

From: Sharyn Wise <campaigns@good.do>
Sent: Thursday, 29 October 2015 8:33 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 WestConnex project as a whole

There has been inadequate transparency the WestConnex project, including state and federal governments' refusal to table documents detailing the cost-benefit analysis or business case for the project. The WestConnex project has been developed and progressed with a complete lack of good governance, oversight and economic rationale.

You can count on the fact that the Baird government, and particularly Duncan Gay and yourself, will be remembered, and not well, as these failings come under scrutiny in coming years. What will your justification be when WestConnex fails and fails big-time, due to the fact that nobody wants to pay steep tolls that deliver them to carpark like conditions at the exit points?

How will you justify the massive burden that this imposes on ALL taxpayers of NSW? How will you fund the tunnel, which Dennis Cliche has admitted is the ONLY way that the entire project can work, when potential founders are dismayed by the low take up of the initial stage roads and don't want a bar of this huge white elephant.

I object to the devastating community impacts WestConnex will have all along its 33km rout. Communities will see the destruction of crucial green spaces and will lose the opportunity to have a world-class public transport system because the massive \$15.4 billion being spent on this backwards looking project. You must be aware that this type of project is being reversed in major cities around the world -at further cost! 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 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 the increase in deadly vehicle exhaust pollutants WestConnex, including the M4 East, will bring to Sydney, especially particulate matter, which is known to cause premature mortality, respiratory and cardiovascular diseases, cancers, and impaired lung development in children. One day you will be held liable for these.

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. 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. Tell me one good thing that will offset these problems?

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. There has been a recent sea-change in the way the electorate and the federal government regards the urgency of addressing climate change. Do not expect to get away with the sort of negligence you have indulged in the past.

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. I would prefer you heed this reminder now, than to continue to ensure that responsibility for the harms done by this project are slated home to yourself and your government and the private partners on whose boards you will no doubt be sitting shortly.

Yours sincerely,

Sharyn Wise

Sydney NSW 2043, Australia

From: Sandra Thompson <campaigns@good.do>
Sent: Thursday, 29 October 2015 8:29 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.

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 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 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 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 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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Yours sincerely,

Sandra Thompson

New South Wales 2083, Australia

From: William Morgan <campaigns@good.do>
Sent: Thursday, 29 October 2015 8:01 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

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Yours sincerely,

William Morgan

Sydney NSW 2016, Australia

From: Anna Musings <campaigns@good.do>
Sent: Thursday, 29 October 2015 7:26 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

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Yours sincerely,

Anna Musings

From: Angela McGookin <campaigns@good.do>
Sent: Thursday, 29 October 2015 7:09 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

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Yours sincerely,

Angela McGookin

Sydney NSW 2045, Australia

From: Julie O'Connor <campaigns@good.do>
Sent: Thursday, 29 October 2015 6:51 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

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Yours sincerely,

Julie O'Connor

From: Steven Slezak <campaigns@good.do>
Sent: Thursday, 29 October 2015 5:01 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

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Yours sincerely,

Steven Slezak

Sydney NSW 2194, Australia

From: Ruby Puckeridge <campaigns@good.do>
Sent: Thursday, 29 October 2015 3:20 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

To the Secretary, Dept Planning & Environment

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Yours sincerely,

Ruby Puckeridge

Sydney NSW 2137, Australia

From: Kerrie Bush <campaigns@good.do>
Sent: Thursday, 29 October 2015 9:09 AM
To: information-Planning
Subject: SSI 6307 WestConnex M4 East EIS: Submission

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Yours sincerely,

Kerrie Bush

Sydney NSW 2131, Australia

From: Julie-Anne Richards <campaigns@good.do>
Sent: Wednesday, 28 October 2015 11:20 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
- Thousands of residents will be impacted by increased noise and pollution, which will have significant negative health impacts. This is also likely to devalue many homes near the WestConnex.
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- Local communities will be carved up by multi-lane roads, cutting residents off from each other and vital social infrastructure.
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- No business case has been revealed for the \$15.4 billion WestConnex. The short 'summary' released by WestConnex to date is no substitute for a full and proper business case with detailed cost/benefit analyses, traffic modelling, and other data that can be independently scrutinised.
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I object to billions of taxpayer dollars being spent on a toll road that will only provide short-term relief. By 2031, the modeling in this EIS shows the M4 East will reach capacity. Traffic volumes will also increase significantly on key roads in the target area, including:

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

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

- Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
- The EIS shows that air quality at the 31 sites modelled across the M4 East area will greatly exceed the proposed national standard of 8 microns per cubic metre of air by 2021.
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- Fine particle matter has been placed by the World Health Organisation (WHO) in the same class of carcinogens as asbestos. They can penetrate deep into the throat and lungs, and are known to cause premature mortality, respiratory and heart diseases, cancers, impaired lung development in children, and more.

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

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

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

- The M4 East EIS notes that 53 properties within the Haberfield Conservation Area will be demolished, "permanently (removing) a substantial portion of the built heritage items fronting Wattle Street." 29 of these are assessed as 'contributory to the values of the Conservation Area'.
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- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.

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

Yours sincerely,

Julie-Anne Richards

Sydney NSW 2050, Australia

From: Mark Dastoli <campaigns@good.do>
Sent: Wednesday, 28 October 2015 11:09 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

I object to billions of taxpayer dollars being spent on a toll road that will provide short-term relief. I object to the devastating impact WestConnex will have on people and communities:

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Mark Dastoli

Sydney NSW 2204, Australia

From: Hana Abbott <campaigns@good.do>
Sent: Wednesday, 28 October 2015 11:09 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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

- The M4 East EIS notes that S3 properties within the Haberfield Conservation Area will be demolished, "permanently (removing) a substantial portion of the built heritage items fronting Wattle Street." 29 of these are assessed as 'contributory to the values of the Conservation Area'.
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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Hana Abbott

Sydney NSW 2045, Australia

From: Sarah Hall <campaigns@good.do>
Sent: Wednesday, 28 October 2015 11:07 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
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- Consultations with Local Councils were only done on the concept plan regarding the M4East and were not repeated in 2015 after the final route was announced. Therefore councils were not given the opportunity to address the social and heritage impacts on the final route.
- Local communities will be carved up by multi-lane roads, cutting residents off from each other and vital social infrastructure.
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I object to billions of taxpayer dollars being spent on a toll road that will only provide short-term relief. By 2031, the modeling in this EIS shows the M4 East will reach capacity. Traffic volumes will also increase significantly on key roads in the target area, including:

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- The M4 East EIS field surveys are very limited in duration and season. The EIS acknowledges this, stating "it is possible that seasonal species were not identified".
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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Sarah Hall

Sydney NSW 2042, Australia

From: Emma Gray <campaigns@good.do>
Sent: Wednesday, 28 October 2015 10:57 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

Yours sincerely,

Emma Gray

Sydney NSW 2042, Australia

From: Sasha Reynolds <campaigns@good.do>
Sent: Wednesday, 28 October 2015 10:50 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

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

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

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

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

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

- The M4 East EIS notes that S3 properties within the Haberfield Conservation Area will be demolished, "permanently (removing) a substantial portion of the built heritage items fronting Wattle Street." 29 of these are assessed as 'contributory to the values of the Conservation Area'.
- The constant daily movement of large transport trucks severely degrades the urban environment, including those with heritage significance.

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

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

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

Yours sincerely,

Sasha Reynolds

Sydney NSW 2065, Australia

From: Francine Hawker <campaigns@good.do>
Sent: Wednesday, 28 October 2015 10:50 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

The WestConnex project will destroy the Inner West. City living is not about private motor vehicles and freeways and polluting chimneys emitting toxic exhaust. Healthy, livable cities are about public transport - an interconnecting system of light rail, buses, trains and ferries.

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

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

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

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

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

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

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

- Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
- The EIS shows that air quality at the 31 sites modelled across the M4 East area will greatly exceed the proposed national standard of 8 microns per cubic metre of air by 2021.
- The EIS also shows the air quality for a large section of Sydney, including Haberfield, Five Dock, Ashfield, Burwood, Strathfield, Concord, Canada Bay, Homebush and Flemington, will be about 25% worse in the next 6 years than the target air quality standard.
- Unfiltered pollution exhaust stacks will be located less than 500m from public schools, childcare centres and nursing homes.
- Modern diesel exhaust consists mostly of particles sized PM0.5 and smaller. There is no measurement in the M4 EIS of the quantity of these particles that drivers will be exposed to in WestConnex's tunnels.

- Fine particle matter has been placed by the World Health Organisation (WHO) in the same class of carcinogens as asbestos. They can penetrate deep into the throat and lungs, and are known to cause premature mortality, respiratory and heart diseases, cancers, impaired lung development in children, and more.

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

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

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

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

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

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

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

Yours sincerely,

Francine Hawker

From: Ellen Rose Ramos <campaigns@good.do>
Sent: Wednesday, 28 October 2015 10:26 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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

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

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

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

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

- Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
- The EIS shows that air quality at the 31 sites modelled across the M4 East area will greatly exceed the proposed national standard of 8 microns per cubic metre of air by 2021.
- The EIS also shows the air quality for a large section of Sydney, including Haberfield, Five Dock, Ashfield, Burwood, Strathfield, Concord, Canada Bay, Homebush and Flemington, will be about 25% worse in the next 6 years than the target air quality standard.
- Unfiltered pollution exhaust stacks will be located less than 500m from public schools, childcare centres and nursing homes.
- Modern diesel exhaust consists mostly of particles sized PM_{0.5} and smaller. There is no measurement in the M4 EIS of the quantity of these particles that drivers will be exposed to in WestConnex's tunnels.
- Fine particle matter has been placed by the World Health Organisation (WHO) in the same class of carcinogens as asbestos. They can penetrate deep into the throat and lungs, and are known to cause premature mortality, respiratory and heart diseases, cancers, impaired lung development in children, and more.

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

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

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

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

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

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

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

From: Gillian Mackay <campaigns@good.do>
Sent: Wednesday, 28 October 2015 10:28 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Gillian Mackay

Sydney NSW 2015, Australia

From: Martin Hayes <campaigns@good.do>
Sent: Wednesday, 28 October 2015 10:00 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

That transport is reduced to more expressways, a 1950s solution, rather than public transport and cycleways, is shameful, ignorant and shortsighted in 2015.

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

From: David Goodman <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:59 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

Building greater capacity for cars will simply induce more demand and encourage more cars onto the road. "Induced demand" is a globally observed phenomenon.

Truly exceptional global cities have great public transport. WestConnex is a \$15bn investment in out-dated transport solution not fit for a global city. We need more investment in public transport and less space dedicated to those who chose to travel in personal cars. Imagine what the public would say to \$15bn of new schools and hospitals?

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
- Thousands of residents will be impacted by increased noise and pollution, which will have significant negative health impacts. This is also likely to devalue many homes near the WestConnex.
- Consultations with Local Councils were only done on the concept plan regarding the M4East and were not repeated in 2015 after the final route was announced. Therefore councils were not given the opportunity to address the social and heritage impacts on the final route.
- Local communities will be carved up by multi-lane roads, cutting residents off from each other and vital social infrastructure.
- At a minimum the right turn from Wattle St into Waratah St, Haberfield should be removed from the WestConnex planning so as not to allow rat running past Dobroyd Point School and through this heritage suburb. Preferably Waratah St could be closed at that end which should alleviate this issue somewhat.

- Communities will be subjected to years of disruption and traffic chaos during the construction phase of the tollway, creating stress and loss of amenity.
- Pedestrians and cyclists will be impacted as they face increased traffic density on key roads, increased travel times, and increased risks.

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

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

- Parramatta Rd at Homebush: Traffic on will increase by 46%, with average weekday traffic climbing from 33,600 to 49,800 by 2031.
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- The EIS also shows the air quality for a large section of Sydney, including Haberfield, Five Dock, Ashfield, Burwood, Strathfield, Concord, Canada Bay, Homebush and Flemington, will be about 25% worse in the next 6 years than the target air quality standard.
- Unfiltered pollution exhaust stacks will be located less than 500m from public schools, childcare centres and nursing homes.
- Modern diesel exhaust consists mostly of particles sized PM0.5 and smaller. There is no measurement in the M4 EIS of the quantity of these particles that drivers will be exposed to in WestConnex's tunnels.
- Fine particle matter has been placed by the World Health Organisation (WHO) in the same class of carcinogens as asbestos. They can penetrate deep into the throat and lungs, and are known to cause premature mortality, respiratory and heart diseases, cancers, impaired lung development in children, and more.

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

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

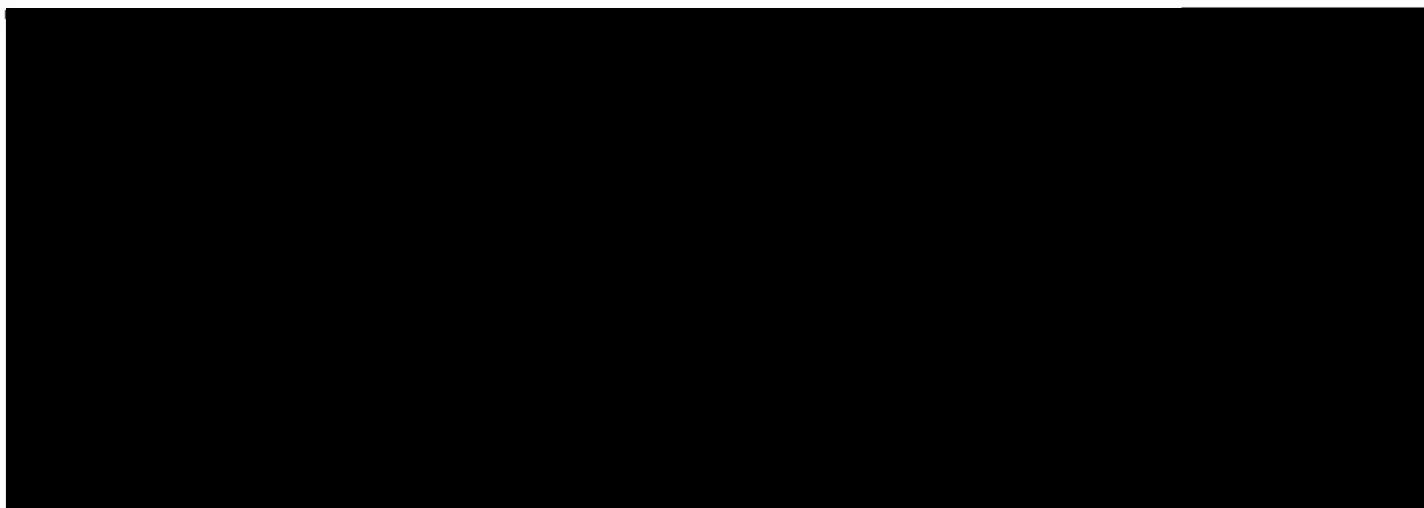
I object to the large-scale destruction of key Sydney heritage sites for the M4 East:

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

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

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

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



From: Jason Border <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:57 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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

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

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

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

- Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
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- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.

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

Yours sincerely,

lisa reidy

Sydney NSW 2044, Australia

From: Charly Morris <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:55 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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

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

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

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

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- Fine particle matter has been placed by the World Health Organisation (WHO) in the same class of carcinogens as asbestos. They can penetrate deep into the throat and lungs, and are known to cause premature mortality, respiratory and heart diseases, cancers, impaired lung development in children, and more.

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

- The M4 East EIS field surveys are very limited in duration and season. The EIS acknowledges this, stating "it is possible that seasonal species were not identified".
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- The M4 East EIS notes that 53 properties within the Haberfield Conservation Area will be demolished, "permanently (removing) a substantial portion of the built heritage items fronting Wattle Street." 29 of these are assessed as 'contributory to the values of the Conservation Area'.
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- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.

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

Yours sincerely,

Charly Morris

Sydney NSW 2048, Australia

From: lisa reidy <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:54 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
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- Consultations with Local Councils were only done on the concept plan regarding the M4East and were not repeated in 2015 after the final route was announced. Therefore councils were not given the opportunity to address the social and heritage impacts on the final route.
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I object to billions of taxpayer dollars being spent on a toll road that will only provide short-term relief. By 2031, the modeling in this EIS shows the M4 East will reach capacity. Traffic volumes will also increase significantly on key roads in the target area, including:

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

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

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

Yours sincerely,

lisa reidy

Sydney NSW 2044, Australia

From: Ann Leahy <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:44 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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- Consultations with Local Councils were only done on the concept plan regarding the M4East and were not repeated in 2015 after the final route was announced. Therefore councils were not given the opportunity to address the social and heritage impacts on the final route.
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I object to billions of taxpayer dollars being spent on a toll road that will only provide short-term relief. By 2031, the modeling in this EIS shows the M4 East will reach capacity. Traffic volumes will also increase significantly on key roads in the target area, including:

- Parramatta Rd at Homebush: Traffic on will increase by 46%, with average weekday traffic climbing from 33,600 to 49,800 by 2031.
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- The proposed tunnel linking the M4 and M5 in Stage 3 of the project will result in very high traffic densities.

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

- Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
- The EIS shows that air quality at the 31 sites modelled across the M4 East area will greatly exceed the proposed national standard of 8 microns per cubic metre of air by 2021.
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I therefore call on the Minister for Planning to reject this proposal.

From: Peter Best <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:42 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

This is not the time to be investing vast sums of money in roads, while public transport languishes. This project is typical of the short-term, greed-based planning that dominates Sydney's thinking. To build a road that will cause chaos for years as it is built, and will rapidly become another clogged artery, is absurd.

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

Yours sincerely,
Peter Best
Sydney NSW 2206, Australia

From: Kristy Wagner <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:41 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

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

Yours sincerely,

Kristy Wagner

Manningham VIC 3105, Australia

From: Sharon Tandy <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:34 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Sharon Tandy

Sydney NSW 2044, Australia

From: Matthias Manzone <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:29 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Matthias Manzone

Sydney NSW 2042, Australia

From: Horst Thiele <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:25 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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

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

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

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

- Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
- The EIS shows that air quality at the 31 sites modelled across the M4 East area will greatly exceed the proposed national standard of 8 microns per cubic metre of air by 2021.
- The EIS also shows the air quality for a large section of Sydney, including Haberfield, Five Dock, Ashfield, Burwood, Strathfield, Concord, Canada Bay, Homebush and Flemington, will be about 25% worse in the next 6 years than the target air quality standard.
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- Fine particle matter has been placed by the World Health Organisation (WHO) in the same class of carcinogens as asbestos. They can penetrate deep into the throat and lungs, and are known to cause premature mortality, respiratory and heart diseases, cancers, impaired lung development in children, and more.

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

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

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

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

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

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

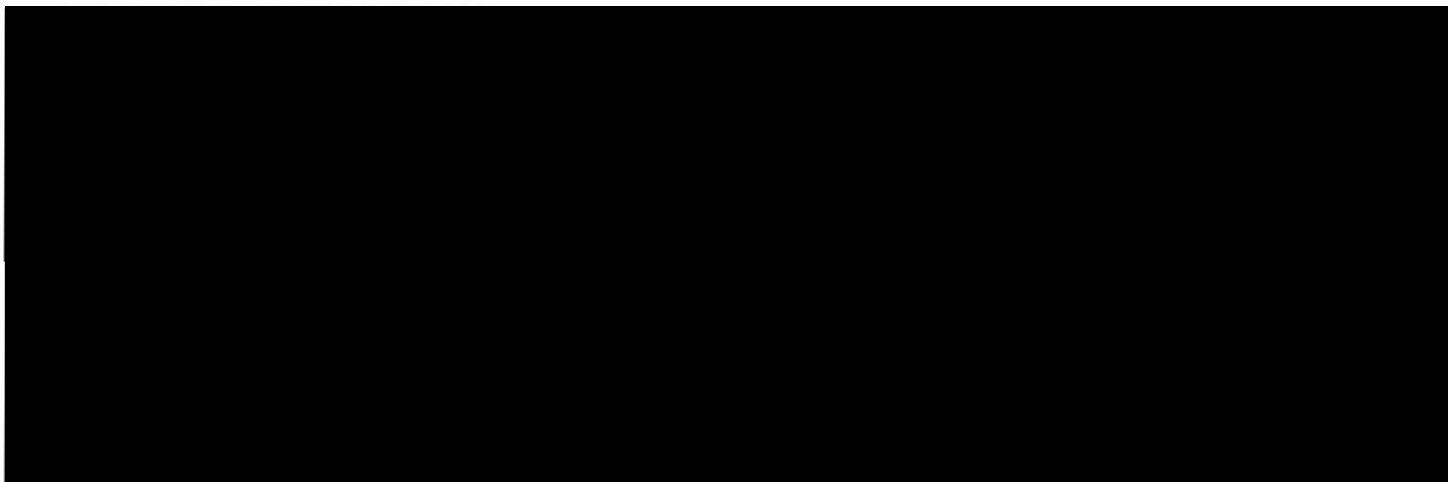
I would prefer the government to spend the money saved by not building Westconnex in public transport upgrades making Westconnex unnecessary!

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

Yours sincerely,

Horst Thiele

Sydney NSW 2193, Australia



From: Louise Cutting-Parker <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:23 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
- Thousands of residents will be impacted by increased noise and pollution, which will have significant negative health impacts. This is also likely to devalue many homes near the WestConnex.
- Consultations with Local Councils were only done on the concept plan regarding the M4East and were not repeated in 2015 after the final route was announced. Therefore councils were not given the opportunity to address the social and heritage impacts on the final route.
- Local communities will be carved up by multi-lane roads, cutting residents off from each other and vital social infrastructure.
- Communities will be subjected to years of disruption and traffic chaos during the construction phase of the tollway, creating stress and loss of amenity.
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- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.

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

Yours sincerely,

Louise Cutting-Parker

Sydney NSW 2042, Australia

From: Eliza Stewart <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:11 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

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

Yours sincerely,

Eliza Stewart

Canberra ACT 2914, Australia

From: Michele Morrison <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:10 PM
To: information-Planning
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- Construction work will cause potential contamination of downstream waterways and groundwater, impacting on aquatic and riparian habitats.
- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.

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

Yours sincerely,

Michele Morrison

Sydney NSW 2204, Australia

From: berlinds Ashcroft <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:09 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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- No business case has been revealed for the \$15.4 billion WestConnex. The short 'summary' released by WestConnex to date is no substitute for a full and proper business case with detailed cost/benefit analyses, traffic modelling, and other data that can be independently scrutinised.
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I object to claims made in this EIS that WestConnex will result in less pollution due to free-flowing traffic.

- Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.
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Yours sincerely,

berlinds Ashcroft

Sydney NSW 2045, Australia

From: Annabel Palfreeman <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:03 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
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I therefore call on the Minister for Planning to reject this proposal.

Yours sincerely,

Annabel Palfreeman

Sydney NSW 2045, Australia

From: Georgina Frank <campaigns@good.do>
Sent: Wednesday, 28 October 2015 9:00 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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

Yours sincerely,

Georgina Frank

Sydney NSW 2018, Australia

From: Mayumi Booth <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:58 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

Yours sincerely,

Mayumi Booth

オーストラリア 〒2040 ニュー・サウス・ウェールズ シドニー

From: Peter Humphreys <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:56 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

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

Yours sincerely,

Peter Humphreys

Sydney NSW 2045, Australia

From: Bill Mackay <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:36 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

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- No business case has been revealed for the \$15.4 billion WestConnex. The short 'summary' released by WestConnex to date is no substitute for a full and proper business case with detailed cost/benefit analyses, traffic modelling, and other data that can be independently scrutinised.
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- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.

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

Yours sincerely,

Bill Mackay

New South Wales 2481, Australia

From: Tahnya Merrick <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:34 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
- Thousands of residents will be impacted by increased noise and pollution, which will have significant negative health impacts. This is also likely to devalue many homes near the WestConnex.
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- Communities will be subjected to years of disruption and traffic chaos during the construction phase of the tollway, creating stress and loss of amenity.
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- Parramatta Rd at Homebush: Traffic on will increase by 46%, with average weekday traffic climbing from 33,600 to 49,800 by 2031.
- East-west traffic along Lyons Rd, Dobroyd Parade, Parramatta Rd and New Canterbury Rd: This will jump by about 48% if WestConnex is built, averaging around 193 cars a minute, 24 hours a day.
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- Fine particle matter has been placed by the World Health Organisation (WHO) in the same class of carcinogens as asbestos. They can penetrate deep into the throat and lungs, and are known to cause premature mortality, respiratory and heart diseases, cancers, impaired lung development in children, and more.

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

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

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

- The M4 East EIS notes that S3 properties within the Haberfield Conservation Area will be demolished, "permanently (removing) a substantial portion of the built heritage items fronting Wattle Street." 29 of these are assessed as 'contributory to the values of the Conservation Area'.
- The constant daily movement of large transport trucks severely degrades the urban environment, including those with heritage significance.

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

- Discharge of treated groundwater, stormwater runoff during rainfall events and direct deposition of airborne particles risk causing acute or chronic contamination of water quality in downstream waterways.
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- Construction work will cause potential contamination of downstream waterways and groundwater, impacting on aquatic and riparian habitats.
- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.

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

Yours sincerely,

Tahnya Merrick

Dulwich Hill NSW 2203, Australia

From: Andrew Beattie <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:33 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
- Thousands of residents will be impacted by increased noise and pollution, which will have significant negative health impacts. This is also likely to devalue many homes near the WestConnex.
- Consultations with Local Councils were only done on the concept plan regarding the M4East and were not repeated in 2015 after the final route was announced. Therefore councils were not given the opportunity to address the social and heritage impacts on the final route.
- Local communities will be carved up by multi-lane roads, cutting residents off from each other and vital social infrastructure.
- Communities will be subjected to years of disruption and traffic chaos during the construction phase of the tollway, creating stress and loss of amenity.
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- No business case has been revealed for the \$15.4 billion WestConnex. The short 'summary' released by WestConnex to date is no substitute for a full and proper business case with detailed cost/benefit analyses, traffic modelling, and other data that can be independently scrutinised.
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- The NSW Auditor-General noted fundamental conflicts in that WestConnex steering committees and boards also provided assurances to Government.
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I object to billions of taxpayer dollars being spent on a toll road that will only provide short-term relief. By 2031, the modeling in this EIS shows the M4 East will reach capacity. Traffic volumes will also increase significantly on key roads in the target area, including:

- Parramatta Rd at Homebush: Traffic on will increase by 46%, with average weekday traffic climbing from 33,600 to 49,800 by 2031.
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- The M4 East EIS field surveys are very limited in duration and season. The EIS acknowledges this, stating "it is possible that seasonal species were not identified".
- Many homes targeted for acquisition and destruction for the M4 East have substantial yards with mature trees and green areas. Streetside green spaces will also disappear, along streets lined with established trees.

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

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

Yours sincerely,

Andrew Beattie

Sydney NSW 2762, Australia

From: Kirsten Duncombe <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:31 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

- Around 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and New M5 even before the projects are approved and a business case released.
- Haberfield will lose over 50% of its apartment dwellings, which are home to mostly single and elderly long-term residents, who will find it impossible to find similar accommodation nearby. Many will have to move away from the established communities that have been their home for years.
- Many residents report that prices being offered by the government grossly undervalue their properties, causing great stress at an already traumatic time.
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I object to billions of taxpayer dollars being spent on a toll road that will only provide short-term relief. By 2031, the modeling in this EIS shows the M4 East will reach capacity. Traffic volumes will also increase significantly on key roads in the target area, including:

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

Yours sincerely,

Kirsten Duncombe

Sydney NSW 2206, Australia

From: Hannah Farrugia <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:27 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

I object to the proposal for the following reasons:

- Developments of such scale take valuable resources away from transport solutions that empower cities. Sydney is in desperate need of transport solutions, but we gain nothing if we funnel more money, resources and time into unsustainable and disastrous projects such as westconnex.
- The loss of homes, businesses and communities which lie along the M4 corridor is irreplaceable. Mincing through suburbs which are some of the oldest and most historical in our city is detrimental to the attraction of such places and only serves to produce a city where we rely on our cars and our motorways as the means of our existence.
- There are around 400 homes and businesses which have been subject to compulsory acquisition by Westconnex despite the projects being approved or the business case released. This is particularly concerning as it instills distrust in the community and impacts the credibility of developers and their transparency.
- The pollution from the increase in traffic, and the noise pollution generated from a motorway of this size is a very serious concern and contradicts the policies of local and state government to increase environmental and sustainability efforts.
- Local governments and local communities along the M4 corridor were not adequately consulted, and concerns were not recorded. Councils were not able to address the social and heritage impacts of such a development.
- The safety of our cyclists and pedestrians will be impacted heavily as they navigate heavier traffic, increased travel times and more riskier avenues of travel. Again, a development of this scale contradicts the works of city councils to increase cycle and pedestrian access.

I implore the Minister for Planning to reject this proposal and plan projects which increase the viability, attractiveness and diversity of our city rather than send us down an unending and unhealthy trajectory.

From: Antonia Reynolds <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:29 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

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

Yours sincerely,

Antonia Reynolds

Bellevue Hill NSW 2023, Australia

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

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- Pedestrians and cyclists will be impacted as they face increased traffic density on key roads, increased travel times, and increased risks.

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

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

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

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

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

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

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

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

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

- The M4 East EIS notes that S3 properties within the Haberfield Conservation Area will be demolished, "permanently (removing) a substantial portion of the built heritage items fronting Wattle Street." 29 of these are assessed as 'contributory to the values of the Conservation Area'.
- The constant daily movement of large transport trucks severely degrades the urban environment, including those with heritage significance.

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

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

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

Yours sincerely,

John Reynolds

Bellevue Hill NSW 2023, Australia

From: Jacqueline Spiceley <campaigns@good.do>
Sent: Wednesday, 28 October 2015 8:24 PM
To: information-Planning
Subject: Submission objecting to SSI 6307 WestConnex M4 East EIS

To the Secretary, Dept Planning & Environment

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

It is incredible that whilst the rest of the world is improving public transport and banning private cars from city centre Sydney is considering destroying homes and precious parkland to accommodate more vehicles. I live in Annandale and it takes up to 90 minutes to travel by bus from Wynyard in rush hour - that is ridiculous.

I therefore call on the Minister for Planning to reject this proposal and exercise good judgement

Yours sincerely,

Jacqueline Spiceley

Sydney NSW 2038, Australia

From: Christine Lingard <campaigns@good.do>
Sent: Wednesday, 28 October 2015 6:36 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Christine Lingard Lingard

Sydney NSW 2040, Australia

From: Sarah Watson <campaigns@good.do>
Sent: Wednesday, 28 October 2015 6:11 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Sarah Watson

Sydney NSW 2076, Australia

From: Sarah Watson <campaigns@good.do>
Sent: Wednesday, 28 October 2015 6:10 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Sarah Watson

Sydney NSW 2077, Australia

From: Sue Oates <campaigns@good.do>
Sent: Wednesday, 28 October 2015 6:07 PM
To: information-Planning
Subject: SSI 6307: Formal submission objecting to WestConnex M4 East project

Attn: Secretary, Dept of Planning & Environment

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Sue Oates

Sydney NSW 2046, Australia

From: Martin Puchert <campaigns@good.do>
Sent: Wednesday, 28 October 2015 6:06 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.

I object to the destruction of rare patches of bushland along Wolli Creek.

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 \$15.4 billion being spent on this toll road instead of significant public transport.

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

Yours sincerely,

Martin Puchert

Sydney NSW 2204, Australia