

3201

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

2 Nov 2015

Dear Director,

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

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

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

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

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

I object to this proposal as it will have devastating impacts on local communities.

Western Sydney's free-ways look simply ugly already, even without these 'upgrades'. It is no wonder people want to retire out of that area. Inner Sydney areas with viable public transport are rapidly increasing in value, no wonder.

Yours sincerely,
Rodney Degens

Rodney Degens
119 N Bonville Rd
Bonville NSW 2441
rodegens@hotmail.com

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I am an ALEXANDRIA resident and our streets are already significantly gridlocked. I live on Mitchell road and we have an underground resident car park. It is oncreasingly difficult to both exit and enter our car spots due to bumper to bumper traffic on Mitchell Road. The population of Erskinvillle and Alexandria are set to double in the next few years , which means more cars . Mitchell road and McEvoy streets are already bumper to bumper. Further more the council has spent millions on Sydney Park , but with increased pollution and traffic no one will use the park anymore. The smoke stacks will be polluting the air with unfiltered car emissions which pose significant health problems for local residents and park users.

The West Connex is going to cost in excess of 15 billion , yet there is no Environmental Impact Statement and no proper channels have been followed before tenders for building were named. They are removing asbestos Illegally from Sydney Park without any trucks being covered or wheels washed prior to leaving site. The routes the drivers are to take take them along the back roads of Alexandria industrial area but the trucks are 'picking their own routes ' and have been filmed passing by St Peters School. As a result school children and other residents are exposed to asbestos.. The whole West Connex is a total CON and both Duncan Gray and Mike Baird , should hang their heads in shame. It is clear that many private contractors will benefit from this road, yet communities will be demolished, people will be exposed to pollutants in air, many heritage listed homes will be destroyed,... All exit roads off this West CONEx have already been highlighted as having significant

bottle necks... We cannot take any more cars on these neighbourhood streets. Obviously the ministers & politicians Involved have No Shame? Please consider local residents and communities.

Yours sincerely,
Katrina McKibbin

Katrina McKibbin
Unit 9 / 362 Mitchell Rd
Alexandria NSW 2015
lmckibbin@hotmail.com

3203

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It's about time government put people before profit

Yours sincerely,
Luke Atkinson

Luke Atkinson
205 Belmont St
Alexandria NSW 2015
cap1962@gmail.com

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As a resident of Alexandria I oppose and object to the proposed WestConnex motorway. Euston Road/McEvoy St, where public transport users wait to catch buses, is already overwhelmed by enormous lorries & double trucks, concrete trucks, public & private buses, delivery vans, cars, scooters and motorbikes. There is no proposal to remove the speed humps from Bourke Road, parallel to and just east of Euston/McEvoy - that could ease the existing congestion immediately - very few people live on Bourke Road in Alexandria/Mascot - there are far more residents along the busiest road Euston/McEvoy. Sharing the traffic might be sensible. Residential streets and lanes in Alexandria are already in use as rat runs to avoid congestion on Euston/McEvoy & Mitchell Roads - this can only worsen if West Connex goes ahead.

The West Connex interchange is grotesquely oversized and will funnel even more traffic into Euston Road. In my opinion that is untenable. No one wants to walk along 'flyovers' above streams of polluting and noisy traffic. Why put walkers up in the air above the parks and streets? Tree-lined pedestrian footpaths are easier to use, faster for walkers, trees block glare, noise & absorb CO2 : ground footpaths require less engineering and expense. Why ruin sections of Sydney Park - a haven for flora, fauna and where hard working people and their families exercise and relax.

In planning West Connex there has NOT been proper consultation, there has NOT been proper consideration of the environment and there has NOT been considered regard for increased public transport as an alternative to car use.

There is a private proposal to move freight by rail from Port Botany to Western Sydney that is far more sensible than building a huge anachronistic roadway. This proposal is **WRONG**. I strongly object to it.

Yours sincerely,
Pam Brown

Pam Brown
147 Lawrence St
Alexandria NSW 2015
P.Brown@yahoo.com

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

I object to this proposal as it will make our air dirtier and impact on our health and our children's health and wellbeing.

There is much research emerging that 2.5 micron and less Particulate Matter (PM2.5) emits from vehicles in far greater volumes than previously measured. This casts the validity of assessment of particulate matter in serious doubt, especially as the induced traffic means that more cars hit the road in total. The concentrations of particulate matter in areas surrounding entry and exit points into the WestConnex M4 East motorway and further entrance and exits are particularly alarming.

The approach to sign massive contracts before validly evaluating the impact of particulate matter mean that there will be adverse mortality outcomes for some residents. This project must stop!

Yours sincerely,
Alex van Vucht

Alex van Vucht
58 Wells St
Newtown NSW 2042
a.van.vucht@gmail.com

3206

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Please do not send unfiltered pollution into our community. I am very concerned that the unfiltered car emissions will have a negative impact on my family and other people living in our community. I feel that this project is not the long term fix for congestion that we desperately need. The government should be encouraging cars off the road and by improving public transport.

Yours sincerely,
Danielle Patterson

Danielle Patterson
174 Denison St
Newtown NSW 2042
patterson.df@gmail.com

3207

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As the mother of a young child I am very concerned about the extra pollution the additional traffic will put into the atmosphere. Less cars on the road and in the city. Public Transport is the solution

Yours sincerely,
Neisha D'Souza

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

3208

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There is no clear plan to increase public transport, but instead, Westconnex will increase number of cars, and amount of pollution. Westconnex will also destroy our history and heritage, and compromise green space. There has been not enough (or at all) transparency in the process.

Yours sincerely,
Othon Gervasio

Othon Gervasio
Probert Street
Newtown NSW 2042
othongervasio@hotmail.com

3209

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Newtown is a vibrant suburb, a vibrant community that thrives on its diversity and the street life that makes it such an attractive location for all of us who live here, for the tourist seeking to experience a world-class neighborhood in action. **DON'T WRECK IT!!**

Have we learnt nothing of the experience that is Parramatta road, Leichhardt? - which was also a vibrant lively community in the early 80s before the cars took over, no-stopping lanes became the norm and highways fed frustrated commuters into an already overcrowded CBD. **DON'T LET HISTORY REPEAT ITSELF IN NEWTOWN!**

Better public transport - not crazy car driven solutions - are what we need. (note: the plans floated to fix the Parramatta rd mess/corridor will run into the billions - when such a disaster could so easily have been avoided). **SPEND MY TAXES ON PUBLIC TRANSPORT - NOT CAR BASED SOLUTIONS TO PEOPLE MOVEMENT!**

Yours sincerely,
Julie Regan

Julie Regan
92 Hordern St
Newtown NSW 2042
julie@creativecoachingoptions.com.au

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You are taking away liberties that make Australia, AUSTRALIA! I will be voting against the Government in power that allows this to proceed.

Yours sincerely,
Peter Delimanolis

Peter Delimanolis
28 Cope St
Redfern NSW 2016
peterdelly@hotmail.com

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

I live in the inner west of Sydney, an area that will be affected by westconnex. I am concerned about the environmental impact of westconnex, and what it means for the future public transport and cycling infrastructure of the city. I want to see more buses, trains and light rail connecting our city and providing affordable, efficient transport for commuters.

Yours sincerely,
Demelza Marlin

Demelza Marlin
Unit 2 /35 Albert St
Petersham NSW 2049
demelzamarlin@hotmail.com

3212

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With building this road, you will destroy endangered native wild life and their habitats.

You will be adding to air pollution. You will destroy green spaces. You will unnecessarily waste money on this project that has no benefit.

Yours sincerely,
Ursula Heffernan

Ursula Heffernan
Unit 3 /5 Felton Ave
Lane Cove North NSW 2066
ursheff@gmail.com

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The M4 East EIS is concerning & certainly does not reflect due diligence of assessing impacts in this area. A robust EIS should be undertaken to ensure that impacts to the local environment are not ill considered. I have little confidence now in the overall plan after becoming aware that the EIS was undertaken with alarming haste. And not studied across seasons. This is a glaring omission that anyone with any common sense can see.

Yours sincerely,
Kristal Maher

Kristal Maher
6 Jamieson St
Granville NSW 2142
kristalmaher@hotmail.com

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I have seen all the beautiful trees that have already been cut down on widening the M4 which is the first stage. The M2 was widened only a year or so ago and it is already congested. The only way to travel on the M2 during peak time is on the bus which has a busway but that busway could have been on the regular roads.

It is not just more pollution that will contribute to lung conditions but all those cars are spewing out CO2 emissions that are contributing to global warming and all the weather disruptions caused by climate change.

Yours sincerely,
Annie Nielsen

Annie Nielsen
15 Cliff Ave
Winston Hills NSW 2153
anniphil@bigpond.com

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The EIS does not comply with the Threatened Species Act NSW 1995 and so the project as it is now is illegal

Yours sincerely,
John Mccarthy

John Mccarthy
8 Torrens St
Canley Vale NSW 2166
johnmccarthy583@gmail.com

3216

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What people of the inner west need is better public transport, more green space and conservation of existing natural areas not expansion of motorways which encourage more cars and quickly leads to congestion of the increased road capacity.

Yours sincerely,
Patricia Thomas

Patricia Thomas
23 Grove St
Dulwich Hill NSW 2203
pthomas01@optusnet.com.au

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More roads does not equal better transport across our city. Invest in public transport. It's so logical that it seems there are vested interests in the construction of this ridiculous road. I'm sure in a few years time that this project was built through corruption. Just like the underused, overfunded pedestrian bridge monstrosity that was built across Anzac parade that was pushed through on somebody's narcissistic whim this will be an embarrassment to the government and should be stopped before it goes any further.

Yours sincerely,
Erin Lam

Erin Lam
220 Illawarra Rd
Marrickville NSW 2204
erin.lam@gmail.com

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As a small business owner and local resident of Newtown I strongly oppose west connex for a myriad of reasons, not least because it will make all of our lives just that little bit worse, but mainly because it could potentially and irrevocably destroy my livelihood.

Yours sincerely,
Eleanor Harris

Eleanor Harris
Gordon Street
Marrickville NSW 2204
xcinderelliex@hotmail.co.uk

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

I oppose on the grounds of environmental reasons the habitat loss and the local community losing this hotspot for their enjoyment. Also, the lack of public transport being integrated.

Yours sincerely,
Daryl Morris

Daryl Morris
123 Woniora Rd
South Hurstville NSW 2221
dazsm91-acf@yahoo.com.au

3220

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Building more roads only encourages car use. Increasing public transport infrastructure is the only way forward.

Yours sincerely,
Eleanor Spence

Eleanor Spence
7 Wyoming St
Wingham NSW 2429
punkinella@bigpond.com

3221

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I am strongly opposed to this regressive short-fix plan which is not in the best interest of the community or environment. Proper planning and investment in public transport is required instead of secretive deals carried out before these plan were even made public.

More cars, air pollution, destruction of native biodiversity and parklands is not what our community wants or needs - a genuine consultation process and investment in reliable, efficient public transport is.

Yours sincerely,
Tamara Ryan

Tamara Ryan
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Candelo NSW 2550
tamaran.ryan@hotmail.com

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

Westconnex is not a step toward sustainability. This is a bad choice for our local children's future.

Yours sincerely,
Renee Falez

Renee Falez
renee.falez@gmail.com

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

2 Nov 2015

Dear Director,

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

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

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

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

The WestConnex is a disaster, whose main function is to suck more cash out of the local economy on behalf of international corporations while we are left to choke on the results. No more, the people have had enough. We will hold those who have abused our trust accountable.

Yours sincerely,
Rene Ribic

Rene Ribic
rener354@gmail.com

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

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

Don't replace our animals with concrete!!!

Yours sincerely,
Stefanie Wetzel

Stefanie Wetzel
155 Stanmore Rd
Stanmore NSW 2048
wetzel.stefanie@yahoo.com.au

3225

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

2 Nov 2015

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Freeways like WestConnex are a waste of money, and only encourage more cars onto the road. Can't wait for the traffic to increase.

Yours sincerely,
James McCallum

James McCallum
1 Hercules St
Dulwich Hill NSW 2203
mccallum.james.j@gmail.com

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

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

You can't let this happen.

Yours sincerely,
Leah Lynch

Leah Lynch
Unit 6 /31 James St
Enmore NSW 2042
frog_leah@yahoo.com.au

3227

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

2 Nov 2015

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

Westconnex is a bad idea on many levels and will not solve the problem of too much traffic on the roads. The money should be invested in better public transport.

Yours sincerely,
Sharon Mathews

Sharon Mathews
57 Cardigan St
Stanmore NSW 2048
womble140588@hotmail.com

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

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The destruction of lifestyles and habitats will be enormous. Haberfield and Cooks river are both heritage areas. The project is slicing through communities and removing disappearing open space. A real tragedy. I was born in Haberfield 80 years ago and have a great affection for it.

Yours sincerely,
Connie Peters

Connie Peters
185 Jones St
Ultimo NSW 2007
peters792@msn.com

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

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

Please stop funding road projects that not only damage the environment but also encourage car use. Invest in public transport.

Yours sincerely,
Rebecca Barnes

Rebecca Barnes
68 Macarthur St
Ultimo NSW 2007
becbarnes@gmail.com

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

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

There is no benefit to this development.

Yours sincerely,
Luisa Low

Luisa Low
Unit 2 /11 Wylde St
Potts Point NSW 2011
luisalownutri@gmail.com

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

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Disastrously short-sighted

Yours sincerely,
Jenny Dooley

Jenny Dooley
Westcott Street
Eastlakes NSW 2018
jenny4wren@gmail.com

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

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I fail utterly to see the internal coherence between touting efficient, reliable mass transit on the one hand; and on the other feverishly building another egregiously proportioned roadway system on the other. NSW State Government, and Mr Duncan Gay: you can't have it both ways.

Do you really believe in a decent accessible and viable system of public transport and a lot less congestion on the roads, or is that merely an anodyne for us gormless punters - while the heavy road-transport lobby and the zombie-like successor to the RTA (which has refused to lie down ever since its Glebe "project" of the late '70s exploded in its face)?

We are not wholly know-nothing ingenues. Do NOT treat us as such. So please do this taxpayer and voter a favour: learn some basic deductive logic. And some basic economics.

Yours sincerely,
Frederick Green

Frederick Green
14 Pritchard St
Annandale NSW 2038
frederickgreen2@optusnet.com.au

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

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I was already against Westconnex due to its lack of public transport and the fact that so many people in the area don't want it. It seems as if it is only about making money for the developers. I had not even thought about the reduction of biodiversity and it appears that very little time and effort went into researching which species would be affected. The whole project is about things we don't need. What people and counties need are more green spaces, conservation of existing natural area and much better public transport.

Yours sincerely,
Jane Mowbray

Jane Mowbray
Elswick Street
Leichhardt NSW 2040
janemowbray@yahoo.com.au

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Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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There is no point in destroying green spaces so people have to get in their car to drive to find green spaces and parks. The whole Westconnex project smacks of corporate welfare

Yours sincerely,
Shona Fisher

Shona Fisher
133 Edgeware Rd
Enmore NSW 2042
shona@whiteboar.com.au

3235

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

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Public transport, not new private motorways are what your constituents want to help improve commute times and congestion. Please listen, and put the people of Sydney, not corporate profit, first.

Yours sincerely,
Emily Irvine

Emily Irvine
16 Stanmore Rd
Enmore NSW 2042
ms.emilyirvine@gmail.com

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

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities. It will kill the dynamics of our community!

Yours sincerely,
Naomi Hill

Naomi Hill
16 Stanmore Rd
Enmore NSW 2042
nome_two@hotmail.com

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

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I have two small children and we really value the green space that is currently available in the inner west. It's fantastic to have native wildlife around and with the westconnex, much of what we love will be destroyed. Don't do it!

Yours sincerely,
Mary Keith

Mary Keith
19 Harrington St
Enmore NSW 2042
marykeith27@gmail.com

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

2 Nov 2015

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A plan for the future of Sydney needs far more vision than building a giant motorway that will simply bring more cars into our city. As a government I expect you to be thinking about a clean and sustainable future for our city and that requires major investment in public transport. I oppose the expenditure of billions of dollars on the WestConnex project. I object to it destroying green space, creating higher pollution levels, and the disruption and destruction of amenity of life of the community and businesses in Newtown and other affected suburbs.

Yours sincerely,
Sudrishti Reich

Sudrishti Reich
27 Egan St
Newtown NSW 2042
Sudrishti108@gmail.com

3239

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

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The proposed removal of park land is a disaster. Invest in public transport instead so that extra roads for cars/trucks are not needed.

Yours sincerely,
Paul Heath

Paul Heath
33 Wemyss St
Enmore NSW 2042

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

2 Nov 2015

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Please stop WESTCONNEX! This toll road is unnecessary, and is destroying a community and taking away precious habitat from a threatened species of frog.

Please consider the environmental and ethical implications of another huge, antiquated form of city transport, and invest in public transport! We need less cars on the road, better cycling paths, more busses, and more trains!

Yours sincerely,
Alexandria Jones

Alexandria Jones
Unit 4 /47 Marian St
Enmore NSW 2042
allyashleyjones@gmail.com

3241

The Director
Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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2 Nov 2015

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No clearway for King st

Yours sincerely,
Britt Jacobsen

Britt Jacobsen
66 Marian St
Enmore NSW 2042
brittjacobsen@yahoo.com.au

The Director
Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

I oppose the Westconnex development as I see it as a huge waste of tax payer's money that could be better spent on public transport. Cars are not the answer. We need to give people a better option ie world class public transport.

Yours sincerely,
Ian Fowler

Ian Fowler
141 George St
Erskineville NSW 2043
dr.ian.fowler@gmail.com

3243

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

2 Nov 2015

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

The environmental, traffic, local community impact for this project has not been examined, explained or assessed by the population. Building roads is known to be a temporary solution to transport in large metropolitan areas and it should not be favoured over public transport. I believe the construction of this project will have significant negative consequences to the growing population of the area.

Yours sincerely,
Fabio Ramos

Fabio Ramos
Unit 63 /2 Coulson St
Erskineville NSW 2043
fabio.ramos@sydney.edu.au

3244

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

2 Nov 2015

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

More roads are really not a long term solution.

Yours sincerely,
Tara Leeson

Tara Leeson
133 Trafalgar St
Stanmore NSW 2048
tara_40winks@hotmail.com

3245

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

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

I don't believe westconnex will work

Yours sincerely,
Natalie Williamson

Natalie Williamson
Unit 2 /135 Cambridge St
Stanmore NSW 2048
natalie.e.williamson@gmail.com

3246

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

2 Nov 2015

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I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

Building more roads is illogical, for the reasons already stated. We need to improve the public transport system, particularly services to outer suburbs and connections between bus and rail services, so that it is easy for people to commute across Sydney without driving into the inner suburbs. Improvements in mass transit are the sustainable solution to traffic congestion.

Yours sincerely,
Kathryn Tuckwell

Kathryn Tuckwell
Unit 2 /41 Cavendish St
Stanmore NSW 2048
kt.and.miffy@gmail.com

3247

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

2 Nov 2015

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

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

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

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

I object to this proposal as it will destroy biodiversity and habitat of threatened species, and take away precious parkland and green space from our communities.

I am aware that Sydney's traffic problem needs work - especially with an increasing population. However, Westconnex is nothing but bad news. Invest in light rail and better public transport in general. So many other developed countries are moving in that direction to help with their population growth. Let's go forward not backwards.

Yours sincerely,
Caitlin Morton

Caitlin Morton
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Lewisham NSW 2049
c.morton@student.unsw.edu.au

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

2 Nov 2015

Dear Director,

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I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

Newtown and erskineville are destinations, not highways.

Yours sincerely,
Lucy Goleby

Lucy Goleby
Sydney Park Road
Erskineville NSW 2204
lucy@lucygoleby.com

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Infrastructure Projects, Planning Services
Department of Planning
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Yours sincerely,
Kerrie Kerns

Kerrie Kerns
5 Lusty St Unit 25 /
Wolli Creek NSW 2205
kkerns@iinet.net.au

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Public transport should be expanded and encouraged and not more cars on the road creating huge cost and more pollution.

Yours sincerely,
Savita Sanderson

Savita Sanderson
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Earlwood NSW 2206
gamlena193@yahoo.com.au

3251

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Infrastructure Projects, Planning Services
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Yours sincerely,
Janice Hall

Janice Hall
28 Banks Rd
Earlwood NSW 2206
janicehall@fastmail.com.au

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Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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More public transport is needed for the inner city, less cars to pollute.

Yours sincerely,
Janine Tinning

Janine Tinning
18 Georges Ln
Taree NSW 2430
janinet26@hotmail.com

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Public/private tollway construction is always heralded by governments, planning authorities, banks and the finance industry as a boon to society, providing much needed infrastructure to connect people. This is not the case in the majority of projects that are completed, they are hugely wasteful, cost tax payers more than anticipated and fail to deliver on the aims of government while providing fantastic profit-making opportunities to developers, banks, construction firms and associated industries without significantly reducing unemployment. Worse still construction, developers and operators are given get out of jail free cards with every contract that absolves them of under-performance or outright failure to manage and run tollway businesses in the public interest. This inevitably leads to higher tolls and in the worst cases the exit of these companies without having to take responsibility for their failure with the tax payer inevitably picking up the tab.

But worst of all, these projects do not simply facilitate existing road users thus improving productivity, they actually encourage more car use, up to and beyond road carrying capacity, with all the environmental and social impacts this entails. For too long NSW (and Australia) has deferred to the motoring industry at the expense of public transport. Ripping up all the tram lines in the 50s was the first stage in the efforts to destroy the public's faith in efficient public transport and Sydney's belated return to light rail is too little too late. But it does demonstrate that councils are finally realising that societies can only cope with so many motor vehicles after which efficiency is actually reduced, not to mention increases in health, safety and social costs. WestConnex is guaranteed to

increase air pollution in spite of all the touted technology to reduce it. Clearly channelling more cars into the city at a time when we are trying to reduce their number in the city centre demonstrates that WestConnex is not a long-term solution to Sydney's congestion problem.

The State Governments signing of multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition demonstrates the government knows it has too much to hide. Thinking that you can treat the democratic process as a hindrance to government authority undermines community confidence and reveals this supposed community consultation process as a sham. Particularly as this EIS makes a big deal of benefits of the project without addressing the negative impacts along the whole route. How can this be an even handed and transparent process?

This project will increase car numbers at the expense of public transport with increasing environmental and social impacts that have been completely ignored in the planning process which has focused on mythical benefits in the future that have manifestly failed to materialise in countless cases both here and abroad in the past. I object to the way this project has been secretly rammed through and because it fundamentally fails to provide a long term solution to traffic and congestion.

As the number of cars inevitably increases up to and beyond the WestConnex motorway's carrying capacity, there will be a consequent increase in greenhouse gas emissions and global warming, this is unarguable and as one of the biggest per capita greenhouse gas emitters on a warming planet, completely indefensible. An Urban motorway development can only increase the risk of irreversible climate change and flies in the face of promises of sustainability as fuel consumption and air pollution increase with only marginal improvements in access to a city we know has long since reached its capacity to cope.

- 90% of WestConnex congestion and pollution will be from private vehicles. According to the Intergovernmental Panel on Climate Change (IPCC) the transport sector was responsible for approximately 23% of the world's total energy-related CO2 emissions in 2010. Unless aggressive and sustained mitigation policies are implemented, transport emissions could increase at a faster rate than emissions from any other energy end-use sectors.

- The long term sustainability of urban transport systems has to be based on a modal shift to lower-carbon transport systems by increasing investment in public transport, walking and cycling infrastructure.

- The motorway and its construction will have an induced traffic and congestion effect and include the construction of numerous twelve-storey, 30 metre high unfiltered exhaust stacks including three for the M5 tunnel alone. The design of these stacks is not environmentally sound.

In addition to air pollution and other human environmental impacts, WestConnex will also impact on biodiversity. The open space and parklands that will be lost, including bushland in the Inner West and South West, are an unconscionably high price to pay in a world with rapidly increasing species and forest loss. We do not need another 30 km of concrete (another huge greenhouse gas emitting product) carving its way through our habitat and that of already threatened native fauna.

As usual in the rush to push projects like WestConnex through with the minimum of interference from tree hugging greenies and whinging biologists not to mention the public, the impact on biodiversity along the toll road corridor and surrounding areas has not been adequately assessed.

But there is no doubt that endangered species are at risk along with significant numbers of mature native trees and other flora that are part of Heritage Conservation Areas. The state government should take note of the skink and the snake that stood in the way of the Carmichael coal mine project. Condemned as lawfare and enviroanarchism, this court action was in fact a salient reminder that the environment matters and these issues must be dealt with properly before projects are green lit, rather than crashing through and hoping no one will notice.

- The M4East EIS field surveys are very limited in duration and season. The EIS acknowledges this, stating that "it is possible that seasonal species were not identified". The period of time recorded for field surveys for this EIS was 1 day (with no duration specified) and 1 night (also with no duration specified) in one area (not specified where), with additional surveys on 12/3/15 and 26/6/15 "to investigate areas not covered by the previous surveys".

- The acquisition of homes in the Haberfield/Ashfield area will mean a degradation of the biodiversity in large areas in these suburbs. Many homes in these areas have substantial yards filled by mature trees and green areas, which will be demolished along with the homes themselves. Streetside green spaces will also disappear.

Established tree lined streets in Concord, Edward and Sydney will be negatively impacted by the M4East project works. The M4 widening at Auburn is already having severe impacts on stands of eucalypts and other mature trees that bordered the original tollway.

In July 2015 the RMS lodged a Referral under the Environment Protection Biodiversity and Conservation (EPBC) Act with the Australian Department of the Environment resulting in a direct threat by the WestConnex M5 works to the endangered Green and Golden Bell Frog habitat at Kogarah Golf Club in Arncliffe and up to 75 hectares of vegetation including the Cooks River Castlereagh Ironbark Forest.

1.4 hectares of the 1.8 hectare Cooks River Castlereagh Ironbark Forest which was protected when the first M5 was built (designated as "a critically endangered ecological community") is now slated to be destroyed.

Build it and they will come

Economists and sociologists have long known of the induced demand effect: the more tollways and roads are built, the more people are encouraged to drive. The idea that the NSW state government can be unaware of this smacks either of culpable ignorance or incompetence.

Westconnex predictions show that by 2031, traffic volumes will increase significantly on key roads in the target area and this means traffic congestion will just get worse.

- Traffic on Parramatta Rd at Homebush will increase by 46% with average weekday traffic climbing from 33,600 to 49,800 by the year 2031.

- East-west traffic along Lyons Rd, Dobroyd Parade, Parramatta Rd and New Canterbury Rd will jump by about 48% if WestConnex is built, averaging around 193 cars a minute, 24 hours a day.

- More than 31,000 extra cars will feed into the inner-west every day, onto small residential streets and into Newtown and Enmore, where increased clearways will be inevitable

- The proposed tunnel linking the M4 and M5 in Stage 3 of the project will result in very high traffic densities. WestConnex's own modelling shows that by 2031 the M4 East will reach capacity.
- \$15.4 billion would more than pay for a fully integrated public transport system and leave funds for other vital infrastructure like schools and hospitals.

The M4 East project will impact on four main waterways and their associated sub-catchments with a fifth waterway close to the project footprint. 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.

- Construction work will cause potential contamination of downstream waterways and groundwater, impacting on aquatic and riparian habitats, unless strict EPA guidelines are enforced.
- 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.
- During operation the main potential impacts on water quality are associated with discharge of treated groundwater, stormwater runoff during rainfall events and direct deposition of airborne particles, causing acute or chronic contamination of water quality in downstream waterways.
- To mitigate the potential surface water quality impacts WestConnex is proposing to create water treatment plants, gross pollutant traps and spill-containment and water treatment basins.
- According to the M4East EIS, the project will include the installation and operation of 6 water treatment plants to treat tunnel groundwater and dirty construction water prior to being discharged into local canals.
- During the operation of the project, a bio-retention basin of around 500 square metres is proposed at the Homebush Bay Drive interchange.
- Huge permanent sediment basins will have to be located at the Homebush Bay Drive interchange to accommodate contaminated runoff from the interchange in storm events.

There's strong evidence about the dangers to human health from a wide range of vehicle exhaust pollutants, especially tiny particulate matter. The NSW government might want to take another look at the campaigns against the tobacco industry to see what happens to companies and states that fail to act in a timely way to mitigate human health threats that could have been avoided, if it weren't for the profit motive. These tiny particles can penetrate deep into the throat and lungs and are known to cause premature mortality, worsen heart disease and asthma, and cause cancer. They are much smaller than one human red blood cell which is about 7 microns in diameter.

- In the WestConnex air quality modelling for PM2.5s (particulate matter that's less than 2.5 microns in diameter), the results show that the 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 WestConnex modelling also shows the air quality for a large section of Sydney including Haberfield, Five Dock, Ashfield, Burwood, Strathfield, Concord, Canada Bay, Homebush and

Flemington, which is home to tens of thousands of residents, will be about 25% worse in the next 6 years than the target air quality standard for these dangerous pollutants.

- Unfiltered ventilation exhaust stacks will be located less than 500 metres from public schools, childcare centres and nursing homes in the west, south west and inner west suburbs on the WestConnex route.
- Modern diesel exhaust consists mostly of particles sized PM0.5 and smaller (i.e less than 0.5 micrometres and at least one fifth smaller than PM2.5). There is no measurement in the M4 EIS of the quantity of these particles that drivers will be exposed to in tunnels.
- The claim that there will be less emissions and pollution with WestConnex due to free flowing traffic just doesn't stack up. Total traffic east-west across this part of Sydney will jump 53% by 2031. Such an increase is hardly going to improve air quality.

In the rush to promote growth at all costs Sydney has already lost many great heritage sites to the rapacious appetites developers in search of ever greater profits without the slightest concern for our diverse social and cultural history. WestConnex will damage or destroy many important heritage sites, (currently zoned as Heritage Conservation Areas by the NSW Government) These are (or should be) of significance, not only to local communities but to all Australians. The state government must stop putting its blinkered view of economic development and progress before the very reasons we want to live in the beautiful state of NSW. Parts of the heritage suburbs of Ashfield and Haberfield are threatened by WestConnex Stage 1, as are Newtown, St. Peters and Enmore (where I live) in stage two Stage 2. Once these suburbs are ruined they are gone for good. We see what happens in China and other Asian neighbours in the race for economic development: they turn their once ancient or colonial hybrid cities into arid glass and concrete business parks, devoid of soul or character. Lets not do that here.

- Haberfield was designated a State Conservation Area in 1985 and was added to the register of the National Estate in 1991. 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".

- Haberfield properties in Ramsay, Martin, Walker, Northcote, Wollesley and Bland Streets are being acquired and two intact tree lined streets (Sydney and Edwards) in Concord, will be affected.

- WestConnex Stage 1 will dump 3 lanes of traffic from the M4 onto Wattle Street Haberfield, to connect to the already inadequate 2-lane City West Link.

- An emissions stack will be built on Parramatta Rd between Wattle and Walker St in Haberfield. It will emit toxic emissions from the Stage 1 tunnel running from Homebush to Haberfield and also from the Stage 3 tunnel from Haberfield to St Peters. There will be no filtration in the stacks. Local buildings and homes will be negatively impacted by the tunnelling (down to 35 metres) and the effect of the emissions on the building fabric.

- Traffic changes include new right-hand-turn lanes off Wattle Street onto Ramsay and Waratah Streets, which will encourage drivers to "rat-run" through Haberfield and Leichhardt on their way to the City.

- The constant daily movement of large transport trucks severely degrades the urban environment and the National Trust urges that rail transport should be the preferred means for transporting container goods related to Port Botany and Sydney Airport. The Trust opposes motorway proposals which promote increased large truck movements through urban precincts, particularly those with heritage significance.

Community cohesion and access to amenities are hard enough to establish, taking many years as well as careful and sensitive planning. But this can all be destroyed in the relative blink of an eye. The WestConnex project will be a hurricane of community destruction in suburbs all along the 33 km route which will be carved up by huge multi-lane roads.

Hundreds of people will be affected by compulsory acquisitions of their homes and businesses, some already are and have not received adequate compensation. Communities already suffer from limited public green spaces in the greater Sydney area in which they can interact and relax, this project threatens to take away the little some have and will further deprive them of a world class community building public transport system because of the massive cost of this road project.

- Approximately 400 homes and businesses are subject to compulsory acquisition by WestConnex for the M4 East and M5 even before the project has been approved and before a business case supporting the project has been released, including 41 properties in Brown Street, Campbell Street, Campbell Road, and Florence Street in St Peters.

- Haberfield will lose over 50% of its apartment dwellings, 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 their established communities that have been home for years.

- Many residents report that prices being offered by the government grossly undervalue their properties and they have been given 90 day time frame for a negotiated settlement to be finalised before court proceedings will commence.

- Many 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 tollway and tunnels.

- 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 issues of loss of housing or concerns about loss of heritage on the final route.

- Families, friends and neighbours are being separated and while the impact is most significant for those forced to move, it also affects the hundreds who remain. Local communities will be carved up by multi-lane roads separating one side of suburbs from another making it difficult for residents to access to 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 and increased travel times, affecting their health, safety and wellbeing.

Finally I have grave concerns about the way the WestConnex project has been developed and allowed to progress without more public scrutiny. There are many unanswered questions concerning the lack of good governance, oversight and economic rationale for this major infrastructure project. The State government seems to be taking a similarly high handed view to the Federal government in relation to negotiating trade deals, where the less the public are allowed to know and criticise, the easier it is for flawed agreements to be pushed through, the negative impacts of which we will not be able to assess for years, by which time it will be far too late to do anything about. The lack of transparency around the WestConnex project, including state and federal governments refusal to table documents detailing the cost-benefit analysis or business case for the project, is anti democratic and opens the door to less accountable policy development in the future and in the worst case scenario an invitation to more corruption and cronyism, which we know NSW governments have long experience of in the past.

- No business case has been revealed for WestConnex, the largest infrastructure project in Australia today at a projected \$15.4 billion dollars.
- 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 Governments framework, an additional 4 Gateway reviews should have been conducted.
- The NSW Auditor-General noted fundamental conflicts in the fact that WestConnex steering committees and boards also provided assurances to Government.
- The Cross City Tunnel was a privately financed, constructed, owned and operated tollway. It was completed in Aug 2005 and went into receivership in 2006 and 2013, and will pass into public ownership after 18 December 2035. As of June 2014, the average of 33,057 daily movements was well below the projected traffic predictions of 90,000 vehicles per day.
- The Lane Cove Tunnel project was financed, designed, constructed, operated and maintained by the private sector and completed in 2007. The traffic modelling was wildly inaccurate with predictions that up to 187,700 cars would use the road every day by 2011. By January 2010, the Connector Motorway entities were forced into receivership and investors including Leighton Holdings and the Mirvac Group wrote off their interest in the company. (assume this is OK to use). In 2012 a little more than 70,000 cars passed through the tunnel each day.
- The National Trust believes that the provisions of public/private partnership agreements for urban motorways should be made public and that such agreements must not contain penalty provisions for compensation payments to a motorway operator if a public transport system competes effectively with the motorway. The Sydney Motorway Corporation (SMC) is the public/private company charged with delivery WestConnex. Information about SMC cannot be captured through Freedom of Information requests, shielding it from public scrutiny.

This project must be stopped and a replaced with proper process for the development of Sydney's public transport system. The world, let alone Sydney, does not need any more cars, WestConnex can only increase their number and ultimately the congestion on our roads, pollution in our air and concrete in our living space. Get over your neoliberal outdated economic models and your institutional inertia, there is always time to change tack. Scrap the backroom deals and start governing in the intents of the people of NSW.

Yours sincerely,

Tor Larsen

Tor Larsen

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Marrickville NSW 2204

tor@hammerthrow.com.au

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

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I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

No to WestConnex. This will make more air pollution. Think about the climate change. And all the business's that will suffer. Please think of our value of living over dollars.

Yours sincerely,
Rebecca Gualdi

Rebecca Gualdi
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Collaroy Plateau NSW 2097
jasonrg@icloud.com

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I also feel that this intended project it will greatly add to the congestion near St Peters where there is considerable traffic already and further traffic in the area will be even more detrimental for Newtown and the neighbouring environments of this area. There are many schools as young children are increasing in number in this area. Yet there seems to be little information on the venting system proposals. We should be looking into pollution and traffic easing NOT compounding the problems we already face in this already over-stressed city. Old strategies are no longer welcome here.... More and better public transport to remove the congestion that already exists is the way to go forward. This projects is unimaginative and behind the times. Sydney deserves better planning than this!

WE NEED good, public transport NOT more cars on roads Even if moving through tunnels they all have to emerge onto streets at some stage! This is a retrograde step at this time in a civilised world where the importance of fresh air and space is imperative especially with the increase in numbers of people living in the area. There has to be a more progressive way of handling congestion on our roads than encouraging even more traffic.

Please get some alternative thinkers onto the project and stop pretending it is going to a benefit to all. LESS use of cars should be the prime concerns, not an encouragement for more!

Yours sincerely,
Jill Carter-Hansen

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Don't touch the heritage listed suburb Haberfield

Yours sincerely,
Damien Zanin

Damien Zanin
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dzanin@afinance.com.au

3257

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I strongly object to the Westconnex project. The fact that work is already underway and contracts have been awarded before the EIS is complete undermines the consultation process. It appears this is not genuine consultation.

Yours sincerely,
David Goodman

David Goodman
Waratah Street
Haberfield NSW 2045
davidgoodman81@gmail.com

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I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

I have 4 children. I need to keep them safe in their own home, not have a main thoroughfare out the front of their home. I need to ensure the environment they live in is as clean as possible. I need to protect our major asset, our home, for their future. You need to stop and re-think now because once it is done there is no going back. Give us public transport we want to use so we get out of our cars.

Yours sincerely,
Jennifer Beattie

Jennifer Beattie
Waratah Street
Haberfield NSW 2045
jenibeattie@bigpond.com

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

2 Nov 2015

Dear Director,

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

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

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

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

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

Without a strong business case being presented and an inappropriate EIS process, it's also extremely difficult to reconcile such facts as the now widely reported model indicating increased traffic flow onto Parramatta Road and the increase of traffic flow at various intersections, including the Corner of Crystal St and Parramatta Rd, with the promise of revitalization of Parramatta Rd.

Indeed, these models would seem to contradict the promise of a revitalization and would effectively remove the only positive from the proposal for residents of the Petersham, Stanmore and Leichhardt areas.

Yours sincerely,
Tony Sceats

Tony Sceats
54 Terminus St
Petersham NSW 2049
tony.sceats@gmail.com

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

2 Nov 2015

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

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

I further object to this proposal for numerous reasons including:

- The unfiltered air stacks will mean increased levels of dangerous air particles will cause damage to my health as well as my children's and that of the almost 1000 children that attend Haberfield public school.
- Building a tunnel in this area will mean increased congestion in currently quiet residential streets as people will be rat running to avoid tolls and queues.
- I am shocked that the State Government has already signed contracts and has started work on this project before the EIS is approved and the business case has not even been released yet! Is our government so corrupt to not only do this but then not listen to the many angry voices against the project.
- The EIS considers benefits for all stages of the project but doesn't address the negative impacts!
- All around the world modern cities are moving away from the construction of tunnels as this does not consider the total population. Money should be spent on public transport so that all including those that cannot drive such as children the elderly and special needs. It would therefore have the benefit of uniting the different areas of Sydney.

I strongly object to this proposal as it fails to provide a long term solution to traffic and congestion.

3260

Yours sincerely,
Gilda Civitella

Gilda Civitella
143 Alt St
Haberfield NSW 2045
gilda169@hotmail.com

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

2 Nov 2015

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

As an alternative I support money being invested into well planned public transport infrastructure options between the city and western suburbs. There are flow on effects on a social and environmental level. For instance allowing better connections and option for those in society who are unable to travel by car and currently have poor connections or limited regular buses/trains within Western Sydney. While working with a family in Western Sydney who was trying to take their child to child care each day they had to commute on the bus for an hour, to reach bus connections, which took an hour for a trip that would take a car 15mins. Unfortunately the family did not have access to a car to do child care drop off at the time and in addition the mother did not have a driver licence. So an investment into the M4 will make no difference to this family. Or families in similar situations. Therefore I maintain that an investment into well planned public transport has a larger positive impact on society than that of widening the M4 motorway. Thank you for your time in hearing my views.

Yours sincerely,
Rosanna Afford

Rosanna Afford
rosanna_afford@hotmail.com

3262

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

2 Nov 2015

Dear Director,

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

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

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

It is only by prioritising investment in public transport and reducing investment in roads that we will effectively address traffic congestion. The future liveability of our city is at stake.

Yours sincerely,
Katie Florance

Katie Florance
katieflorance@hotmail.com

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

2 Nov 2015

Dear Director,

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I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

Although people think it is a great idea for commuters to get from A to B much faster than what they would now, the consequences that will come along once the Westconnex construction is confirmed to go ahead will be a long list with one point in particular I feel strongly about.

There has been a lot of talk that the Westconnex will interfere with one of Australia's oldest streets. That street's name is King Street in the well known suburb of Newtown.

King Street has been a famous and prestigious strip for many years and Sydneyiders definitely would like to keep it famous for more years to come.

Not to mention the loss of business that will come of this project if it does follow through, King Street has nightlife, one of a kind vintage stores and food to die for that no one passing through can walk by without trying.

It is safe to say that I strongly disapprove of the Westconnex project and I am glad to let you know.

Yours sincerely,
Peyton Turei

Peyton Turei
peytonturei@yahoo.com.au

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

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

No to the west connect. Creating more roads is not the solution to our traffic problem. Think of the children!

Yours sincerely,
Lyndell Sawyer

Lyndell Sawyer
51 Station St
Petersham NSW 2049
lyndellsawyer@gmail.com

3265

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

2 Nov 2015

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

My objection is about the lack of respect towards families and their needs to not be subjected to increased pollution and car traffic and noise. Better public transport and more focus on keeping our families safe and protected should be the focus not solutions based on increased revenue for petrol and car companies.

Yours sincerely,
Danilo Sekulich

Danilo Sekulich
352 Bourke St
Surry Hills NSW 2010
danny@inkon.com.au

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

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

I live in Alexandria where traffic congestion is already a problem. More and more apartments are being built in the area. Increased traffic is certainly not the solution for moving the hugely increased numbers of people to work and places of leisure. It is vitally important that efficient public transport construction is commenced immediately, and that the West Connex is abandoned. I recently returned from Japan and was able to see at first hand how excellent public transport (mainly various forms of rail) can move enormous numbers of people efficiently. The motor car is NOT the solution to turning Sydney into a successful 21st Century city!

Yours sincerely,
Alison Kelleher

Alison Kelleher
101 Belmont St Unit 23 /
Alexandria NSW 2015
vke63069@bigpond.net.au

3267

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

2 Nov 2015

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

In addition, this perverse plan is in-keeping with previous poor planning where private sector road infrastructure prevails over public transport. Even with the metro the public interest is sacrificed at the altar of private sector profits. Closing down the Bankstown line, retrofitting stations so that they can no longer take double decker carriages, tunnels so that existing rolling stock cannot enter. These measures are Pythonesque from a planning perspective. One can only surmise that decision-makers have ulterior motives for their conduct.

Yours sincerely,
Bob Fawcett

Bob Fawcett
186 Belmont St
Alexandria NSW 2015
bobofalex@yahoo.com.au

3268

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

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I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

I live in Annandale, just meters from the site of the planned smoke-stacks emitting carcinogenic petrol fumes and needless CO2 into the atmosphere. Not only will the Westconnex create a place for more cars and more traffic on Sydney Roads, leading to the warming of the planet and threatening the lives of billions on a scale not hitherto seen, the Westconnex will effect my health and the health of my family. I am particularly concerned for the life of my newborn son, Archie. Archie has a right to live in the inner west, with his family and friends without being exposed to cancer risks, merely so that people can drive cars rather than share in better and more efficient public transport. Please don't ruin the amenity of our city which belongs to all of us by turning it into a roadway for an exclusive few.

Yours sincerely,
Eugene Schofield-Georgeson

Eugene Schofield-Georgeson
344 Young St
Annandale NSW 2038
eugene.schofield.georgeson@gmail.com

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

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

Yours sincerely,
Mark de Fraga

Mark de Fraga
Booth Street
Annandale NSW 2038
mark.defraga@gmail.com

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

2 Nov 2015

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I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

In addition I am extremely disappointed at the secrecy involved in this matter. It makes it very hard to believe that the community's best interests are being taken into account. In no way do I feel like the community has been a concern in any facet of this development, I feel that this project will cause infinitely more problems than it will solve and the environmental impact will be catastrophic.

Yours sincerely,
Giulia Polito

Giulia Polito
110 Wilson St
Newtown NSW 2042
giulia.a.polito@gmail.com

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

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I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

I work in a small business located near the south end of King Street in Newtown. I have grave concerns about the impact of increased traffic on all businesses in the Newtown area. It's also my understanding that WestCONnex is going to swallow most of the transport budget. We need more buses, ferries and trains. Not a huge network of roads that is going to further damage the environment.

Yours sincerely,
Lucie Frankham

Lucie Frankham
11B Hawken St
Newtown NSW 2042
lucie.frankham@inet.net.au

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

I strongly oppose the Westconnex proposal! Building another major highway is a quick-fix attempt at solving the problem of high traffic congestion! If the money was invested in upgrading the public transport infrastructure in this area and a proposal was brought forward to make the inner west more user-friendly for commuters then there would be no need for people to be forced to drive their cars! WestConnex threatens the local communities of the inner west too: by making them much more accessible, the unique culture of these areas will be flooded and commercialized! There is much more potential in urban planning than simply encouraging further suburban sprawl!

Yours sincerely,
Meeghan Shellard

Meeghan Shellard
17-21 Lord St Unit 7 /
Newtown NSW 2042
meeghan.shellard@gmail.com

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

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I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

We need transparency in the form of a business case and full holistic impact review before progressing further with Westconnex

Yours sincerely,
Jo Goddard

Jo Goddard
73 Wells St
Newtown NSW 2042
jo.goddard@outlook.com

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

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

It is a bad Idea. Invest in public transports !!!

Yours sincerely,
Baptiste Cornillier

Baptiste Cornillier
Bucknell Street
Newtown NSW 2042
hystrix@gmx.com

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

2 Nov 2015

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

In addition I am disgusted by the secrecy involved in this matter. It is still impossible to find out important details such as the exact route of the proposed toll road. There has been no consideration of the health or welfare of the community in any facet of this development.

Yours sincerely,
Susan Barrett

Susan Barrett
Northwood Street
Newtown NSW 2042
sbarrettuk@yahoo.com

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

2 Nov 2015

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I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

Please do not go ahead with the Westconnex. We need to invest world class public transport. This is the only solution to support the growing population of Sydney.

Yours sincerely,
Kirstin Gault

Kirstin Gault
19 Baldwin St
Erskineville NSW 2043
kirstin.g@bigpond.com

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

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I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

Along with all the other reasons we do not need another unviable tollway

Yours sincerely,
Ian Parker

Ian Parker
2 Coulson St Unit 89 /
Erskineville NSW 2043
iparker.au@outlook.com

The Director
Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

I am a Newtown resident of 24 years and have experienced many changes over this period. I have been active in community concerns that have seen us rally collectively to object or raise our concerns over matters eg, over development, the possible closing of the Bankstown train line effectively closing St Peters and Erskineville stations with the proposed new metro sydney train line to name a few.

The most extraordinary, alarming and destructive the proposed Westconnex!

I strongly object to the lack of transparency the stalling tactics and heavyfistedness and the total and absolute disregard for proper and open community consultation and process.

I also concur with ALL other objections raised regarding this proposal.

Yours sincerely,
Annie Sykes

Annie Sykes
31A Devine St Unit 12 /
Erskineville NSW 2043
anniesykes123@hotmail.com

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

Why is such a monumental project with huge risk for local communities subject to so much secrecy?

Yours sincerely,
Carmen Tse

Carmen Tse
37 Binning St
Erskineville NSW 2043
emailcarm@gmail.com

The Director
Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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The fact that the State Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

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

I object to this proposal as the project lacks transparency and it is not justified by any publicly-released business case.

I object to this project due to the major traffic concerns and upheaval for our neighbourhood.

Yours sincerely,
Filomena Moretti

Filomena Moretti
39 Crown St St
St Peters NSW 2044
fmoretti9@gmail.com

3281

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

2 Nov 2015

Dear Director,

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

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

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

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

I object to this proposal as it will have destructive impacts on heritage sites of national significance.

This only pushes the problem closer to the city. And will turn vibrant inner west towns into thoroughfares rather than destinations.

Denser suburbs will become more polluted affecting a greater number of people per square kilometre than anywhere else in Sydney. Increased traffic in the surrounding localities will increase the risk to our children walking to school. Open space such as Sydney park will be directly and negatively affected in an area which relies on public open space for people's amenity.

Yours sincerely,

Leanne Mitchell

Leanne Mitchell
James Street
Enmore NSW 2042
leannemitchell.oz@gmail.com

3282

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

2 Nov 2015

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

I object to this proposal as it will have destructive impacts on heritage sites of national significance.

Cars and roads are not the answer!

Yours sincerely,
Katie Bell

Katie Bell
katbell@rocketmail.com

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

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I object to this proposal as it will have destructive impacts on heritage sites of national significance.

Please stop this. For the sake of children and community as a whole !

Yours sincerely,
Mariam Kassem

Mariam Kassem
mariamk20@hotmail.com

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

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Sydney's beautiful heritage architecture is what makes our city unique, and such a pleasure to be in. Please do not destroy our city's character.

Yours sincerely,
Jenny Crosbie

Jenny Crosbie
jenny.crosbie@hotmail.com

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SYDNEY NSW 2001

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I am totally opposed the the New M4 East Westconnex project.

I believe it is a total waste of money and will permanently scar the face of the city of villages surrounding it. What is left of the area that hasn't already given way to development and roads provides welcoming communities. We don't want this road under Haberfield just to pander to developers and landholders along Paramatta Road.

If this is to truly connect the West to work in the city - why isn't this road going into the city? Why is it ending at the City West Link, which is congested already and a very slow trip with at least 10 sets of traffic lights? It's unbelievable that the best plan that can be drawn up is a tunnel under Croydon and Haberfield. The obvious answer is to widen paramatta road, stop the development of unit blocks and put in flyovers/fly unders or even roundabouts!! The cost would be far less and much better for everyone.

Another alternative is to simply run an express train from olympic park homebush to the city with free rapid parking. It's called PARK AND RIDE!!! Stop pandering to the developers... STOP THIS DISASTER NOW!

Yours sincerely,

3285

Sarah Allnutt

Sarah Allnutt
9A Rickard St
Five Dock NSW 2046
SARAH2@IINET.NET.AU

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

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I object to this proposal as it will have destructive impacts on heritage sites of national significance.

I object strongly to WestConnect.

Yours sincerely,

Pierre Milet

Pierre Milet
22 Sadlier Cres
Petersham NSW 2049
plerremit9@gmail.com

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

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I object to this proposal as it will have destructive impacts on heritage sites of national significance.

It is quite obvious that self-serving, greedy, feckless, parasitic politicians and their friends in the construction business are building this road for private profit and no public good. I also object to this proposal because I believe air quality should be top priority for a 21st century city. The air quality in the M5 tunnel is already toxic and so is the air coming out the ventilation stacks, which is harming local wildlife and causing respiratory illness for residents. Surely air quality can be improved by offering adequate and efficient public transport options, not to mention proper bike infrastructure. As stated, I also object to the obviously corrupt business process of westconnex.

Yours sincerely,

Jill Twigger

Jill Twigger
123 Terry St
Connells Point NSW 2221
j.twigger@me.com

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

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Cars in the inner core of major cities hasn't worked and its time to recognise this fact. I am not anti car, I drive out to the country all the time but the Sydney road system struggles under the current levels of traffic and just encouraging more people to drive with the promises of new road infrastructure will only add to more cars and congestion. Getting people out of cars by encouraging them into public transport with new Infrastructure will free up the existing roads for those who are dependant on their cars like tradies and people who do not work in major employment areas.

Yours sincerely,

Jeremy Christian

Jeremy Christian
155 Stanmore Rd
Stanmore NSW 2048
jeremywilliamchristian@gmail.com

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

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I object to this proposal as it will have destructive impacts on heritage sites of national significance.

I object to this project. The way that this is being done is deplorable. There is no transparency and the cost does not justify the benefits.

Building freeways rather than public transport is a way of destroying communities, which is what we need as we become more isolated.

I personally bike to work every day, and I know more people would do that if they were safer than now.

Westcon will not solve traffic problems. It is an old fashioned model.

Please reconsider and build communities and cities for people. Not cars.

Yours sincerely,

Claire Milet

Claire Milet
22 Sadlier Cres
Petersham NSW 2049
miletclaire@gmail.com

The Director
Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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I object to this proposal as it will have destructive impacts on heritage sites of national significance.

Surely someone in your position is smarter than this? The Westconnex is so backwards. As Sydney expands we need forward thinking transport solutions NOT more roads. Public transport in the answer, the rest of the world understands this why can't we?

Yours sincerely,

Marcus Thyer

Marcus Thyer
Unit 4 /34A Sibbick St
Russell Lea NSW 2046
marcus@sparkcycles.com

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

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

I object to this proposal as it will have destructive impacts on heritage sites of national significance.

I strongly object to the M4 east proposal, mainly because of its disregard for the maintenance and preservation of sites of heritage significance.

Yours sincerely,

Rebecca Jock

Rebecca Jock
465 The Boulevard
Kirrawee NSW 2232
rebecca.jock1976@gmail.com

3292

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

2 Nov 2015

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Yours sincerely,

Jennifer O'Callaghan.

Jennifer O'Callaghan
55 Denison Rd
Lewisham NSW 2049
jennifer.ocallaghan@gmail.com

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

I object to this proposal as it will have destructive impacts on heritage sites of national significance.

I object strongly to the Westconnex project. We should be decreasing the flow of traffic to Sydney's surrounding suburbs and replacing with more sustainable public transport infrastructure. As a resident that will be impacted and will see the places I love strongly impacted I urge the government to wake up.

Yours sincerely,

Katie Cox

Katie Cox
Unit 12 /568 King St
Newtown NSW 2042
kc784@outlook.com

3294

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

2 Nov 2015

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I object to this proposal as it will have destructive impacts on heritage sites of national significance.

The theory of a city being interlinked with large motorways and tunnels has been shown to produce more congestion over time.

The repeated failure of the public/private infrastructure partnerships shows that a short term profit driven plan is not beneficial to the community.

Yours sincerely,

Thomas Smallwood

Thomas Smallwood
5A Gower St
Summer Hill NSW 2130
little_forest@hotmail.com

3295

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

2 Nov 2015

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The way this government is behaving is not in accord with a democracy, nor is it in line with due process. Our elected representatives really need to take a look in the mirror, remind themselves of who they are meant to be representing, and then ask themselves how they wish to be remembered.

Yours sincerely,

Germana Eckert

Germana Eckert
8 Gore St
Arncliffe NSW 2205
germanapaul@optusnet.com.au

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Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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I object to this proposal as it will have destructive impacts on heritage sites of national significance.

This road will add nothing, it will destroy so much.

Yours sincerely,

Eddy Blaxell

Eddy Blaxell
Unit 2 /90-92 Newman St
Newtown NSW 2042
edblax@gmail.com

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

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I object to this proposal as it will have destructive impacts on heritage sites of national significance.

Wake up guys, have you even been to bigger busier cities? You work for the public, build some public transport, not another traffic hazard.

Yours sincerely,

Adam Parker

Adam Parker
93 Erskineville Rd
Erskineville NSW 2043
adam.parker@thehivebar.com.au

2 November 2015

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

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I object to this proposal as it:

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

Yours sincerely

John Sutton
83 Henry St
Tighes Hill NSW 2297
john@jacobi-sutton.com

2 November 2015

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Infrastructure Projects, Planning Services
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SYDNEY NSW 2001

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Looming over all the objections above is climate change. It's the only climate we've got, it's our future, and WestConnex (what a bad joke that Language is) is just one more thing to compromise that future. Why would you?

Yours sincerely

Felix Prael;
Unit 4 /2 Murray St
Lane Cove North NSW 2066
felixprael@gmail.com

2 November 2015

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

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

We need to invest in public transport, not create more roads ! I am also very worried about the environmental impact of West Connex. I also feel that there has been a serious lack of consultation with residents and the broader community about this proposal and its impact.

Yours sincerely

Penelope Bowyer-Pont
Unit 10 /18-20 Landers Rd
Lane Cove North NSW 2066
penelope.susan.bp@gmail.com

2 November 2015

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A growing, cosmopolitan city like Sydney must explore alternative means of mass transit. The outdated "freeway" mode has been proven to fail dramatically when compared to public transport, cycleways and better pedestrian facilities. More "freeways" invariably leads to more cars, which leads to more "freeways" and more cars... and the cycle continues. Meanwhile, the only people that benefit are the construction companies.

Yours sincerely

Julian Conway
Formerly Of Johnson Street
Annandale NSW 2038
vendors@mirasol.com.au

2 November 2015

Director
Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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Yours sincerely

Than Swe
148 Hector St
Chester Hill NSW 2162
thanswe@yahoo.com

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

As well as this proposed projects complete failure to deal with the fundamental public transport needs of Sydney and its damage to local communities, I fail to understand how a project of this magnitude can proceed without a fundamental business case.

The government should not proceed without a public enquiry into the future of public transport in Sydney and a completed business case for any project like this.

Yours sincerely

Duncan Bourne
104 Quarry St
Ultimo NSW 2007
djbourn7@gmail.com

2 November 2015

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

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

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

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

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- Requires the demolition and compulsory acquisition of hundreds of homes.
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More roads lead to more cars and cars do not solve transport/traffic problems. It's like trying to empty a bucket by adding more water. Visually, the WestConnex will create an ugly transition area - "a valley of the ashes" between inner and outer Sydney. Furthermore, it will be a short amount of time, after people are routed from their homes, or see their property values diminish and quality of life deteriorate, that yet another highway/tollway/skyway will be put forward as a solution to traffic problems.

Yours sincerely

Mr Russell Edwards
Unit 90 /392 Jones St
Ultimo NSW 2007
buff@pacific.net.au

2 November 2015

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

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Will add to intensified air pollution with the erection of exhaust stacks close to homes and schools.

Yours sincerely

Mrs Justine Speer
4 Clarke St
Annandale NSW 2038
justine@aerocom.net.au

2 November 2015

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

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Already, parking in Leichhardt is very difficult, please do not make it worse. More cars make more pollution and noise as well. Quality of life is at stake, more public transport would help, more cars would hurt.

Yours sincerely

Carolyn Willcocks
41 Rofe St
Leichhardt NSW 2040
45carolw@gmail.com

3307

2 November 2015

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

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Yours sincerely

Jason Trindall
Unit 14 /11-13 Parkside Dr
Lalor Park NSW 2147
jacksonsrun@gmail.com

2 November 2015

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Infrastructure Projects, Planning Services
Department of Planning
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Please make NSW a state for the future by cleaning up our city through the development of first class public transport.

Yours sincerely

Pamela Mail
127A Campbell Dr
Wahroonga NSW 2076
pammai@optusnet.com.au

2 November 2015

Director
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Department of Planning
GPO Box 39
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I strongly feel that the investments should be focussed on improving public transport and looking at a holistic solution not just roads.

Yours sincerely

Rachael Mullane
28 White St
Lilyfield NSW 2040
mikenrache@bigpond.com

2 November 2015

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

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As an ex Councillor for Leichhardt. For all the reasons stated above. Developments must be properly considered and for the GOOD of the Community. Go back and rethink your plans. Please.

Yours sincerely

Alan Cinis
Lot 33 Little Wobby Beach
Wobby Beach NSW 2256
acinis@yahoo.com

2 November 2015

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

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A detailed traffic plan will also need to be released that covers the secondary impacts on what is already a very congested area, in particular Lilyfield Rd, Balmain Rd and the planned development of the Balmain Tigers site. These issues cannot be looked at in isolation.

Yours sincerely

Mrs Brendan Daly
431 Balmain Rd
Lilyfield NSW 2040
bdandfin@bigpond.com

2 November 2015

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

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I've worked in LA, and Singapore. The quality of life in LA is what we would have if this ridiculous project proceeds. Destruction of homes and communities, to create a large, wide, crawling carpark. The business case appears dysfunctional, the motives questionable, and the outcomes dubious.

I object on the grounds of:

- diminished community amenity
- inappropriate use of public money better spent on usable public transport
- a lack of transparency in the business case and decision making

Yours sincerely

Jeremy Pollard
15 Isabella St
Balmain NSW 2041
j3r3my@j3r3my.com

2 November 2015

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Infrastructure Projects, Planning Services
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Yours sincerely

Mr Jim Mussared
1 Wood St
Forest Lodge NSW 2037
jim.mussared@gmail.com

2 November 2015

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Yours sincerely

Ramin Salehpour
Unit 5 /18 Nicoll St
Roselands NSW 2196
ramin.sh1@gmail.com

2 November 2015

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Monica Dure
7 Hancott St
Ryde NSW 2112
m_dure@hotmail.com

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Emily Olorin
Frederick Street
Saint Peters NSW 2044
emsandwalm@gmail.com

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Ms Christine Retallick
18 Quirk St
Rozelle NSW 2039
clworsley08@hotmail.com

2 November 2015

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I look forward to the day when the public transport is so good that I will not need a car. Please invest in public transport rather than the short term vision of roads.

I have lived in Glebe for 40 years and was a protester to stop the freeways going through Glebe in the seventies. Now we have a community feeling that would have been destroyed if those freeways had been built. Please do not destroy communities with roads and more cars!

Yours sincerely

Jill Hardwick
6 Toxteth Rd
Glebe NSW 2037
jhar6964@bigpond.net.au

2 November 2015

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Miss Laura Waite
32 Young St
Annandale NSW 2038
ljwaite6@gmail.com

2 November 2015

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Traffic in the inner west is absolutely appalling. This \$15.4 billion could make a considerably difference to improving public transport in the area. Why is it that Australian governments are so persistent in building more roads rather than rail and light rail to get these polluting vehicles out of our suburbs?

Yours sincerely

Penny Hamilton
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Haberfield NSW 2045
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3321

2 November 2015

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

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Too many cars in the inner west and city we need alternatives to building expensive tollways that encourage more cars pollute and eventually clog the roads. Anzac Bridge for example in peak hours is a car park as are the feeder roads into CBDs. Another tollway will make matters worse.

Yours sincerely

Sally Lloyd
40 Cecily St
Lilyfield NSW 2040
sallylloyd1@me.com

3322

2 November 2015

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

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P Francis
Wilson Street
Darlington NSW 2008
peterfrancis888@hotmail.com

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The more research I do into WestConnex the more evidence I find that this project has as its primary aim, not any solution to the \$50 billion per year of lost value caused by traffic congestion in Sydney, but the cynical manipulation of government processes by corporate criminals and their associates to misappropriate tens of billions of taxpayers' dollars into private hands, all without a shred of transparency or public accountability.

Westconnex is currently being touted as Australia's biggest ever infrastructure project. Many of those involved, individuals and corporations alike, have been defendants in the fraud trial relating to the Clem7 Rivercity bypass tunnel. This case ended with the largest payout in Australian corporate criminal history- over a quarter of a billion dollars in damages caused by that project being essentially about corporate fraud carried out with the willing assistance of a complicit state government. Clearly, the public interest was never considered for a minute. Now this fiasco is being repeated in NSW, with many of the same criminal corporations and a government just as willing to lie to its constituents as the former Queensland government was, in the obvious expectation of a cut of the financial spoils in the form of 2019 election donations, and kickbacks and board sinecures going to prominent individuals.

In a short time, WestConnex will not be known as the biggest infrastructure project in Australia, but the biggest corporate and government scam ever perpetrated against Australian taxpayers. For this

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Now that I have a new job in the outer west, I really think there should be more trains and buses instead of forcing me to take a car to go to Blacktown.

Yours sincerely

Mr Ryan Siriwardene
Unit 58 / Italian Forum / 23 Norton St
Leichhardt NSW 2040
ryansiriwardene@gmail.com

2 November 2015

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Public transportation is the solution, not more roads for more cars.

Yours sincerely

Miss Monica Dy Dumalasa
Unit 13 /48 Edith St
Leichhardt NSW 2040
monica.dumalasa@gmail.com

2 November 2015

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

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

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

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

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- Requires the demolition and compulsory acquisition of hundreds of homes.
- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.

Yours sincerely

Adam Takesce Doong
Unit 3 /200 Forbes St
Darlinghurst NSW 2010
adam.takesce@gmail.com

2 November 2015

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

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WE need more public transport in western Sydney and to the proposed new airport...NOT NEW TOLL ROADS whose viability has never been proven. This is another one that stinks of undue influence of developers.

Yours sincerely

Annie Morris Wieland
32 Fitzgerald St
Katoomba NSW 2780
amwieland@aapt.net.au

2 November 2015

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Infrastructure Projects, Planning Services
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The Ghawar Petroleum Field in Saudi Arabia is almost totally depleted. Australia's access to petroleum will only decline. We should move away from transport mechanisms that are strictly dependent upon petroleum as it is a resource that is rapidly becoming scarce.

Yours sincerely

Richard Marschall
8 Melville St
Parramatta NSW 2150
ram@hydrophones.com

2 November 2015

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As with so many other projects undertaken in the name of "progress" I am against the waste of excessive funds on projects that not only don't achieve positive outcomes, but in fact make create new and larger problems.

Yours sincerely

Deborah Wheatley
deborahwheatley@hotmail.com

2 November 2015

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

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Please consider the future not only of our community, but of the planet, and prioritise the development of public transport and Greenways rather than road infrastructure. Australia should be leading the way with environmentally sustainable solutions for the future, not just building more roads.

Yours sincerely

Anna Kerr
40 Sloane St
Summer Hill NSW 2130
anna@feministlegal.org

2 November 2015

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Infrastructure Projects, Planning Services
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We do NOT need more toll roads in Sydney. Public transport is the only option. It is NOT too difficult - look what they're doing in George Street and we all thought it could not be done. I am TOTALLY opposed to Westconnex.

Yours sincerely

Ms Emma Slaytor
103 Hereford St
Forest Lodge NSW 2037
eslaytor@gmail.com

2 November 2015

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Yours sincerely

Jennifer Kent
132 Hurstville Rd
Oatley NSW 2223
jenniferknt@gmail.com

2 November 2015

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Increased strategic public transport is the sensible option. Praise for the city Light Rail projects, condemnation for short-sighted WestConnex.

Yours sincerely

Jennifer Jungheim
jenniferhn77@gmail.com

2 November 2015

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Infrastructure Projects, Planning Services
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The government is not just embarking on a hugely costly and high risk project - it is committing the state to multiple costly, high risk projects over a long time frame, each of which depends on the others to achieve the claimed benefits. To start the first of these without due diligence is to increase the odds the others will never be completed. If that happens, all the government will have managed to do is make the life of Sydney dwellers immeasurably worse.

Yours sincerely

Robert Garnsey
59 Johnston St
Annandale NSW 2038
Garnsey.robert@gmail.com

2 November 2015

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There is no city in the world that has been improved by funnelling more private traffic more rapidly into the centre. Westconnex will transform Sydney into a developing world city choking on fumes and stagnating in traffic queues. We need to spend the money on clever cost effective public transport to bring Sydney into the 21st century.

Yours sincerely

Mrs Nicola Swift
109 Mort St
Balmain NSW 2041

2 November 2015

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Infrastructure Projects, Planning Services
Department of Planning
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SYDNEY NSW 2001

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Building more roads is short sighted, and as we've seen many times before will just move the current traffic problems elsewhere. Why can't we invest this money in more public transport? That's the way of the future!

Yours sincerely

Mr Peter Perry
Unit 613 /7 Sterling Crct
Camperdown NSW 2050
pptoind@hotmail.com

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Dr Shirley Fitzgerald
Unit 3 /14 Leichhardt St
Glebe NSW 2037
sf@shirleyfitzgerald.com.au

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Yours sincerely

Mr Hernan Terrazzino
Unit 3 /25 Kelly St
Ultimo NSW 2007
hterrazzino@gmail.com

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Build public transport, not toll roads!

Yours sincerely

Mr Joseph Philippa
Unit 19 /558 Jones St
Ultimo NSW 2007
joephil42@gmail.com

2 November 2015

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Department of Planning
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Urban expressways are a solution of the 1960s, not one of the 21st century. Cars need to be discouraged from entering inner cities, not encouraged. Public transport must be developed and suburban residents encouraged to leave their car and use them. Billions wasted on WestConnex will be missing to develop much needed train, tram and other systems.

WestConnex will wreak havoc and break numerous lives in a number of western suburbs. Parks will give way to spaghetti junctions, homes will be repossessed and fume stacks constructed in the midst of residential areas. The fact that multi-billion contracts were awarded before reports were released and communities properly consulted is scandalous and, I believe, will come to haunt Premier Baird and his government in a near future.

Yours sincerely

Mr Jean-Pierre Alexandre
272 Bulwara Rd
Ultimo NSW 2007
jpkalexandre@gmail.com

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This is not the solution for the future it is only a band aid, it does not fix the problem it just hides it.

Yours sincerely

Mr Lachlan McSpedden
4A Charles St
Forest Lodge NSW 2037
l.j.mcspedden@hotmail.com

2 November 2015

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It will destroy Sydney Park, one of the few large open parks available to the residents of the inner south of Sydney, while the number of those residents have increased substantially in recent years. This park has had a lot of money and resources put into it by the City and residents, bird-life in the area has increased, and the park is well-used and enjoyed by residents and visitors. Trashing it is needlessly destructive and a waste of public money.

Yours sincerely

Robert Pulie
Unit 4 /92 City Rd
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I love the inner west & it is painful to see it damaged by such an old fashioned idea. Please step into the reality of modern times!

Yours sincerely

Mrs Patricia Buick
Unit 2 /75 St Johns Rd
Glebe NSW 2037
pabuick@gmail.com

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Where is the business case on this proposal. Over the past 15 years in NSW we have seen toll roads which have not lived up to expectations and which have cost the taxpayer \$billions. More cars are not the answer to our transport problems. Westconnex will produce more congestion in the inner west than it solves and will lead to even more problems through construction in the inner west of high rise apartment blocks ... slums of the future.

Yours sincerely

Brian Bayly
PO Box 173
Leichhardt NSW 2040
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* is a mid 20th-century "solution" (now abandoned in most countries) to a 21st-century problem - harmonious transportation and inner city living and quality of life

* with another tollway network it is guaranteed to create the "rat runs" (Surrey Hills now) for those not wishing to pay tolls. The roads in question for West Connex are already congested.

Yours sincerely

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Yours sincerely

Sarah Thornborough
3 Waratah St
Haberfield NSW 2045
sarahjthornborough@gmail.com

3347

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Yours sincerely

Monika Baumann
Unit 505 /6 Belvoir St
Surry Hills NSW 2010
willhof@yahoo.com

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Director
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GPO Box 39
SYDNEY NSW 2001

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

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

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

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

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

This project will simply create more personal vehicle usage rather than encouraging the use of public transport.

Yours sincerely

Mr Michael Taylor
10 Alfred St
Annandale NSW 2038
michael.taylor.au@gmail.com

2 November 2015

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

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20th century technology. Young people are rejecting cars. Build then some comfy trams so they can text while they're moving

Yours sincerely

Ms Louise Newey
4 York St
Glebe NSW 2037
lnewey@apc.edu.au

2 November 2015

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

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This project is in no way environmentally sustainable, and cannot be accepted. The cost to the environment in terms of increased carbon emissions from construction and from cars will be staggering - and it is all unnecessary. Increased investment in public transport infrastructure would actually provide for an increasing population in Western Sydney.

Yours sincerely

Julian May
132 Crimea Rd
Marsfield NSW 2122
e.julian.may@gmail.com

2 November 2015

Director
Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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Sydney needs public transport not freeways.

Yours sincerely

Joyce Morgan
18 Alexandra Rd
Glebe NSW 2037
mightypen20@gmail.com

2 November 2015

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Infrastructure Projects, Planning Services
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Yours sincerely

Sandy Slater
7 Falls St
Leichhardt NSW 2040
sandy.slater@yahoo.com.au

2 November 2015

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Yours sincerely

Stefan von Reiche
Unit 7 /6a Chapman Rd
Annandale NSW 2038
sematagi@hotmail.com

2 November 2015

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Infrastructure Projects, Planning Services
Department of Planning
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SYDNEY NSW 2001

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People are more important than profits. toll roads cater to yesterday's vision of more roads equals faster travelling. Cars are the world's greatest war on humanity. Health is essential to managing humanity future survival. Vision is essential to make changes.

Let's hope we can get politicians with the guts for vision.

Yours sincerely

Patrick Deagan
184 Bridge Rd
Glebe NSW 2037
pdeagan@gmail.com

2 November 2015

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Infrastructure Projects, Planning Services
Department of Planning
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Yours sincerely

Edward Poole
Unit 12 /139 Trafalgar St
Annandale NSW 2038
pooles@ebofcs.com.au

2 November 2015

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Better public transport, less roads & cars! We can do this.

Yours sincerely

Mrs Amber Jackson
192 Annandale St
Annandale NSW 2038
sausageandsauce@hotmail.com

2 November 2015

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Infrastructure Projects, Planning Services
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We need to be planning for a city that maps to the future. The future consist of high density living requiring mass public transport solutions. That is where our money needs to go. Not a solution that pumps more cars in to the city. Surely everyone can see this, not just the experts. I hope the Premier and this Government can see this, pivot on the issue and turn West Connex in to the mass public transport solution the city needs.

Yours sincerely

Mr Matt Kendall
2 William St
Annandale NSW 2038
mattkendall@gmail.com

2 November 2015

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Yours sincerely

Philippa Karmel
7A Park St
Rozelle NSW 2039
pipk@inet.net.au

2 November 2015

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Yours sincerely

Isobel Bishop
Unit 90 / Italian Forum /23 Norton St
Leichhardt NSW 2040
isobeljimbish@optusnet.com.au

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Westconnex is not the answer - we need innovative public transport, not further pollution and congestion.

Yours sincerely

Cristine Cusbert
Unit 10 /347 Annandale St
Annandale NSW 2038
Cristinecusbert@yahoo.com.au

2 November 2015

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Yours sincerely

Jane Roy
Unit 38 /213 Bridge Rd
Glebe NSW 2037
royjaner@gmail.com

2 November 2015

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Infrastructure Projects, Planning Services
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SYDNEY NSW 2001

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

This is not a long term solution to traffic problems, focus needs to be on investing in and improving public transport. If West Connex goes ahead it would have a very negative impact on our local communities.

Yours sincerely

Ms Janet Piper
Unit 77 / Italian Forum /23 Norton St
Leichhardt NSW 2040
jantali@hotmail.com

2 November 2015

Director
Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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Yours sincerely

Ms Kathrin Davis
4 Russell St
Lilyfield NSW 2040
kathrindavis@gmail.com

3364

2 November 2015

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

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More and better public transport is the sane way to spend taxpayers' money.

Yours sincerely

Zena Davies
Unit 13 /60 Campbell St
Parramatta NSW 2150
zenazing@hotmail.com

2 November 2015

Director
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Department of Planning
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SYDNEY NSW 2001

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I live in St Peters, a charming little pocket of character homes and a very tight community. Please don't ruin my neighbourhood and endanger the many children of families there.

Yours sincerely

Gillian Samuel
Unit 2 /13 Silver St
St Peters NSW 2044
gillysamuel@gmail.com

2 November 2015

Director
Infrastructure Projects, Planning Services
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SYDNEY NSW 2001

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Yours sincerely

Tanya Roddan
228 Longueville Rd
Lane Cove NSW 2066
troddan@gmail.com

2 November 2015

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Time to stop pandering to the money grubbing developers and retur to whats best for the people.
PUBLIC TRANSPORT!!!

Yours sincerely

Mr Brian Smith
154 Albion St
Annandale NSW 2038
lordbeariofbow@hotmail.com

2 November 2015

Director
Infrastructure Projects, Planning Services
Department of Planning
GPO Box 39
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Localised air contamination at exhaust output sites will be a probable for people with lung disease.

Yours sincerely

Paul Seale
Unit 1303 /3 Sterling Circuit
Camperdown NSW 2050
sealejp@gmail.com

3369

2 November 2015

Director
Infrastructure Projects, Planning Services
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Yours sincerely

Mr Greg Stephenson
6C Llewellyn St
Balmain NSW 2041
greg@netfront.com.au

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Mrs Wendy Smith
Unit 1 /88 College St
Balmain NSW 2041
wendi_smith@hotmail.com.au

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

Yours sincerely

Miss Louisa McSpedden
4A Charles St
Forest Lodge NSW 2037
lmcspedden@hotmail.com

2 November 2015

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

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

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

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

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As well as the crucial points made above, there is the impact on the environment, both natural and heritage. Along with our communities, both will suffer irreparably and to what end? To encourage more cars on roads, which is the last thing we should be doing. While the rest of the world is working hard to move away from fossil fuel dependence and embrace renewables, our government is pulling NSW in the other direction. It's completely mystifying. On top of this, more cars = more pollution = deleterious effect on health. There is not one single justification to promote this ill-conceived motorway over clean, efficient public transport.

Yours sincerely

Ms Hilary Bell
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2 November 2015

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

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Yours sincerely

Mr Keir Duncan
10 Albert St
Rozelle NSW 2039
keirduncan@me.com

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Yours sincerely

Annaliese Legge
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Camperdown NSW 2050
annaliese.l@hotmail.com

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Yours sincerely

Pauline Lee
75 Ryan St
Lilyfield NSW 2040
leep7122@gmail.com

2 November 2015

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Yours sincerely

Ngaire Worboys
16 Brown St
St Peters NSW 2044
kittiwakeup@gmail.com

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The exhaust stacks that have no air scrubbers will spew fine particulate particles, particularly diesel particles which cause lung cancer and emphysema.

As well the north arm of Westconnex may rupture the Balmain Coal mine galleries which contain 73 years of methane - wow what a bang!

Yours sincerely

Alice Kershaw
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Rozelle NSW 2039
alicekershaw@iprimus.com.au

2 November 2015

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I object to the construction of the West Connex M4 development. A business case has not been released for a project that will destroy neighbourhoods and clog Inner West streets as people seek to avoid tolls. We should be investing more in public transport instead, which would bring jobs and be more environmentally friendly.

Yours sincerely

Mr Todd St Vrain
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Birchgrove NSW 2041
toddstvrain@gmail.com

2 November 2015

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Where is the business case? Too many people will be negatively affected by this when what is really required is fast, clean public transport!

Yours sincerely

Ms Suzan Fayle
32 Foucart St
Rozelle NSW 2039
suzanf@bigpond.net.au

2 November 2015

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Yours sincerely

Karin Viles
96 Taylor St
Annandale NSW 2038
karin.viles@optusnet.com.au

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Yours sincerely

Garth Simpson
1 Ripon Way
Rosebery NSW 2018
garth.simpson@tafensw.edu.au

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Please look at more integrated solutions and public transport options. Take cars off the road and look at success stories internationally.

Yours sincerely

Olivia Lynch
316 Annandale St
Annandale NSW 2038
Olivia.Lynch@btfinancialgroup.com

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Jessica Bineth
4 Henson St
Summer Hill NSW 2031
jessicabineth@gmail.com

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Bozena Mikulicz
20 Evans Rd
Dundas Valley NSW 2117
bozenal@optusnet.com.au

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Toll roads will only encourage the use of polluting cars ; we need a transition to public transport to reduce already extreme air pollution and reduce carbon emissions, as well as reduce traffic and travel times in Sydney. WestConnex will undermine all of this while wasting an enormous amount of public money. Please allocate these funds to improving public transport instead and cancel this project. Thank you.

Yours sincerely

Celine Berjot
2 John St
Glebe NSW 2037
Cberjot@netscape.net

2 November 2015

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\$15 billion for public transport WILL make a difference. The WestConnex is wasteful and short-sighted.

Yours sincerely

Claire Weir
30 High St
Balmain NSW 2041
claire.weir01@gmail.com

2 November 2015

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Cate Gibson
28 Railway Parade
Annandale NSW 2038
cateandhugh@gmail.com

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Miss Melanie Garrick
4 Rowntree St
Balmain NSW 2041
melanie.garrick@gmail.com

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Morgan Jones
Unit 40 /64 Bayswater Rd
Rushcutters Bay NSW 2011
miss.llewellynj@gmail.com

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This terrible waste of money on 20th century road options is frightening, as there will be nothing but congestion and gridlock in the inner west and frustration and high tolls for those travelling from the west to the CBD. Where will all those cars go?? It is more than ludicrous.

Yours sincerely

Robyn Lee
50 Gerard St
Alexandria NSW 2015
bainlee@smartchat.net.au

2 November 2015

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Kevin McDonnell.
Klmcdonnell@edmundrice.org

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Only 1 tunnel, harbour tunnel, in Sydney has met its target. The process is corrupt because state government gets a huge lump sum from the winning contractor at the beginning of the project which promptly vanishes in to consolidated revenue. Remember a toll road is a additional tax no matter who collects it, and should be added when tax levels are calculated, we are heavily taxed. Also the costs from changed weather conditions should be added to the cost of coal when the costs of renewable energy is compared.

We increase the speed with which cars can get into Sydney where is the extra capacity to deal with this flow?

Yours sincerely

Adriaan Bruins
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Hornsby NSW 2077
bruins@optusnet.com.au

2 November 2015

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Doug Munro
98 Metropolitan Rd
Enmore NSW 2042
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- Requires the demolition and compulsory acquisition of hundreds of homes.
- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.

Yours sincerely

Paul Watson
27 Croydon Ave
Croydon NSW 2132
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2 November 2015

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

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

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

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

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

I object to this proposal as it:

- Fails to provide a long term solution to traffic and congestion.
- Robs the limited NSW budget of funds to invest in much needed public transport.
- Will direct additional traffic into already heavily congested streets, like Parramatta and Victoria Roads.
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I have genuine concerns that the third stage of the Westconnex will seriously impact parts of Sydney in terms of air pollution, and actually increasing congestion rather than relieving it. It also damages existing communities - through building works and compulsory acquisition.

Adding more roads only encourages car usage: precisely the opposite of what we need to be doing given the climate crisis. Redirect the funds and energy into genuinely well considered public transport infrastructure, and support renewable energy projects! It actually makes economic sense to do this, it's not wild hippy/greenie talk at all. Northern Europe, South America, and the UK all agree. Even China is getting its act together. And Australia is still building twentieth century style roads.

Yours sincerely

Jesse Stein
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This project will only shift traffic congestion to a different area (allowing proponents of motorways to claim that more billions of dollars be spent to alleviate the new traffic hotspot).

Yours sincerely

William Gunning
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Dan Collins
dan.singularity@gmail.com

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I am concerned about the effects of tunnelling on properties in northern Croydon, especially the effect of vibration and subsidence on older California bungalow style houses.

I am also concerned about the effect of Westconnex M4 on traffic along Frederick Street, to the south west of the intersection of Wattle Street with Parramatta Road. What modelling has been done on the potential increase of peak hour traffic on this road?

Was a more northerly route considered, along Queens Road, and to the north of Iron Cove Creek? What were its disadvantages?

Yours sincerely

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Unit 106 /8 Peninsula Dr
Breakfast Point NSW 2137
ali.munro54@gmail.com