport subsidies. Many governments buttressed these policy changes with measures such as higher on-street and off-street parking charges, information programs regarding public transport services, and promotion of car-pooling arrangements.

“All of these policy instruments were meant to reduce demand for road space and increase demand for alternatives to road-use by single occupancy vehicles. Transport planners typically described some or all of these policy instruments as “demand management measures”. They considered them to be substitutes for congestion pricing.

²⁵ *Pricing Congestion in Sydney*, ICIL Tasman, April 2012

"These "demand management measures" failed to stop the inexorable worsening of congestion, even though the major measure, subsidised public transport, involved 100 per cent capital subsidies and operating subsidies in excess of 75 per cent of operating costs. Indeed, costs of all of these "demand management measures" have been found to be high relative to numbers of passengers attracted from single-occupancy vehicles. An important oversight by proponents of these measures is that they are just as likely as increases in road capacity to be undermined by "induced traffic". Another neglected problem is that public transport subsidies have facilitated inefficient operating arrangements.

"Public transport, cycling and walking have often been described as "sustainable transport", because use of these modes by commuters reduces congestion and emissions caused by cars. However, the fiscal unsustainability of an ineffective strategy of trying to reduce congestion to acceptable levels through heavy subsidies has been overlooked.

"Many governments also took steps to change urban land regulation policies to try to increase urban densities, at least in and around major activity centres and major public transport hubs and routes. They hoped that this would encourage greater use of transport modes other than cars, and improve the viability of public transport. However, these actions have not reduced congestion and may have increased it. They have overridden consumer preferences and distorted relative prices of land and capital, inducing substitution of capital for land. The result has been resource misallocation.

"Because massive public transport subsidies, other "demand management" policies, and regulated increases in urban density have made little impact on congestion, some governments, notably those in New South Wales, Victoria and Queensland re-considered their policies of restraint on provision of general purpose arterial road capacity, particularly in the case of by-pass or orbital roads. Toll roads (typically involving public private partnerships) were often preferred to provision of free-access arterials, because of the high costs of urban arterial road provision in the context of fiscal stress associated with high costs of maintaining public transport subsidies.

"While governments have claimed that toll roads would help alleviate congestion, these roads typically have been priced simply to recover full costs (including a reasonable rate of return on capital). Such pricing is incompatible with congestion-alleviation, because full cost recovery is possible only if tolls are set to toll-off sufficient potential users to ensure a wide difference in quality of service between tolled and free-access facilities. Pricing of new roads to alleviate congestion would require low and possibly negative prices."²⁶

The paper then goes on to argue the benefits of congestion pricing:

"Current anti-congestion policy-mixes for Sydney, as for most other major metropolitan areas, are ineffective and economically inefficient. Economically

²⁶ Ibid, Pages vii-viii

sensible reform would substitute congestion pricing for heavy public transport subsidies, parking levies/supply restraints, and tolling of new roads.

"Ideally, prices under a congestion pricing regime would reflect marginal external costs of congestion -- the difference between congestion costs caused and borne by each road-user. Prices would vary over time, across the network, and between vehicle-types. Prices would be highest in the busiest periods and locations, and for the largest vehicles. Zero prices would apply in free-flow conditions.

"This "internalisation" of marginal external costs of congestion would induce changes to travel modes, routes and times, reducing traffic at peak times and locations. Delays, stress, fuel and emissions would be cut and transport facilities would be better utilised.

"Congestion pricing would ensure "induced traffic" effects did not undermine benefits of new road, public transport, cycling and walking facilities, and information programs on urban transport options. Therefore, it would increase benefits from these initiatives. Meanwhile, these infrastructure and "demand management measures" would help pricing to induce changes in peak-period travel behaviour.

"Congestion pricing is primarily a policy instrument for alleviation of congestion in an efficient way. It is very different concept to applying tolls to new roads to recover their full costs or to existing roads to raise money for further investments in urban transport infrastructure or some other purpose. "Unlike cost-recovery tolling of new road segments in dispersed locations, or tolling of existing roads to raise money, congestion pricing would improve efficiency of use of metropolitan road and public transport networks.

"Of course, congestion pricing yields revenue as a by-product of its primary function. Moreover, there is reasonable evidence to suggest that under plausible assumptions, a well-designed congestion and road damage pricing system could provide enough revenue to cover full costs of providing and maintaining a metropolitan urban arterial road network.

"Parking levies and supply restrictions have sometimes been proposed as a simplified form of congestion pricing. However, these measures would not address the contribution to congestion of through-traffic, commercial vehicles, and the length, route and timing of trips. In contrast, a well- designed congestion pricing system would do so.

"Pricing of crowded roads would improve bus fuel economy, trip times, and service reliability. It would increase demand for bus and rail services, allowing higher service-frequency and route-density, which would attract still more passengers. Induced increases in residential and commercial densities around public transport corridors and destinations would reinforce these trends. A cycle of increasing demand for services and declining unit social costs of public transport-use would occur.

"Congestion pricing should be accompanied by a restructuring of public

transport fares. Congestion pricing raises effective prices of using single-occupancy vehicles in peak times and locations relative to effective prices of travel at other times and routes, and by other transport modes, including public transport. Therefore, continuation of subsidies to public transport to change relative prices of car and public transport-use would be redundant. Moreover, the reduced cost structure of public transport would have to be factored into fares. They should also be adjusted to manage passenger congestion and allow for broader, flatter peak periods. The various effects of congestion pricing should improve public transport's viability, reducing subsidy requirements.

"It is extremely important to note that congestion pricing is an essential element of an economically efficient anti-congestion package for Sydney, but it is not sufficient. It must be complemented by increases in road capacity – particularly debottlenecking and by-pass investments – and increases in public transport capacity, but not public transport subsidies. Capacity increases are required for efficient congestion alleviation beyond the short-term future."²⁷

This conclusion is consistent with the findings of the Grattan Institute report on the return from transport infrastructure spending.

Questions asked at Canada Bay Information Session 6 October 2015

I attended an information session hosted by WDA on 6 October. I raised a number of questions with the WDA Traffic representative, Ian McCarthy. A summary of my questions and the answers provided are outlined in the table below.

²⁷ Ibid Pages viii-ix

Question	Answer
EIS Claims that it will reduce the numbers of long distance vehicles on Parramatta Rd. Where are the stats on travel distances along the corridor?	Not included in the EIS. Estimate is that 40-45% of trips are <5km long.
What are the major origins and destinations for trips along the corridor?	Not yet done. D/d data to come later.
Where is the analysis of freight movements on Parramatta Rd?	Not included in EIS. Updated Business Case (due to be released in next 2 months) will include freight analysis.
Where are the traffic counts of trucks on the corridor?	Not included in EIS.
What volume of freight by type uses Parramatta Rd?	Not included in EIS. Possibly in the Air Quality section. Ian agreed to seek figures for me.
What proportion of freight could be transferred to rail?	Bureau of Transport Statistics (BTS) report on freight has been provided to WDA but not released. Ian agreed to ask for a copy.
How much freight (truck movements/tonnage) would be on the corridor if the Enfield and Moorebank Intermodal terminals were operating?	Intermodal terminals have been taken into account in the modelling. (not sure how this has been done. I think it might be from BTS)
Why is the peak direction to the west in the morning and east in the pm?	Didn't have a definitive explanation. However, suggested that it may have been because of existing congestion which limits the flow in the peak direction.
Where is the analysis of LoS for North/South movement at intersections?	LoS for north/south movements has been done but not included in EIS. LoS at intersections includes all arms.
What is the likely impact on travel times if tunnel operating at capacity as predicted for 2031?	Does have impact on travel times, however, not significant. WDA will provide info on how travel times have been calculated.

Do the traffic figures include or take account of urban growth projections for future residential and employment along the corridor?	Forecast projections are included - using BTS projections. Urban growth projections have not been included as they were not available. In any case they are over a 30 year period.
How were the strategic routes for time saving analysis selected? Why was Penrith to Surry Hills identified as one of the routes?	Not sure why selected.
Potential queuing in tunnel from congestion on Wattle street.	Believe there is enough capacity on exit ramps to cater for queuing. There is about 1km from Timbrell Drive intersection and the exit ramp. The exit slip lane starts as one lane and becomes 2 lanes before exiting (I didn't get the actual length of the one and 2 lane sections). Queuing is based on 95 percentile. Challenge is to get the Timbrell Drive intersection below capacity. Think it is currently at about 1.2 [need to check EIS]. It is critical that this intersection is below capacity, due to its impact on traffic exiting the tunnel. Likely to be a condition of approval. Some options being actively considered are making the Mortley Ave to Timbrell drive movement restricted to buses only. Cutting away the "redundant" footpath on adjacent to the new pedestrian footbridge to provide 2 right turn lanes from Timbrell Drive. Extending the slip lane in Wattle street for the left turn into Timbrell Drive.

Ian McCarthy committed to providing me with more detailed responses by Friday 9 October via email. I forwarded the above table to Mr McCarthy on 7 October under the following email:

Hi Ian

It was good chatting with you on Tuesday. I ran into Matt at the Strathfield meeting last night. He told me that you were working on responses to my questions. Attached is what I took out from the discussion. Happy for you to add another column with any additional thoughts/clarifications.

I have also attached a paper prepared for Infrastructure NSW on Congestion Pricing which gives a good explanation of the past strategies to deal with congestion over the decades. Although it is marked "Confidential" I downloaded it from the website. I think you and Matt might be interested in this (if you haven't already read it).

Matt asked to be included in the email in case I have entered your email address incorrectly.

Kind Regards

*Lyall Kennedy
Director
Kennedy Consulting Pty Limited
0422 286 345*

Unfortunately, I am still awaiting a reply.

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.

Managing Traffic to Stop Queuing in the M4 East Tunnel

Possibly the most concerning aspect of the M4 East proposal from a traffic perspective is the possible congestion on the city west link heading east going back into the M4 tunnel at Wattle Street.

The City West Link was deliberately designed with six sets of traffic lights between Haberfield and the city. This platoons traffic heading towards the Harbour Bridge and reduces congestion on the approach to the bridge.

I'm not an expert on queuing theory, however, my understanding is that every additional vehicle that joins a queue has an exponential impact on delay times.

When you look at what is happening on the north side of the Harbour Bridge, much, if not all, of the travel time savings gained through the Lane Cove tunnel are negated by the extended queue time to get to the bridge.

According to the EIS, by 2031, the M4 East tunnel is at capacity. The intersection at Timbrell Drive is also at capacity. This will result in periods when the queue on Wattle Street will extend into the tunnel. The EIS talks in vague terms about how this might be managed including ramp metering and variable speed limits in the tunnel.

Ramp metering will increase delays in the tunnel as it will restrict the flow of vehicles out of the tunnel onto Wattle Street. Variable speed limits in the tunnel will have a negligible impact on reducing congestion in the tunnel and will also increase the time vehicles spend in the tunnel.

MAKE YOUR VOICE COUNT ON WESTCONNEX

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



PCU062324

Department of Planning
Received

28 OCT 2015

Scanning Room

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.
- ▲ Will make our air dirtier and impact on our health and our children's health and wellbeing.
- ▲ Will divide local communities and force hundreds of people out of their homes and neighbourhoods.
- ▲ Will contribute to greenhouse gas emissions and global warming by increasing fuel consumption and air pollution.
- ▲ Will pollute local waterways and ground water, and mean our community loses precious green space and parklands.
- ▲ Fails to compare this project against alternative public transport options.
- ▲ Is not justified by any publicly-released business case.

Further comments I lived in Newtown for 27 years and
love this area however the pollution and extra
traffic caused by the West Connex will make this
area intolerable and will consider moving

Yours sincerely,

NAME

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SIGNATURE

Jessica Schen

SEND BACK BY 2 NOVEMBER

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JENNY LEONG MP
MEMBER FOR NEWTOWN

**CLEAN ECONOMY
FAIR SOCIETY**



I WANT MY VOICE TO COUNT ON WESTCONNEX

1100

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PCU062323

Department of Planning
Received

28 OCT 2015

Scanning Room

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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 Road and Victoria Road. ✓
- ▲ 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. ✓

Further comments

We need a transport system for Sydney. I agree but why isn't the rail system we have in place all ready utilized even more. Trucks could come off our roads & goods back on the train (goods) line. We have to long term plan, this, Westconnex is not a solution public transport is, with massive up-grades

Yours sincerely,

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Helen Shen

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SIGNATURE

Helen Shen

SEND BACK BY 2 NOVEMBER

(no stamp needed)

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JAMIE PARKER MP
MEMBER FOR BALMAIN

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**THE
GREENS**