

From: John Venerosa [REDACTED]
Sent: Wednesday, 28 October 2015 12:09 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

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

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

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

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

John Venerosa

Sydney NSW 2040, Australia

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

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Yours sincerely,

Georgie Hawke

Sydney NSW 2043, Australia

From: Demi Skoufis [REDACTED]
Sent: Wednesday, 28 October 2015 12:15 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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Demi Skoufis

Sydney NSW 2050, Australia

From: Ben Bartlett [REDACTED]
Sent: Wednesday, 28 October 2015 12:15 PM
To: information-Planning
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Yours sincerely,

Ben Bartlett

Wollongong NSW 2515, Australia

From: Angela Ryan [REDACTED]
Sent: Wednesday, 28 October 2015 12:29 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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Angela Ryan

Sydney NSW 2043, Australia

From: [REDACTED]
Sent: Wednesday, 28 October 2015 8:17 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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From: Dr Donna West Brett [REDACTED]
Sent: Wednesday, 28 October 2015 8:14 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

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Yours sincerely,

Donna West Brett

Sydney NSW 2043, Australia

From: Liam Greal [REDACTED]
Sent: Wednesday, 28 October 2015 8:08 AM
To: information-Planning
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Yours sincerely,

Liam Grealy

Sydney NSW 2113, Australia

From: Aimee Slack [REDACTED]
Sent: Wednesday, 28 October 2015 7:56 AM
To: information-Planning
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Aimee Slack

Sydney NSW 2043, Australia

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

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

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

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

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

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

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

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

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

PETA kelly

Sydney NSW 2137, Australia

From: Kath Fries [REDACTED]
Sent: Wednesday, 28 October 2015 8:27 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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Yours sincerely,

Kath Fries

Sydney NSW 2044, Australia

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

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Michelle Young

Sydney NSW 2042, Australia

From: Helen Whyatt [REDACTED]
Sent: Wednesday, 28 October 2015 9:47 AM
To: information-Planning
Subject: WestConnex M4 East: Submission to EIS (Ref: SSI 6307)

Attn: The Secretary, Dept of Planning & Environment

I wish to register my strong objection to the WestConnex M4 East proposal.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. It is not a long-term solution to Sydney's congestion problem.

Having lived in London for nearly 20 years I know only too well how public transport is the answer to being able to move around a global city easily. London started charging a congestion charge to deter traffic and is investing in new public transport solutions not outmoded methods of building roads - look at the mess in Los Angeles caused by car dependency.

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 recognise there is pressure on several 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 also object to:

- The lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.
- The short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

- AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250 in settlement costs.
- 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 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. Not to mention wholesale destruction of communities.
- 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.
- 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. Local roads are already used as rat runs and face huge traffic jams - none of which can improve with an increase of 35,000 cars into the area.
- 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 health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

- 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. 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.

Yours sincerely,

Helen Whyatt

From: Marcia Corderoy [REDACTED]
Sent: Wednesday, 28 October 2015 9:43 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

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

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

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

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Marcia Corderoy

Sydney NSW 2040, Australia

From: Mark Thompson [REDACTED]
Sent: Wednesday, 28 October 2015 9:41 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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Yours sincerely,

Mark Thompson

Sydney NSW 2042, Australia

From: Nyssa Miller [REDACTED]
Sent: Wednesday, 28 October 2015 9:32 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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Yours sincerely,

Nyssa Miller

Sydney NSW 2206, Australia

From: jill lehmann [REDACTED]
Sent: Wednesday, 28 October 2015 9:29 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

I object to the induced demand that WestConnex will bring to Sydney by encouraging more people to drive. According to WestConnex's own data, traffic volumes on Parramatta Road will increase significantly which means the project will not 'bust congestion' but make it worse. It will also funnel rat run traffic throughout Leichhardt and Ashfield.

I object to the future traffic jam on the already congested City West Link, which will exist for years until the last link is built - IF EVER.

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

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

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Yours sincerely,

jill lehmann

Sydney NSW 2040, Australia

From: layal Eljamal [REDACTED]
Sent: Wednesday, 28 October 2015 9:16 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Iayal Eljamal

Sydney NSW 2204, Australia

From: paul jeffery [REDACTED]
Sent: Wednesday, 28 October 2015 9:03 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

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

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I caught the train into town the other day to make my way to the nsw premiers office to protest. I caught the 8.25 to circular quay from lewisham. There were no seats remaining and at every stop the train got more and more packed. The air conditioning could not cope and people were standing on the stairs and between the seats along the aisles. Quite a lot of people could not access a hand rail. This is what it is like on most working days for commuters who are leaving their cars at home. Instead of rewarding these people who are contributing to the finances of the public transport system and to the government coffers by improving public transport. eg: better signalling and more trains Mike Baird and Duncan Gay are spending money on roads. Better public transport will do far more to reduce pollution than the absurd claims that the proposed M4 east will give nsw better air quality. The concentration of heavy metals at portals and where the traffic spews out from these proposed

tunnel systems will be a blight on nsw residents for years to come. Building this road system will starve other areas of the budget and only make the congestion of roads worse in the future. The proposed road and tunnel system will have the opposite effect by inducing people to get into their cars and drive. Unfiltered stacks will send plumes of carcinogens into the atmosphere and be a detriment to health. Most countries and cities that spend money on

public transport are draw cards for international visitors. London, Lisbon, Tokyo, to mention a few. Los Angeles and Beijing and cities that are being ruined by cars.

Yours sincerely,

paul jeffery

Sydney NSW 2040, Australia

From: feorenza venardos [REDACTED]
Sent: Wednesday, 28 October 2015 8:53 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

feorenza venardos

Sydney NSW 2045, Australia

From: Josef Grzelak [REDACTED]
Sent: Wednesday, 28 October 2015 8:52 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

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

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

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

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Patrice Grzelak

Haberfield NSW, Australia

From: Kerry Drysdale [REDACTED]
Sent: Wednesday, 28 October 2015 8:47 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

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

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

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

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Kerryn Drysdale

Sydney NSW 2042, Australia

From: Snezana Pavic [REDACTED]
Sent: Wednesday, 28 October 2015 8:44 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

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

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

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

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Snezana Pavic

Sydney NSW 2015, Australia

From: Boris Pavic [REDACTED]
Sent: Wednesday, 28 October 2015 8:43 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

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I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Boris Pavic

Sydney NSW 2015, Australia

From: Nikola Viereckel [REDACTED]
Sent: Wednesday, 28 October 2015 8:41 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Nikola Viereckel

Sydney NSW 2042, Australia

From: Mark Ottignon [REDACTED]
Sent: Wednesday, 28 October 2015 8:30 AM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Mark Ottignon

11 London Street

Enmore NSW 2042

From: Andrew Woods [REDACTED]
Sent: Wednesday, 28 October 2015 1:22 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

In relation to my own property, contrary to the initial plans that had a tunnel underneath Parramatta Rd, it will now proceed almost directly underneath my house. There was/is a complete failure to adequately explain this change to the people impacted or the community more broadly.

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

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

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

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

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

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

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Andrew Woods

From: [REDACTED]
Sent: Wednesday, 28 October 2015 1:22 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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From: Peter Erken [REDACTED]
Sent: Wednesday, 28 October 2015 1:16 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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Yours sincerely,

Peter Erken

Dulwich Hill NSW 2203, Australia

From: Sheena Cartwright [REDACTED]
Sent: Wednesday, 28 October 2015 1:14 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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Yours sincerely,

Sheena Cartwright

Sydney NSW 2044, Australia

From: paul briggs [REDACTED]
Sent: Wednesday, 28 October 2015 1:13 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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Yours sincerely,

paul briggs

Sydney NSW 2042, Australia

From: Chantal Cordey [REDACTED]
Sent: Wednesday, 28 October 2015 1:05 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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Yours sincerely,

Chantal Cordey

Sydney NSW 2204, Australia

From: Cathy parison [REDACTED]
Sent: Wednesday, 28 October 2015 1:05 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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Yours sincerely,

Cathy parison

Sydney NSW 2045, Australia

From: Pengcheng Sun [REDACTED]
Sent: Wednesday, 28 October 2015 12:57 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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Yours sincerely,

Pengcheng Sun

Sydney NSW 2131, Australia

From: Steven Robertson [REDACTED]
Sent: Wednesday, 28 October 2015 12:49 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

We need more incentives to use public transport, bicycles and motorbikes. More roads= more cars. Sydney is already too congested!!

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

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

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

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Yours sincerely,

Steven Robertson

Sydney NSW 2205, Australia

From: Scott Sinclair [REDACTED]
Sent: Wednesday, 28 October 2015 12:45 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

I'm an Aussie who lived in London for 13 years (from 2000 - 2013). Prior to living in London I was totally car focused, I would drive everywhere and wouldn't dream of taking public transport but living in London taught me that that public transport is fine to use, if it is operated and funded well (unlike Sydney public transport, especially the very poor bus system). In fact, when I moved to London I had planned to buy a car but public transport is so good, that I never even bothered (and I love driving). It took me some time to become a fan of public transport but now I am a big believer in it. With education programs on TV and far better quality of service, you can change the car driving insistence of Australians and if more use public transport we can cut down on congestion and pollution. I've been living in Sydney for 2 & 1/2 years now and my wife I own a car but we also frequently use public transport but get very frustrated by how poor it is. Instead of building Wes

t Connex, I feel that this money should be spent on improving public transport especially with the creation of more railway lines and light rail to areas where there are none.

I am also very concerned about the impact on the area in which we live, St Peters. I'm worried about pollution and our health especially living close to one of the proposed exhaust stacks. I'm also concerned that it will destroy the uniqueness of the Newtown/Erskineville area. As a person who has travelled extensively and lived in different cities all over the world, I can say this area is truly unique and should be preserved at all costs. Building West Connex is bound to bring pressure on King St to become a clearway, which will put many of these unique shops out of business and see the ruination of a fantastic area that also draws in tourist bucks.

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

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

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

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

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

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

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

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

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

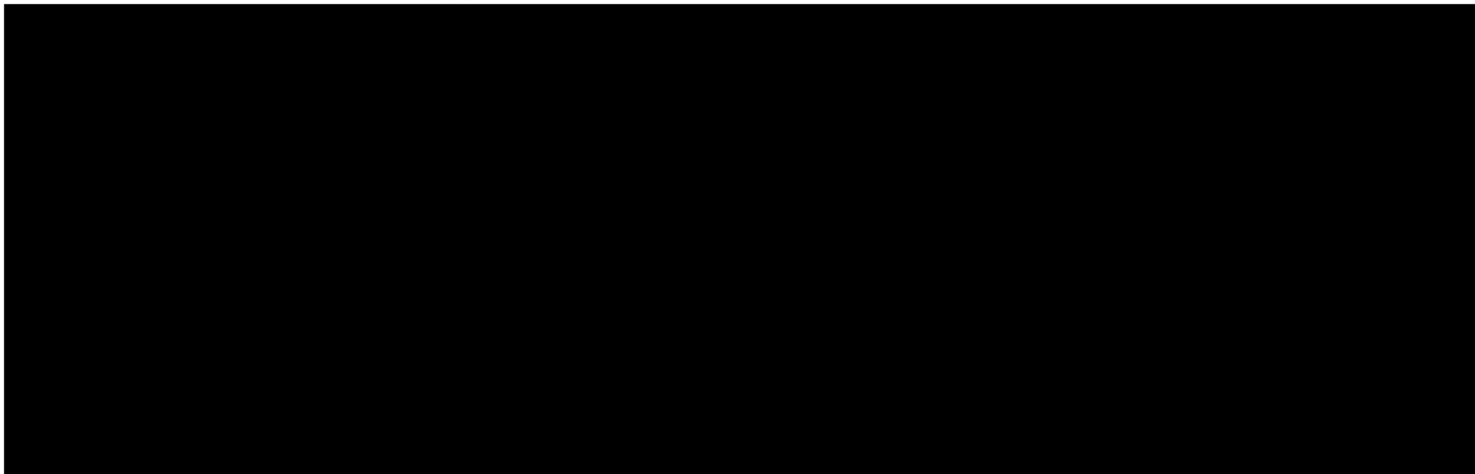
I object to the increase in greenhouse gas emissions and global warming WestConnex will cause. Increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without improving accessibility within a city. WestConnex has not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

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

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Scott Sinclair



From: Simon Keast [REDACTED]
Sent: Wednesday, 28 October 2015 12:43 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

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

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

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I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Simon Keast

Sydney NSW 2045, Australia

From: Tim Blombery [REDACTED]
Sent: Wednesday, 28 October 2015 12:41 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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Yours sincerely,

Tim Blombery

Dulwich Hill NSW 2203, Australia

From: Cody Westaway [REDACTED]
Sent: Wednesday, 28 October 2015 12:35 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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Yours sincerely,

Cody Westaway

Sydney NSW 2044, Australia

From: Alison Munro [REDACTED]
Sent: Wednesday, 28 October 2015 12:35 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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Yours sincerely,

Alison Munro

Sydney NSW 2137, Australia

From: Kate Christianson [REDACTED]
Sent: Wednesday, 28 October 2015 12:33 PM
To: information-Planning
Subject: Ref: SSI 6307, Formal submission to WestConnex M4 East project EIS

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Kate Christianson

Sydney NSW 2204, Australia

From: Nadia Mannino [REDACTED]
Sent: Wednesday, 28 October 2015 1:26 PM
To: information-Planning
Subject: SSI 6307: 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.

Yours sincerely,

Nadia Mannino

Haberfield NSW 2518, Australia

From: Vanessa Gentle [REDACTED]
Sent: Wednesday, 28 October 2015 1:35 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.

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I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. 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.

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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,

Vanessa Gentle

Sydney NSW 2044, Australia

From: Robert Sullivan [REDACTED]
Sent: Wednesday, 28 October 2015 1:46 PM
To: information-Planning
Subject: SSI 6307: Objection to WestConnex M4 East project

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. I would greatly appreciate a response addressing the following concerns:

- I object to the lodging of the EIS before a full business case has been made public;
- I object (indeed I am bemused) to billions of dollars of public money being signed away on contracts before any planning approval has been given. This appears to breach both democratic practice and basic commercial principles;
- I believe the traffic impacts that WestConnex, including the M4 East tunnel, will impose on Sydney's population will be extreme. The Government's own figures for the first M4 widening stage of WestConnex have shown that re-imposing a toll on the current M4 will likely push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. I think it is certain that this will occur;
- I further think it abhorrent that many people are being forced from their homes and businesses - over 290 properties are to be compulsorily acquired for the M4 East alone. Many affected property owners report that the prices offered by the Government are grossly under market value;
- I object to such a huge sum of public money (\$15+ billion) being spent on a toll road when the alternative is creative public and active transport improvements; and
- Maybe this is something you can explain for me - why build a huge toll road to bring cars to the city, charge users a toll each way, then impose a congestion tax to keep cars out of the city? Is this a true 'Yes Minister' event that we see unfolding?

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

Regards

Robert Sullivan

Birchgrove



From: Masako Boskovski [REDACTED]
Sent: Wednesday, 28 October 2015 1:46 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 call on the Minister for Planning to reject this proposal.

Yours sincerely,

Masako Boskovski

Sydney NSW 2131, Australia

From: Emily Owen [REDACTED]
Sent: Thursday, 29 October 2015 9:04 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

To the Secretary, Dept Planning & Environment

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

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

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

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I therefore call on the Minister for Planning to reject this proposal. And while I recognise there is pressure on the Department of Planning to approve this project, I must remind you of your obligation to the public – and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

Yours sincerely,

Emily Owen

Sydney NSW 2044, Australia

From: Peta Caswell [REDACTED]
Sent: Thursday, 29 October 2015 8:50 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

To the Secretary, Dept Planning & Environment

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Peta Caswell

Sydney NSW 2043, Australia

From: Clare McElroy [REDACTED]
Sent: Thursday, 29 October 2015 8:38 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

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This project is typical of transport and infrastructure projects all over Sydney that are fracturing communities, damaging the environment and turning Sydney into a series of concrete transport corridors. Furthermore, time and again, the building of more and bigger roads has failed to provide solutions to Sydney's traffic congestion with new roads simply encouraging more cars to fill them (which happens almost instantly - the new roads become car parks as soon as they are finished). We need better urban planning, better public transport options and intelligent planning.

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Yours sincerely,

Clare McElroy

Sydney NSW 2085, Australia

From: Elyse Pigram [REDACTED]
Sent: Thursday, 29 October 2015 8:35 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

To the Secretary, Dept Planning & Environment

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Elyse Pigram

Sydney NSW 2042, Australia

From: Haneefa Buckley [REDACTED]
Sent: Thursday, 29 October 2015 8:33 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

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