

3801

2 November 2015

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

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

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

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

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

I object to this proposal as it:

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

Yours sincerely

Mark Krockenberger
178 Catherine St
Leichhardt NSW 2040
mark.krockenberger@sydney.edu.au

27/5/15
3802

2 November 2015

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

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

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Yours sincerely

Mr Vito Radice
5 Flood St
Leichhardt NSW 2040
vradice@bigpond.net.au

2011/11/2
3803

2 November 2015

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Yours sincerely

Mr Oliver Lindner
Unit 3 /26 Lords Rd
Leichhardt NSW 2040
olindner326@gmail.com

21/11/15
BROB
3804

2 November 2015

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More funds for public transport.

Yours sincerely

Ray Thomas
22 Kalgoorlie St
Leichhardt NSW 2040
thomasfilms@ozemail.com.au

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Marion St will be a shocker as will City West Link.

Yours sincerely

Mr Peter McDonald
Unit 1 /73 Marlborough St
Leichhardt NSW 2040
petermcd@odcm.com.au

2/11/15
3806

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Improving public transport infrastructure is a far more efficient and sustainable solution than building more roads.

Yours sincerely

Mrs Karen Ehrlich
45 George St
Leichhardt NSW 2040
ksyehrich@gmail.com

AMMIS
3807

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

More roads means more cars means more congestion, traffic jams, inefficient transport systems. We need better public transport, build the tunnels for trains, not for cars. We also need better bike paths.

Yours sincerely

Peter Griffen
21 Emma St
Leichhardt NSW 2040
petergriffen@bigpond.com

3808

2 November 2015

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I strongly oppose the Westconnex Project which would result in a traffic flow choking Leichhardt, Parramatta Road, Crystal Street and especially Foster Street, causing bottleneck nightmares. Town Planning should not be left to politicians.

Yours sincerely

Peter Collins
165 Elswick St
Leichhardt NSW 2040
marysmith@natronics.com

27/11/15
3809

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Yours sincerely

Miss Kim Szerdahelyi
Unit 19 /87 Flood St
Leichhardt NSW 2040
kim.szerdahelyi5@gmail.com

DMA/B
3810

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Yours sincerely

Miss Rachel Westwood
Unit 7 /61 Balmain Rd
Leichhardt NSW 2040
rachelswestwood@yahoo.com.au

21/11/15
3811

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Sydney needs a well thought out plan including PUBLIC transport, public hospitals, public schools, public parks etc.

If Sydney is to have medium and high density living it needs to model facilities on successful European cities like Amsterdam, Munich etc

Yours sincerely

Sonia von Bornemann
6 Henry St
Leichhardt NSW 2040
soniavonbornemann@hotmail.com

2/11/15
3812

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Increase our public transport from Parramatta to Sydney either train up grades or light rail not so expensive and better than another big money consuming project like westconnex.

Yours sincerely

Ms Helen Shen
66 Elswick St
Leichhardt NSW 2040
helenshen@hotmail.com

3813

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I have travelled & lived in countries where the commitment to and focus on, public transport has changed people lives and the quality of city lifestyles for the better. The obscene waste of taxpayers money on bigger better roads as opposed to maintenance and improvement of existing roads and establishment of more public transport alternatives beggars belief. Our wonderful suburb is destined to be much diminished by excess traffic and over development. We despair at the short term expediency and lack of vision that is having such a negative impact on our home.

Yours sincerely

Edwina Artigas
71 Upward St
Leichhardt NSW 2040
edwina.artigas@hotmail.com

ORIGINAL
3814

2 November 2015

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Infrastructure Projects, Planning Services
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SYDNEY NSW 2001

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Yours sincerely

Ricardo Artigas
71 Upward St
Leichhardt NSW 2040
r.artigas@hotmail.com

20/11/15
3815

2 November 2015

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Maria Soria
9 Edith St
Leichhardt NSW 2040
mariasoria919@gmail.com

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Yours sincerely

Kerri Heavens
12 Athol St
Leichhardt NSW 2040
k.heavens@uws.edu.au

21108
3817

2 November 2015

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The WestConnex authority don't care about any Community, at all. All they care about is disruption to whichever Community is adversely affected by their invading project. They have a complete disregard for anyone but themselves.

Yours sincerely

Ossie Jneid
128 Francis St
Leichhardt NSW 2040
ossiejn@isp.net.au

D7766
3818

2 November 2015

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WestConnex don't care about any Community that they force their way through with their project.

Yours sincerely

Ossie Jneid
128 Francis St
Leichhardt NSW 2040
ossiejn@isp.net.au

27/11/15
3819

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Yours sincerely

Lyssa Hagan
Unit 48 /69 Allen St
Leichhardt NSW 2040
lyssa.hagan@hotmail.com

WMA/8
3820

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I am concerned that we are doing more of the same by doing the Westconnex program. We need to invest in new innovative public transport systems, not more roads and cars. I strongly oppose this development.

Yours sincerely

Ms Robyne Blood
40 Upward St
Leichhardt NSW 2040
robyne.blood@me.com

21/11/15
3821

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Sydney and NSW needs public transport such as underground trains, buses not more cars. We have an aging population and we do not want to add to greenhouse gases as well as the fact there is nowhere for all the cars to park once in the city. Where is the intelligence and long term thought in Westconnex- just more gridlock as we have 10000 new people in Sydney every month.

Yours sincerely

Jl Cole
22 Junior St
Leichhardt NSW 2040
johie1us@yahoo.com

21/11/15
3822

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While cities around the world (and here, eg. Melbourne) are looking at ways to increase liveability, this project will destroy communities and increase congestion, pollution and associated issues ...and leave no funds for public transport. What sort of a joke does this make of our so-called democratic processes! Who will benefit from this despicable use of public funds. I am disgusted by this government's cynical actions where we are treated like idiotic mushrooms and expected to believe that they really care about communities.

Yours sincerely

Joan Silk
8 Beeson St
Leichhardt NSW 2040
joan@raf.org

3823

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

I object to this proposal as it:

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

Yours sincerely

Patricia Underwood
39 Allen St
Leichhardt NSW 2040
anne.uwd@gmail.com

3824

2 November 2015

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

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

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

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

Yours sincerely

Miss Andie Yates
20 Wigram Rd
Glebe NSW 2037
yatesandie@gmail.com

3825

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

2 Nov 2015

Dear Director,

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

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

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

Given what we know about runaway human-induced climate change and the impact of exhaust emissions on human health it is absolutely irresponsible for political representatives and governments to be doing ANYTHING that brings more cars on to roads. A massive investment in public transport is needed - especially for residents of western Sydney - to increase access and reduce pollution. That would be a responsible course of action, a course which you are ignoring if you go ahead with WeStCONnex.

Yours sincerely,
Bruce Knobloch

Bruce Knobloch
Unit 1 /150 King St
Newtown NSW 2042
brucek@spin.net.au

20000
3826

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

2 Nov 2015

Dear Director,

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

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

OBJECT TO WESTCONNEX IN ITS ENTIRETY - DO NOT AFFECT HABERFIELD

Yours sincerely,
Dean Andreopoulos

Dean Andreopoulos
156 Denison St
Newtown NSW 2042
dean.andreopoulos@hotmail.com

3827

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

2 Nov 2015

Dear Director,

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

- It will pollute local waterways and ground water
- Our local community loses green space and parklands
- Local businesses will be destroyed
- King Street will be the commercial/community wasteland that is Parramatta Road from Stanmore through to Great Western Highway and beyond.
- No alternative public transport options have been considered
- It will ADD to traffic congestion, not alleviate it

Yours sincerely,
Helen Phelan

Helen Phelan
16 Holmwood St
Newtown NSW 2042
jphelan@tpg.com.au

3828

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

2 Nov 2015

Dear Director,

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

Consult not dictate.

Yours sincerely,
Phil Hughes

Phil Hughes
16 Oxford St
Newtown NSW 2042
phug2012@gmail.com

3829

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

2 Nov 2015

Dear Director,

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

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

No clearway through the Inner West!! Create better public transport!

Yours sincerely,
Antonio Dolcetta

Antonio Dolcetta
169A Union St
Newtown NSW 2042
antonio.dolcetta@gmail.com

3830

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

2 Nov 2015

Dear Director,

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

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

This is a staggering amount of money to be spent on a project that lacks a transparent, proven business case. This amount of money could be spent to build a world class public transport system.

Yours sincerely,
Jodie Coleman

Jodie Coleman
176 Denison St
Newtown NSW 2042
coleman.jodie@gmail.com

27/11/15
3831

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

2 Nov 2015

Dear Director,

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

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

Not only has global experience demonstrated that major toll road construction is ineffective in reducing total number of vehicular congestion, countless academic and private studies have reached the same conclusion.

Yours sincerely,
Julie Pierce

Julie Pierce
19 Bedford St
Newtown NSW 2042
japierce.newtown@gmail.com

3832

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

2 Nov 2015

Dear Director,

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

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

I have lived in Newtown from 1987 and was looking to living here for the rest of my life. However, if the Westconnex goes ahead I am likely to have to move as my tolerance to air pollution, traffic and noise is already at its limit. If it goes ahead I will be both angry and disgusted that such a short sighted program will be carried out at the expense of residents who love living in the inner west. I truly do not understand why the funds aren't directed towards public transport instead.

Yours sincerely,
Patricia Gosling

Patricia Gosling
20 Gibbes St
Newtown NSW 2042
pgosling@gmail.com

W/17/18/1
3833

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

2 Nov 2015

Dear Director,

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

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

There is already too much traffic in the inner west of Sydney, especially Newtown. This proposed roadway is insane. Where will all the traffic go at the end of the road? Onto tiny backstreets? How is that going to help anyone? NO!!!

Also, increased urban motorway development is a threat to climate change and sustainability because it increases fuel consumption and air pollution without necessarily improving accessibility within a city.

Yours sincerely,
Ngaio Richards

Ngaio Richards
230 Edgeware Rd
Newtown NSW 2042
ngaio richards@gmail.com

3834

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

2 Nov 2015

Dear Director,

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

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

WestConnex will not solve anything and it will cause more problems. Concentrate on public transport!

Yours sincerely,
Jenny Corbett

Jenny Corbett
248 Church St
Newtown NSW 2042
celsus_one@yahoo.com

3835

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

2 Nov 2015

Dear Director,

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

With no consultation, with no evident provision of public transport infrastructure, we the local community deeply suspect collusion here.

We are investigating, and we are watching you all closely.

Yours sincerely,
Richard Stone

Richard Stone
Unit 12 /12 Brown St
Newtown NSW 2042
richardlloydstone@gmail.com

3836

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

2 Nov 2015

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

The congestion and pollution that Westconnex will bring to the Inner West will destroy the lively, artistic, individual and spirited community that resides there. I have lived in Newtown for over twenty years and in no other suburb have I found the kind of tolerant and creative community that I feel comfortable living in. This may not mean much to you, but to the people of this community it means everything. Here we are free from the vilification that happens in outer Sydney communities. Making King St more congested than it already is will be a disaster.

Many cities all over the world are embracing and upgrading public transport, Sydney needs to do the same. In comparison to many cities Sydney is a small city and if the public transport was better many more people would get around by public transport including people from the West into the city. Why isn't a large proportion of freight put on rail? It makes so much economic and environmental sense. As a voting member of the public I have been horrified that any work has been carried out without the Environmental Assessment done first. I believe Westconnex will be a disaster for Sydney and I will vote against any party that supports it.

Yours sincerely,
Rachel Morley

Rachel Morley
Unit 2 /14-18 Bennett St
Newtown NSW 2042
button2113@yahoo.com.au

3837

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

2 Nov 2015

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

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

I would prefer to see the money for WestConnex M4 directed towards building a rail link for Badgerys Creek which could bring a multitude of benefits (employment, convenience for travellers, convenience for Western Sydney commuters if designed thoughtfully, reduced pollution).

I am also insulted and annoyed by the so-called consultation process which comes after the contract for WestConnex has been signed. What sort of consultation is this? It's just information. Also a waste of money.

Yours sincerely,
Marilyn Leeds

Marilyn Leeds
33 Wemyss St
Enmore NSW 2042
leedsandheath@gmail.com

3838

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

2 Nov 2015

Dear Director,

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

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

I've lived in the Newtown/Enmore area for more than 20 years. In that time the traffic has become heavier along Enmore Road and King St. My level of anxiety has recently increased at the prospect of more cars going down my local street, surrounding streets and perhaps under my house. I rarely drive - I mainly walk or catch public transport. Also, I'm concerned about the unsafe levels of pollution (noise/carbon monoxide) being emitted from trucks/cars and/or stacks. Please stop Westconnex, instead provide a better public transport system which interconnects across the city and encourages more people to actually travel on public transport. I know too many people who would not even consider travelling on public transport because they would rather travel alone in their car.

Yours sincerely,
Susan Hoy

Susan Hoy
47 London St
Enmore NSW 2042
shoy123@gmail.com

21/11/15
3839

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

2 Nov 2015

Dear Director,

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

WestConnex is the exact opposite of what we should be investing taxpayers money into. Public transport will take cars off the road, whereas investing in WestConnex will bring more cars onto the road.

I am concerned about the impact the road will have on local business along King St as there is potential to have clearways along here which will kill these diverse businesses.

Yours sincerely,
Georgia Smith

Georgia Smith
Unit 11 /7 Tupper St
Enmore NSW 2042
georgia.maree1986@gmail.com

3840

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

2 Nov 2015

Dear Director,

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

WestConnex will not improve city living nor will it improve traffic congestion. We need to learn from overseas examples, and not build roads that create more traffic and destroy local communities that are so important to the fabric of Sydney.

Yours sincerely,
Sally Armstrong

Sally Armstrong
107 Lord St
Newtown NSW 2042
sarmstrong008@yahoo.com.au

3841

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

2 Nov 2015

Dear Director,

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

As a resident of Newtown I know how unique and important this area is to many people who feel comfortable and supported by a community here. If this area was to be destroyed or adversely affected by Westconnex it would be a huge blow to Sydney. Improved public transport is the answer, not more roads. It's time to be smart about transport.

Yours sincerely,
Alexandra Moulis

Alexandra Moulis
11 Bucknell St
Newtown NSW 2042
almoulis@gmail.com

3842

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

2 Nov 2015

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

If West Connex goes ahead environmentally it will be a disaster adding more cars to Sydney roads. Will there be additional car parking options added to the city and inner West to cope with more demand? West Connex will ruin King St Newtown with extra traffic travelling down the already congested King St. Newtown residents and shop owners DO NOT want King St to become a clearway as this will ruin village atmosphere.

No one wants a major highway on their doorstep and real estate prices in the areas affected will drop considerably. This project should be aborted and the funds put into a faster and more efficient train network. Public transport is the answer not more cars.

Yours sincerely,
Anna Darby

Anna Darby
111 Union St
Newtown NSW 2042
anna.darby44@gmail.com

3843

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

2 Nov 2015

Dear Director,

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

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

Westconnex is another politician's short term quick fix solution which will cost a lot of money, make the problem worse and degrade the environment, quality of life and health of the residents affected by it. More and better public transport is required to move people around rather than expensive roads which will make existing problems worse by generating more traffic and increasing pollution.

Yours sincerely,
Nigel Carruth

Nigel Carruth
118 Probert St
Newtown NSW 2042
nigel_carruth@yahoo.com.au

3844

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

2 Nov 2015

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

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

It is not a sound solution to congestion in our city. Quality & frequent public transport is a better long-term solution.

Yours sincerely,
Bianca Jamett

Bianca Jamett
Unit 6 /2 Liberty St
Enmore NSW 2042
666beans@gmail.com

3845

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

2 Nov 2015

Dear Director,

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

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

It seems short sighted and is not a smart long-term solution for Sydney. Especially, if in 16 short years, the roads will be back at capacity. It is yet to be supported or justified by any publicly released business case and why hasn't more thought been given to providing more convenient public transport?

The Westconnex will destroy neighbourhoods and businesses, clearways (as a result of the Westconnex) are not the answer to a prosperous community. I do not support the Westconnex M4 East motorway proposal.

Yours sincerely,
Kimberly Uesiliana

Kimberly Uesiliana
32 Edgeware Rd
Enmore NSW 2042
kimberly.uesiliana@gmail.com

3846

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

2 Nov 2015

Dear Director,

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

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

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

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

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

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

The roads are too busy as it is, and the increase in pollution will be devastating to the area.

Yours sincerely,
Mary Keith

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

3847

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

2 Nov 2015

Dear Director,

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

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

WestConnex predictions show that by 2031, traffic volume 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%, 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 negative social, health and environmental impacts of high road traffic levels are already excessive. 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 and goods delivery system and still leave funds for other vital infrastructure like schools and hospitals.

There is strong evidence about the dangers to human health from vehicle exhaust pollutants, especially asbestos dust and tiny particulate matter. These tiny particles can penetrate deep into the lungs and are known to cause premature mortality, worsen heart disease and asthma, and cause cancer. 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. Sydney has already lost many heritage sites to high density development without regard for the damage to the diverse social and cultural heritage of those localities. WestConnex will damage or destroy many important heritage sites in Heritage Conservation Areas. These are of significance, not only to local communities but to all Australians.

WestConnex will also impact on open space and biodiversity. The open space and public parks that will be lost, including bushland in the Inner West and South West, are a very high price to pay in an urban area already lacking adequate open space, natural areas and habitat connectivity and suffering ongoing biodiversity loss.

This project must be stopped and replaced with 'a whole of government' process to develop an integrated and sustainable transport strategy for greater Sydney, built around an efficient, universal and accessible public transport and goods and services delivery system. Cars are already choking our beautiful and productive city to death.

Community cohesion and access to amenities are hard enough to establish, taking many years to develop and requiring careful, sensitive planning. The WestConnex project will bring 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, often without 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.

Yours sincerely,
Janet Loughman

Janet Loughman
16 Stanmore Rd
Enmore NSW 2042
tallowwood@gmail.com

2016
3848

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

2 Nov 2015

Dear Director,

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

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

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

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

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

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

The Inner Inner West is already blighted by increasing aircraft movements into Sydney airport, traffic congestion problems and limited green space - why should our community have to suffer increased traffic congestion at our doorstep, increased air pollution, increased noise levels, reduced public amenity and reduced community engagement if a major clearway bisects our community from St Peters to North Newtown just so the people in the western suburbs of Sydney might possibly be able to shave 7 minutes off their journey to the city and assuming they are happy to pay the toll. Most progressive cities around the world have realised that pushing more vehicles, more quickly into the inner city does not improve the quality of life of citizens - let's not learn this lesson the hard way and after spending \$14.5 billion!

Yours sincerely,
Mark Ottignon

Mark Ottignon
11 London St
Enmore NSW 2042
markottignon@gmail.com

2018/11
3849

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

2 Nov 2015

Dear Director,

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

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

A hugely hectic interchange right next to the community hub of Newtown?? Don't destroy one of Sydney's cultural drawcards. If a city loses its flavour and spice in the name of a motorway, there ain't no reason to visit or live there. An integrated public transport network is the long term strategy for growth.

Yours sincerely,
Shona Lee

Shona Lee
Unit 18 /11 Tupper St
Enmore NSW 2042
shona@movingintune.com

3850

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

2 Nov 2015

Dear Director,

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

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

WestConnex is not the answer to the transport problems of the inner west. Public transport is!!

Yours sincerely,
Jo Rainbird

Jo Rainbird
136 Camden St
Enmore NSW 2042
baccus1@optusnet.com.au

Q118A
3851

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

2 Nov 2015

Dear Director,

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

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

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

This is poorly thought out and is clearly being pushed ahead despite the huge opposition and lack of consultation. The destruction of the quality of the community life of suburbs around the entry and exit points for this road are of significant concern to me. Please stop, listen, think and take heed!

Yours sincerely,
Catherine Dornan

Catherine Dornan
46 Burt St
Rozelle NSW 2039
cdornan@mlc.org.au

3852

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

2 Nov 2015

Dear Director,

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

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

Our love with the motor car particularly the internal combustion engine must end. More roads means more traffic, more noise, more pollution, more congestion, more injuries and deaths. More roads also means the loss of safe pedestrian community areas. The only way forward to reduce traffic congestion, noise, pollution and revive urban areas is through investing in public transport. Lets make our inner city areas somewhere worth living. Ditch the white elephant - scrap WestConnex.

Yours sincerely,
Gavin Smith

Gavin Smith
109 Norton St
Leichhardt NSW 2040
gavinsmith231@gmail.com

AMM
3853

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

2 Nov 2015

Dear Director,

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

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

I urge the government to abandon the West Connex Plan and focus instead on improving public transport.

Yours sincerely,
Perina Connell

Perina Connell
247 Norton St
Leichhardt NSW 2040
perinajconnell@gmail.com

3854

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

2 Nov 2015

Dear Director,

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

Please provide parking centres; train centres and bus hubs in the suburbs from which the western commuters travel. The Councils of Western Sydney should be involved in this too, so that fast public transport removes the cars giving commuters a safer travel outcome .

Yours sincerely,
Julie Truer

Julie Truer
48 Thornley St
Leichhardt NSW 2040
juliet@exemail.com.au

2014/18
3855

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

2 Nov 2015

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

Why for any other project (not constructed by the government) would an EIS have to be completed before hand and yet there is a different rule for the NSW State Government? We don't know the impacts of this project except what we can piece together with the little information that has been provided. It is poorly thought out. Why not put these funds in to public transportation that the greater Sydney area is pleading for?

Yours sincerely,
Cynthia Nadai

Cynthia Nadai
26 Glover St
Lilyfield NSW 2040
cnadai@ozemail.com.au

3856

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

2 Nov 2015

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

No more roads! Let's increase PUBLIC TRANSPORT and railways for transport of goods, instead!!!

Yours sincerely,
Simon Wood

Simon Wood
Unit 29 /3 Rayner St
Lilyfield NSW 2040
simonamor@gmail.com

WONG
3857

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

2 Nov 2015

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

I strongly object to the WestConnex as the proposal will facilitate more cars driving into the innercity area of Sydney and destroy the living standard of residents of the areas that the road will pass through.

Traffic congestion and air pollution is already a problem and the only SUSTAINABLE plan for the future of Sydney and it's growing population is to develop an extensive PUBLIC TRANSPORT SYSTEM. So I am ABSOLUTELY OPPOSED to the WestConnex.

Yours sincerely,
Coralie Kronenberg

Coralie Kronenberg
1 William St
Balmain East NSW 2041
coralie.kronenberg@gmail.com

WTA
3858

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

2 Nov 2015

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

This proposal is absurd! What a waste of money that could go towards actually improving public transport by making it more affordable, frequent and reliable. We need to shift away from the over use of cars as Sydney's population increases. PLESAE rethink this project.

Yours sincerely,
Megan Anderson Thompson

Megan Anderson Thompson
209 Rowntree St
Birchgrove NSW 2041
mat154@hotmail.com

3859

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

2 Nov 2015

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

NSW State Govt needs to focus on improved public transport rather than increased freeways to provide a long-term solution to traffic congestion. For example, note how effectively the public has already adapted to the closure of George St while the light rail is installed.

Yours sincerely,
Denis Norton

Denis Norton
Unit 4 /110 Wellington St
Waterloo NSW 2017
dnorton1@tpg.com.au

40008
3860

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

2 Nov 2015

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

Can we not, in this day-and-age, build things with the environment in mind? Sure, it might take longer, or may even cost more, but I tell you now, it will NOT cost us in the long run.
Come on for pete's sake.

Yours sincerely,
Neil John O'Sullivan

Neil John O'Sullivan
Unit 4 /112 Warners Ave
Bondi Beach NSW 2026
neil.osullivan@pria.com.au

27/11/15
3861

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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Yours sincerely,
Julien Vincent

Julien Vincent
Unit 3 /11A Dudley St
Randwick NSW 2031
julienvincent96@hotmail.com

~~3862~~
3862.

2 November 2015

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

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

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

I object to this proposal as it:

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

I submit that as all of the above is so well known, to proceed with this toxic development is an attack on our nation from within.

Yours sincerely

Peter Nicholas
pnwillisn@gmail.com

2015
2/8/15
3863

2 November 2015

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

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

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- 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.

In addition, the emission outlets will add a significant load of pollutants to the surrounding areas. Best practice filter technology has not been guaranteed.

Yours sincerely

Ms Loretta Coombs
262 Nelson St
Annandale NSW 2038
mcgrathcoombs@ozemail.com.au

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25-10- 2015

WESTCONNEX PROJECT

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to AECOM being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. Any purported travel time savings are insufficient to justify the huge social and economic toll on communities.
- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in and near the project area.

Yours sincerely,



Name: LORRAINE DE SOUSA

Address: 43 NORTHGATE ST HABERFIELD.

Phone (Opt):

9798 4608

Email:

lorrainedesousa@yahoo.com.au.

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

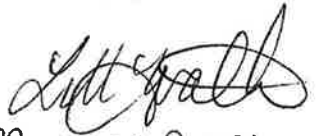
3865
Date: 25.10.2015

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Yours sincerely,


Name: LORETTA MCGRATH

Address: 58/1 HYAM ST

Phone (Opt):

Email:

lorettamcgrath@live.com.au.

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 25/10 2015

3866

WESTCONNEX PROJECT

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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Yours sincerely,

Name: *Elizabeth Adams*

Address: *16/69 Allen St
Leichhardt NSW 2040*

Phone (Opt):

Email:

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25/10 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name:


 Craig Brown

Address:

4 Short St Dulwich Hill NSW 2203

Phone (Opt):

0439 881 069

Email:

charrefoxtothbravo@yahoo.com.au

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3868

Date: 25/10 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name: Michelle Brown

Address: 4 Short St

Dulwich Hill

Phone (Opt): 0919 562898

Email: yappyarnold@yahoo.com.au

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 25/10/2015 3869

WESTCONNEX PROJECT

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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Yours sincerely,

Name: DENISE BARRY

Address: 16/69 ALLEN ST, LEITCHHARDT, 2040

Phone (Opt):

Email:

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3870
Date: 25/10/15 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name: KRISTY NARTHALI + TODD NARTHALI

Address: 176 LILYFIELD RD, LILYFIELD NSW 2040

Phone (Opt):

Email: Kristy@frconstructions.com.au

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3871
Date: 28/10 / 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name:

Renee Borg

Address:

Unit 10 76A Alfred St Annandale

Phone (Opt):

Email:

rborgy@hotmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25.10.2015

WESTCONNEX PROJECT

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Yours sincerely,


 Name: Jessica Green

Address: 85 Burfitt Street
 Leichhardt, NSW 2040

Phone (Opt):

Email:

0432063621

jessica.lake@gmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3873
Date: 25 Oct 2015

WESTCONNEX PROJECT

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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Yours sincerely,

Name: Roberta and John Giannone

Address: 163 Bland Street
Haberfield

Phone (Opt): 97991804 Email: robertagiannone@hotmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 25. 10. 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name: Martin Slavicek

Address: 23 / 65-67 Carlisle Street

Phone (Opt):

Email: slavicek.martin@gmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25 Oct 2015

WESTCONNEX PROJECT

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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Yours sincerely,

Name: Alice Slavicek

Address: 20 - 65-67 Carlisle Street Leichhardt NSW 2040

Phone (Opt):

Email: slavicek.alice@gmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25 October 2015

WESTCONNEX PROJECT

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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Yours sincerely,

Name: VERONICA ADDISON

Address: 31/127 Railway Parade, Greenvale, 2043

Phone (Opt):

Email:

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25/10/2015

WESTCONNEX PROJECT

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Yours sincerely,

Name: James Hart

Address: 37 HAREN ST LEICHHARDT

Phone (Opt): Email:

9569 2508

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25/10/ 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name:

Lucie Farrugia

Address:

*53 North St
 Luchhardt*

Phone (Opt):

Email:

L. Farrugia

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25/10/2015

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Yours sincerely,

Name: Matt Tesoriero

Address: 64 O'connor St Haberfield

Phone (Opt):

Email: Matt.tesoriero@hotmail.com

3880

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25.10.15 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name: J. BARNA

Address: 41 RAILWAY ST.
 Petersham 2049

Phone (Opt):

Email: josbarna@hotmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3881
Date: 25 / 10 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name:

Claudette Reehone

Address:

39 Francis St Leichhardt-

Phone (Opt):

Email:

claudette3@hotmail.com.

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3882

Date: 25 / 10 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name:

Kieren Lagridge

Address:

23 Senior St
Leichhardt

Phone (Opt):

Email:

Kieren.Lagridge@gmail.com

Secretary
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 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25/10 2015

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Yours sincerely,

Name: Alison Goddard

Address: 169 ~~Bell~~ Albany Rd. Stanmore, NSW 2048

Phone (Opt):

Email: ajstock73@yahoo.com.au

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3884
Date: 25/10 / 2015

WESTCONNEX PROJECT

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Yours sincerely,

Name: Don Sutton

Address: 12 Minto Ave
Haberfield NSW 2045

Phone (Opt):

Email: dmsutton2@bigpond.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3885
Date: 25/10/15 2015

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Yours sincerely,

MARIA SUTTON
Name: MARIA SUTTON

Address: 12 MINRO AVE
HABERFIELD 2045

Phone (Opt):

Email: dmsutton2@bigpond.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3886
Date: 25th Oct 2015

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- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
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Yours sincerely,

Name: Wendy Mato
Address: 36 Wattle St
Haberfield

Phone (Opt):

Email: wmmato@bigpond.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 25 Oct 2015

WESTCONNEX PROJECT

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- You know public transport is the least polluting, most efficient way – so why are you burdening Yours sincerely, Sydney with this mad scheme? Stupidity? Greed? Shortsightedness? Short-term memory ?

Name: Anne Roberts

Address: 23 Macauley St Leichhardt

Phone (Opt): (02) 95607204 Email: out of action ("computer says no"). Maybe a new one in a few weeks. natabuaroberts@gmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 25/10 2015

3888

WESTCONNEX PROJECT

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Yours sincerely,

Name: Luciana Sampsona

Address: 84 Johnston ST Annandale

Phone (Opt):

Email:

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001

Date: 25/10/2015

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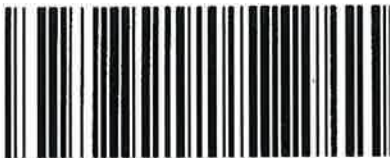


Name: MARY BLACKWOOD

Address: PO Box 1113 Leichhardt NSW 2040

Phone (Opt):

Email:



PCU062475

DND
DND
3890

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

Submission: WestConnex M4 East EIS (SSI 6307)

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Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS**POLITICAL DONATION DECLARATION**

As per the requirements set out in legislation (tick box):

☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.

☐ I HAVE made donations exceeding \$1000 in the requisite period.

DETAILS

Department of Planning
Received

4 NOV 2015

Scanning Room

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

Deborah Boringhien

28-10-15

62 Holborow St. CARAROL

POSTCODE 2132

3891

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

Submission: WestConnex M4 East EIS (SSI 6307)

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NAME

DATE

ADDRESS

EMAIL

POSTCODE

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Rebecca Swan

25-10-15

162 Henley Marine Dr Russell Lea

beccibird@hotmail.com

2046

3992
3892

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

Submission: WestConnex M4 East EIS (SSI 6307)

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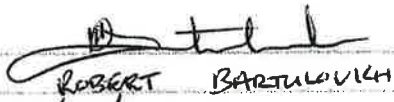
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DETAILS

SIGNED

NAME


ROBERT BARTULOVICH

DATE

25/10/15

ADDRESS

6 HENRY ST

EMAIL

bart@ix.net.au

POSTCODE 2046

PLEASE PRINT CLEARLY

BAMB
3893

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

Submission: WestConnex M4 East EIS (SSI 6307)

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DETAILS

SIGNED



NAME M. ANGELES PEGOULAR

DATE 25/10/2015

ADDRESS 6 HENRY ST

POSTCODE 2040

EMAIL chozasup@gmail.com

PLEASE PRINT CLEARLY

389A
389A

25 Oct 2015

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

Submission: WestConnex M4 East EIS (SSI 6307)

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SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

JA Wylde

JULIA ANN WYLDE

25th Oct 2015

6 Ruess St Leichhardt

POSTCODE 2040

c.dinwylde@bigpond.com

3895

25/10/15

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

Submission: WestConnex M4 East EIS (SSI 6307)

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NAME

DATE

ADDRESS

EMAIL

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Joanna Treene

25/10/15

Rayner St Lilyfield

POSTCODE

2040

3896

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

Submission: WestConnex M4 East EIS (SSI 6307)

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DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY



SARAH WITAL

25/10/15

23/62 PRINCES HIGHWAY

POSTCODE 2044

BRIAN
3897

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

Submission: WestConnex M4 East EIS (SSI 6307)

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ADDITIONAL COMMENTS

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation
(tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
☐ I HAVE made donations exceeding \$1000 in the requisite period.
DETAILS

SIGNED

NAME

TERESA BARLA

DATE

25/10/2015

ADDRESS

142 Cityfield Road Leichhardt

POSTCODE 2040

EMAIL

PLEASE PRINT CLEARLY

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

3898

Submission: WestConnex M4 East EIS (SSI 6307)

I wish to express my strong objection to the WestConnex M4 East motorway proposal. If built it will generate additional traffic, funnelling it into heavily congested middle-ring and inner city roads, requiring the demolition of hundreds of homes and businesses to make way for road widenings on the surface road network to distribute the traffic from the motorway.

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DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

[Signature]
DAVI-LEA PAK
25.10.15

26 JOHNSTON ST ANNANDALE POSTCODE 2038

danileapal@gmail.com

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SIGNED

~~EVA JONES~~ *E Jones-Miloni*

NAME

EVA JONES MILONI

DATE

25-10-15

ADDRESS

45 Leichhardt St Leichhardt

POSTCODE

2040

EMAIL

jonesmiloni@gmail.com

PLEASE PRINT CLEARLY

3900

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

Submission: WestConnex M4 East EIS (SSI 6307)

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DETAILS

SIGNED

NAME MATTEO GALLO

DATE 25/10/15

ADDRESS 182 FLOOD ST

POSTCODE 2040

EMAIL matteo.gallo.edab@gmail.com

PLEASE PRINT CLEARLY

3901

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

Submission: WestConnex M4 East EIS (SSI 6307)

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DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

George Favotto

25/10/2018

83 Ingham Ave Five Dock

gfavotto@bigpond.net.au

POSTCODE *2046*

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

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ADDITIONAL COMMENTS

- We want you to focus on
improved public transport
not MORE roads - pollution
noise. Other global cities
have worked this out. We
need to as well.

POLITICAL DONATION DECLARATION

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DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

[Signature]
Diane L. Stewart

25.10.15

35123 Charles Street Five Oak

POSTCODE 2046

dstewart07@bypod.com

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

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ADDITIONAL COMMENTS

What is going to do to the community? Stop breaking up communities to increase road traffic - we are not Los Angeles - and even L.A. are getting rid of some of their motorways - let's go of greed.

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DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

Danne C. Stewart

25.10.15

35/23 Charles St Fivebck POSTCODE 2046

d1stewart07@bigpond.com

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

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ADDITIONAL COMMENTS

Need more time to debate the impacts on residents of the area especially need to consider the air quality impact.

Need more public transport especially light rail.

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DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

Elizabeth Boccalatte

ELIZABETH BOCCALATTE

25.10.15

34 Cromwell St Leichhardt

POSTCODE *2040*

elizabeth.boccalatte@yahoo.com.au

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

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DETAILS

SIGNED

NAME *WILLIAM MARTIN*

DATE *24/10/15*

ADDRESS *6 FISHERS RESERVE, PETERSHAM*

POSTCODE *2049*

EMAIL *will.martin@gmail.com*

PLEASE PRINT CLEARLY

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

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ADDITIONAL COMMENTS

*- More transparency and
time for proper debate*

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- DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

Elizabeth

ELIZABETH BOCALATTE

25/10/15

34 RONWELL ST. LEICHHARDT

POSTCODE *2046*

elizabeth.boccalatte@yahoo.com.au

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

Submission: WestConnex M4 East EIS (SSI 6307)

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ADDITIONAL COMMENTS

55 days is not long
 enough to write
 a full submission.

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 DETAILS

SIGNED

NAME

Noele Bajrie

DATE

25/10/15

ADDRESS

264 Elswick St Leichhardt

POSTCODE

2040.

EMAIL

PLEASE PRINT CLEARLY

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ADDITIONAL COMMENTS

MORE ROADS WILL NOT SOLVE SYDNEY
COMMUTING ISSUES. BETTER SPENT FUNDING
IN PUBLIC TRANSPORT TO FIX CONSTANT
SHORTAGES, RISES IN FARES AND
CONGESTION WILL ~~FIX~~ BE BETTER!

Sydney people in all areas deserve
better public transport, cheaper fares
and reliable transport! More cars coming into the city will only
cause more issues! I strongly disagree with WestConnex!

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation
(tick box):

☒ I HAVE NOT made any donations exceeding
\$1000 in the requisite period.

☐ I HAVE made donations exceeding \$1000 in
the requisite period.

DETAILS

Nathaliya Wongathemoona

25.10.15

216E/138 Carillon Ave, Newbourn

nathaliya_w@hotmail.com

POSTCODE 2042

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

Submission: WestConnex M4 East EIS (SSI 6307)

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ADDITIONAL COMMENTS

More public transport
 please – we need a
 public transport system as
 good as London, Paris &
 New York → underground
 please! metro!

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation
 (tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
☐ I HAVE made donations exceeding \$1000 in the requisite period.
 DETAILS

SIGNED

NAME

MARK MCLAE

DATE

25/10/15

ADDRESS

104/22 NOTON ST, LEICHTHALDT

POSTCODE

2040

EMAIL

N/A

PLEASE PRINT CLEARLY

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

Submission: WestConnex M4 East EIS (SSI 6307)

I wish to express my strong objection to the WestConnex M4 East motorway proposal. If built it will generate additional traffic, funnelling it into heavily congested middle-ring and inner city roads, requiring the demolition of hundreds of homes and businesses to make way for road widenings on the surface road network to distribute the traffic from the motorway.

I also wish to register my objection to the government awarding tenders for the project before a full business case has been publicly released and before the EIS had been published and the public has exercised its right of participation.

The EIS process is supposed to allow for genuine public input and to result, potentially, in approval, non-approval, or approval with modifications, of the project. The present procedure makes a mockery of that right.

Government funding for this proposal – as part of the whole WestConnex proposal – will claim an extraordinary proportion of the state transport budget for years to come. This being the case, I am outraged that the EIS has failed to honestly and fully discuss its social, environmental, and economic impacts or to explain why it is preferable to other, alternative public- and active transport solutions.

In particular I draw attention to the EIS's failure to:

- Factor into the traffic modelling the very large increase in apartment construction – and therefore of population – that has been promoted by the WestConnex Delivery Authority and other agencies as a major rationalisation for the proposal.
- Honestly discuss public transport and freight rail alternatives.
- Publish a robust business case to justify expenditure of billions of dollars worth of taxpayers' funds.
- Properly describe the long term impacts of air pollution generated by the increased traffic volumes the project is designed to facilitate.
- Consider more sustainable public and active transport options that will produce a lower level of greenhouse gas emissions.

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

ADDITIONAL COMMENTS

I AM STRONGLY AGAINST ANY
PART OF THIS WESTCONNEX M4 PLAN.
WHY?

- CONS:
1. TRAFFIC CONGESTION PRE AND POST ROADS UPGRADE, REVERSING EVENTUALLY INTO THE INNER WEST SUBURBS.
 2. INCREASE IN AIR POLLUTION.
 3. TRANSFORMATION OF HISTORICAL SUBURBS INTO GLOBALISED, COMMERCIAL, SOULLESS, MONEY-MAKING AREAS.
- PROG. A BIG MONEY COIN FOR GOVERNMENT AND CONSTRUCTION COMPANIES.

SIGNED

NAME FRANCESCO ROSETTI

DATE 25-10-15

ADDRESS 216 E/138 CARILLON AVE

EMAIL FREDDY78@YAHOO.IT

PLEASE PRINT CLEARLY

POLITICAL DONATION DECLARATION

As per the requirements set out in legislation (tick box):

- ☒ I HAVE NOT made any donations exceeding \$1000 in the requisite period.
- ☐ I HAVE made donations exceeding \$1000 in the requisite period.
- DETAILS

POSTCODE 2042

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

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ADDITIONAL COMMENTS

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☒ I HAVE made donations exceeding \$1000 in the requisite period. **NOT**
DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

Sumegha

SUMEGHA AGARWAL

25/10/2015

304/13 Layton Street

POSTCODE 2050

meghalive@gmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

October 31, 2015

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
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- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
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- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

POTR POINT

Name: Nicola Tipples Address: 25 Darlingtonhurst Road
 Phone (Opt): _____ Email: nicola.t123@hotmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re – WESTCONNEX PROJECT

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Yours sincerely

Name: N McBaird Address: 22/32 CHANDLER ST
ASHFIELD
 Phone (Opt): _____ Email: mbaird@bigpond.net.au

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
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Yours sincerely

Name: Cheryl Fletcher Address: 2/50 Audley St Petersham
Phone (Opt): _____ Email: c-fletcher@optusnet.com.au

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
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Yours sincerely

Name: Michael Peck Address: 43 Simmons St, Enmore.
 Phone (Opt): _____ Email: mpeck1@hotmail.com

3916

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
Re - WESTCONNEX PROJECT

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Yours sincerely

Name: Brenda Bailey Address: 31 Queen St Newtown
Phone (Opt): 0438206326 Email: bunyeobail@gmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
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Yours sincerely

Name:

BORTHISTLE
3/98 DLT ST. KEAMFIELD
NSW 2161

Phone (Opt):

9797 8990

Email:

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

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Yours sincerely

2038

Name: Nathan Handley Address: 357a, Young Street, Annandale,
 Phone (Opt): _____ Email: nathan.handley@zoho.com

October 31, 2015

Secretary
 DP&E/Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

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Yours sincerely

Name: JENNY HARKNESS Address: 11 A LIBERTY ST, ENMORE
 Phone (Opt): _____ Email: jenny.m.harkness@gmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3920
Date: 11/10 2015

Re - WESTCONNEX PROJECT

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of the EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes - Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is complete.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. WestConnex is already making living conditions worse for people in suburbs such as Granville and Auburn, and offers nothing to residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses for the over 290 properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were no consulted for the economic impact study.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing." Ashfield Mayor Lucille McKenna stated at a public meeting in September that Wattle St Haberfield alone would be subject to 600 truck movements a day and that "this is not acceptable." I agree.
- I object to the pollution that will come with the M4 East tunnel including unfiltered stacks ~~waste~~ and increased pollution in local areas near portals. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in the area.

Signature Ed Pearce

Yours sincerely

Name: Ed Pearce

Address: 3/123 Fairfield St

Phone:

Email: Ed Pearce

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

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- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name:

Magda Dantas

Address:

1552, Wardell Rd, Dulwich Hill

Phone (Opt):

Email:

magda-dantas@hotmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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

Name: G. WILKINS Address: 6/30 Ewart St. M'VILLE

Phone (Opt): _____ Email: _____

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 15/10/11 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
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Yours sincerely

Name: MICHELLE WRIGHT Address: 10/55 HARDELL AV LEWISHAM.

Phone (Opt): _____ Email: L

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 13-10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
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Yours sincerely,

Name: Re Chuan Lim

Address: 14 Albert St, Gosnells NSW

Phone (Opt): 0416469894

Email: rcim24@gmail.com

Date: 18/10/2015

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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Yours sincerely

Name: Fealofani Elisara

Address:

fani 112 Petersham Rd, Marrickville

Phone (Opt):

Email:

fani-elisara@gmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3926

Date: 31/10/ 2015

WESTCONNEX PROJECT

I make the this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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- I object to Aecom being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
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- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
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-
-

Yours sincerely

Name: CAROL LEWON

Phone (Opt): _____

Address: 13/136 Railway Parade

Email: carlewn@gmail.com

Werrington NSW

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

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Yours sincerely

Name: Cherie Neumann

Address: 15/62-72 Botany Rd Alexandria 2015

Phone (Opt): _____

Email: N/A

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/2015

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Yours sincerely

Name: Fiona Campbell

Address: PO Box 1849 Sydney South 1235

Phone (Opt):

Email: bikelaint@gmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/ 2015

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Yours sincerely

Name:

IVAN KURUCZ Address: 18 Central Ave, Marrickville

Phone (Opt):

Email:

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 31/10/2015

3930

WESTCONNEX PROJECT

I make the this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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Yours sincerely

Name:

D. Watkins

Address:

1/5 Fenwick St Kingscliff

Phone (Opt):

Email:

N/A

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 31/10 2015

3931

WESTCONNEX PROJECT

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- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in the area.

Yours sincerely

Name: J Davis

Address:

217 ASTRAWIA ST Newham

Phone (Opt):

Email:

N/A

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18.10.2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: BOB PAULACIE

Address: 182 VICTORIA RD MARRICKVILLE

Phone (Opt): ✓

Email: BOB3@HOTMAIL

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
Re - WESTCONNEX PROJECT

Date: 18/10/2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: MURAT BERKE Address: 3/6 Rokeby Rd, Abbotsford NSW

Phone (Opt): Email:

3934

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 19/10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name:

Tale Ching

Address:

16/83 Homer St Earlwood 2206

Phone (Opt):

Email:

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. ~~Along the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.~~
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: PATRICIA DICROCE Address: 4/35 BARWON PARK RD, ST PETERS NSW 2044
 Phone (Opt): 0432102038 Email: pdicroce16@gmail.com

3936

Secretary

Date: 18.10. 2015

DP&E Project No. SSI 6307

NSW Dept. of Planning & Environment

GPO Box 39, SYDNEY NSW 2001

Re - WESTCONNEX PROJECT

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name:

Rebecca Campis Address: 34 Woolcott St Earlwood

Phone (Opt):

Email:

misscampis@yahoo.com.au

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re – WESTCONNEX PROJECT

October 31, 2015

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Small time savings will soon disappear; commuters will be burdened with traffic jams, tolls, social costs, and the health risks associated with car dependency; traffic congestion in the entire Inner West grow.
- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: DAVID HOON Address: 455 KING ST NEWTON NSW 2072
 Phone (Opt): _____ Email: darhoni@hotmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 30/10 2015

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and vegetation, a topic that is inadequately dealt with in the EIS.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.

Yours sincerely,

 Name: KERRY WATSON Address: 54 FLOOD ST. LEICHHARDT
 Phone (Opt): 9605 3236 Email: _____

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

October 31, 2015

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Small time savings will soon disappear; commuters will be burdened with traffic jams, tolls, social costs, and the health risks associated with car dependency; traffic congestion in the entire Inner West grow.
- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: Stephen Pocknell Address: 3/11A Emmanuelle St Lilyfield
 Phone (Opt): _____ Email: spocknell@gmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 31/10/2015 3940

WESTCONNEX PROJECT

I make the this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to Aecom being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. Trip time saving are insufficient to justify the huge social and economic toll on communities.
- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in the area.

Yours sincerely

Name:

Phone (Opt):

Address:

Email:

Helena Jamieson
39 Young St, Sunny Hills 2016
0403779402
helena.jamieson@hotmail.com

**Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
Re - WESTCONNEX PROJECT**

Date: 31/10 2015

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and loss of vegetation.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.

Yours sincerely

Name: JOHN SAMUELSON

Address: 563 Elizabeth St Surrey Hills

Phone (Opt):

Email: Jmsamuelson@hotmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 3/10/2015

3942

WESTCONNEX PROJECT

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to Aecom being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. Trip time saving are insufficient to justify the huge social and economic toll on communities.
- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in the area.

• GEORGETTE PLATIS

Yours sincerely
Name: Georgette Platis

Address: 60 SUTTOR ST ALEXANDRIA

Phone (Opt): 0411 33581

Email: georgetteplatis@yahoo.com.au

3943

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 31-10-2015

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and vegetation, a topic that is inadequately dealt with in the EIS.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.

Yours sincerely

Name: Lewis Manson

Address: 6 Maddock Street Dulwich Hill

Phone (Opt):

Email: lewizz_manson@hotmail.com

3944

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: Lyn White

Address: 13/34 Barber AVE EASTLAKES

Phone (Opt): 9667479

Email: _____

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: BENITO DIFONZA

Address: 2/43 Rowley St. EVERGLADE

Phone (Opt): 0415 731 974

Email: benito.difonza@gmail.com

3946

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 31/10 2015

WESTCONNEX PROJECT

I make the this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to Aecom being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. Trip time saving are insufficient to justify the huge social and economic toll on communities.
- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in the area.

Yours sincerely

Name:

Jim Enloe

Address:

306 Belmont St Alexandria

Phone (Opt):

0416 123 010

Email:

jim@progensoft.com

through roads are going to be chaos!

Jim Enloe

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18-10-2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: Mitchell Watt

Address: 108 Hawthorne Rd, Marrickville, NSW

Phone (Opt):

Email: Mitchellwatts@hotmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18.10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: C. MCGRATH Address: 26 CALVERT ST MARRICKVILLE.

Phone (Opt): _____ Email: _____

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 31/10/15 2015

3949

WESTCONNEX PROJECT

I make the this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to Aecom being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. Trip time saving are insufficient to justify the huge social and economic toll on communities.
- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in the area.

Yours sincerely

Name:

Neel Jaensen

Address:

P.O. Box 368 Luge Cross

Phone (Opt):

043717818

Email:

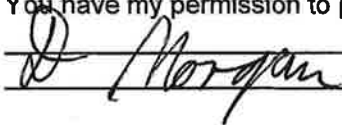
neeljaensen@hotmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

October 31, 2015

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Small time savings will soon disappear; commuters will be burdened with traffic jams, tolls, social costs, and the health risks associated with car dependency; traffic congestion in the entire Inner West grow.
- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.



Yours sincerely

Name: Dave Morgan Address: 1/169 Livingstone rd Marrickville
 Phone (Opt): 0420423032 Email: Broncoavildman at hotmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 30/10 2015

3951

WESTCONNEX PROJECT

I make the this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to Aecom being paid millions to do an EIS for a project it which it already has a large commercial stake.
- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. Trip time saving are insufficient to justify the huge social and economic toll on communities.
- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the fact that business owners were not consulted for the economic impact study. The losses of small business beyond the immediate project area have been ignored.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. The EIS states that noise and vibration impacts will "cause stress and anxiety, affect the enjoyment of outdoor spaces and disturb normal indoor activities {and} sleep patterns with consequent impacts on health and wellbeing."
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is completely unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities in the area.

• dbloom

Yours sincerely

Name: David Bloom

Address: 36 Courtenay Rd

Phone (Opt): _____

Email: db799@hotmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely
 Name: Molly Zee

Address: 17 Fatheringham St, Enmore

Phone (Opt): _____

Email: mollyzee@gmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
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Yours sincerely

Name: Allira Schollum

Address: 14/53 BARROW PARK RD
ST PETERS

Phone (Opt):

Email: aschollum@hotmail.com

3954

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

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Yours sincerely,
 Name: [Signature]

Address: PO Box 7477 Bondi Beach 2026

Phone (Opt): ✓

Email: clive@clive lodner.com.au

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: _____ 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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Yours sincerely

Name: Mareen Pasfield Address: 13 Clissold Rd Campsie

Phone (Opt): 0403508180 Email: mareen.pasfield@intimo.com.au

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

3956

Date: 30.10. 2015

WESTCONNEX PROJECT

I make the this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of this EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
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- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
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- I object to hundreds of home owners and tenants being forced from their homes and businesses for 100s properties will be compulsorily acquired for the M4 East. Many affected property owners report that the prices offered by government are grossly undervalued.
- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
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Yours sincerely
Name:

Philip Pyre

Address:

9/18 Malogay Dr

Phone (Opt):

Email:

philpyre@gmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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Yours sincerely

Name: Ornella Tamassini Address: 21/6-8 Northwood St, Camperdown

Phone (Opt): 0413 225 099 Email:

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

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Yours sincerely

Name: Rocky R Address: 188 Lord St Newtown.

Phone (Opt): _____ Email: _____

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 31/10/15 2015

3959

WESTCONNEX PROJECT

I make the this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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- I object to the poor standard of the EIS that assumes the benefits of the project rather evaluating them. The NSW public deserves much better evidence based planning. There is no serious evaluation of alternatives.
- I object to the traffic impacts the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will push thousands of cars and trucks onto alternative routes – Parramatta Road, the M2 and Victoria Road. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel and the proposed M5 tunnel would already be full by 2031 and many local streets and intersections across the entire project would continue to be severely congested or even worse if the project is completed.
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- I object to the loss of 13 hectares of open space and vegetation for the M4 E project alone.
- I object to the wholesale destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
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Yours sincerely

Name: Stephanie Alvarez

Address:

2/8 Pigott St Alrich Hill

Phone (Opt): 04 04 21 0005

Email:

akobeto22@hotmail.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 30/10 2015 3960

WESTCONNEX PROJECT

I make the this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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- Chris O'Donnell

Yours sincerely

Name: Chris O'Donnell Address: "Kinilban Park" Marraw - Seymours Lane

Phone (Opt): _____ Email: Chris.odonnell123@hotmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/6 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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Yours sincerely

Name: Sharon Farrow

Address: 93 The Boulevard Dulwich Hill

Phone (Opt): _____

Email: _____

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001

Date: 30/10 2015

3962

WESTCONNEX PROJECT

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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C HUTCHINGS.

Yours sincerely

Name: [Signature]

Address: 41 Rodford St Brskineville

Phone (Opt): _____

Email: N/A.

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

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- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
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Yours sincerely

Name: _____

Address: _____

25 FLETCHER ST
MARRICKVILLE

Phone (Opt): _____

Email: _____

3964

Secretary

DP&E Project No. SSI 6307

NSW Dept. of Planning & Environment

GPO Box 39, SYDNEY NSW 2001

Re - WESTCONNEX PROJECT

Date: 18th 10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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Yours sincerely

Name:

Nigel Ivancic

Address:

Marrickville

Phone (Opt):

Email:

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/ 2015

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Yours sincerely

Name: L. Bizzonia Address: 86 Ferris St Ambridge NSW 2038

Phone (Opt): 95606194 Email: _____

**Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
Re - WESTCONNEX PROJECT**

Date: 18/10 2015

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More public transport & bike paths
less cars!

Yours sincerely

Name: Gili Stanno Address: 57 Robert St, Cambridge

Phone (Opt): _____ Email: _____

3967

Date: 18/10 2015

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
Re - WESTCONNEX PROJECT

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Yours sincerely

Name: Caroline Ferencik Address: 5A Underdiffe lane, Earlwood 2206

Phone (Opt): _____ Email: _____

3968

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

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Yours sincerely

Name: PETER OLIVE Address: 29 PREMIER ST MARRICKVILLE

Phone (Opt): 0401 719 148 Email: _____



Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/2015

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L. McKenna

Yours sincerely

Name: O. Sitarakis Address: 21 Gordon Ave

Phone (Opt): 97976400 Email: _____

3970

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
Re - WESTCONNEX PROJECT

Date: 18/10/2015

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- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
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Yours sincerely

Name: Lindsay Hamm

Address:

138A Parker Rd Blackland Ridge

Phone (Opt):

0409203703

Email:

lindsayham2@gmail.com



3971

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
Re - WESTCONNEX PROJECT

Date: 30/10 2015

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and loss of vegetation.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.

Mark Gurney
 Name: _____ Address: _____ Yours sincerely
 Phone (Opt): _____ Email: mg@sydneywater.com.au

3972

October 31, 2015

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Small time savings will soon disappear; commuters will be burdened with traffic jams, tolls, social costs, and the health risks associated with car dependency; traffic congestion in the entire Inner West grow.
- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name:

ANDREW HAMADANIAN

Address:

64 UNION ST
 ERSKINEVILLE
 2043

Phone (Opt):

Email:

hamadanian@live.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: DANIEL DOHERTY Address: 1/58 WARREN RD MARRICKVILLE

Phone (Opt): _____ Email: daniel.doherty@yahoo.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18.10. 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: Karl Pico

Address: 99 Albionville St Newtown 2072

Phone (Opt): _____

Email: _____

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18.10. 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely
 Name: D. Lowe

Address: 31 Pigott St Dolwich Hill

Phone (Opt): _____

Email: davidlowe@me.com.au

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
Re - WESTCONNEX PROJECT

3976
Date: 30/10 2015

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and loss of vegetation.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.

Name: HENRY HAMMERSLA Address: 19 BAUTIC ST, NEWTOWN

Phone (Opt): _____ Email: _____

3977

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 15.10.2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks: Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: Michael Johnston Address: 4 Dover St, Summer Hill 2130

Phone (Opt): _____ Email: _____

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
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- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
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Yours sincerely

Name: Lara Fluzins

Address: 2/60-64 Ewart St Dulwich Hill

Phone (Opt): _____

Email: _____

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re – WESTCONNEX PROJECT

October 31, 2015

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the Westconnex M4 East on the grounds that it will not contribute to solving the costly problem of traffic congestion. It is an out-of-date and short sighted solution.
- The EIS states that the Westconnex solution incorporates public transport but it provides no information about current plans, including for Western Sydney.
- I object to the lodging of an EIS involving billions of dollars of public money before a full business case has been completed, let alone made public.
- I also object to the signing of construction contracts before planning approval has been given for the M4 East project.
- Given the very weak justification for the WestConnex contained in the EIS, I completely reject the senseless destruction of communities, housing and toxic pollution that will result from this project. In a city where there is a shortage of affordable housing, it is not acceptable to force 400 people out of their homes.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no direct consultations with residents or affected business owners were conducted.
- I object to the significant loss of heritage, vegetation and open space and reject this EIS, which treats these as collateral damage.
- AECOM, the company responsible for the EIS, has been involved in promoting the WestConnex and developing traffic projections for a business case to support the project since 2013. It also has other commercial interests in each stage of the entire WestConnex. Given AECOM's apparent conflicts of interests, This EIS should be aborted and re-done by an independent company.
- Premier Baird has defended the WestConnex project on the ABC recently as providing 'for the majority'. In fact the opposite is true. The M4 tunnels will reach capacity by 2031 while Sydney continues to drown in traffic. Small time savings will soon disappear; commuters will be burdened with traffic jams, tolls, social costs, and the health risks associated with car dependency; traffic congestion in the entire Inner West grow.
- The cumulative negative impacts of the whole project should be properly assessed against the speculative benefits proposed by Westconnex
- I endorse the criticisms of Ashfield Council, City of Sydney, SGS Consulting and expert traffic planners who have exposed many serious flaws in the EIS. The traffic projections cannot be independently tested because the model is not transparent.
- I urge the Planning Department to put a stop to the corruption of NSW planning processes by refusing to grant approval for this project.
- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: Jacqui Hey Address: 155 North West Arm Rd
 Phone (Opt): 02 Email: Jacqui.hey@ophs.net.au

Thay

3980

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
Re - WESTCONNEX PROJECT

October 31, 2015

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Yours sincerely

Name: RICK HAY Address: 155 N.W. Blm Rd Qld's Bm
Phone (Opt): 0418 283073 Email: _____



Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re – WESTCONNEX PROJECT

October 31, 2015

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- You have my permission to publish this submission on the Department of Planning website.

Yours sincerely

Name: April Saxvik Address: 1/64a Cambridge street Stanmore
 Phone (Opt): _____ Email: April.Saxvik@hotmail.com

3982

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
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 - I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
 - WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
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 - I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
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 - I object to the impacts on local business owners who were not consulted for the M4 EIS.
 - I object to the impact that years of 24-hour construction work will have on communities.
- Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
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Yours sincerely

Name: SAM FREEMAN

Address:

42 OLD CANTERBURY RD, LEWIS-HAM

Phone (Opt):

Email:

sw1freemon@gmail.com

3983

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/ 2015

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Yours sincerely

Name:

TAYLOR BEADLE-WILLIAMS

Address:

87 MACAKOFF ST, MARRICKVILLE

Phone (Opt):

Email:

joitav@optushet.com.au

3984

Secretary

DP&E Project No. SSI 6307

NSW Dept. of Planning & Environment

GPO Box 39, SYDNEY NSW 2001

Re - WESTCONNEX PROJECT

Date: 18.10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: Emma Brown

Address: 101 Alice St, Newtown

Phone (Opt):

Email: ebrown85@hotmail.com

3985

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
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Yours sincerely

Name: Uma Kasi Shakti Address: 176 Redfern St Redfern

Phone (Opt): _____ Email: _____

3986

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

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

Name: Kim Sheen

Address: 205/11-23 Gordon St, Marrickville.

Phone (Opt): 0438463352

Email: kim_sheen@hotmail.com

3987

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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Yours sincerely

Name: GREG ANNING

Address: 35/11-23 Gordon St MARRICKVILLE

Phone (Opt): 0414 216684

Email: greg@adeptps.com.au

3988

Date: 18/10/15 2015

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
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- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
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Yours sincerely

Name: Stephen Jackson Address: 71 Cambridge St Stanmore 2048

Phone (Opt): _____ Email: stephen.cognescenti.com.au

3989

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
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Yours sincerely

Name:

Sara Craig

Address:

25 England Ave Marrickville

Phone (Opt):

0410289644

Email:

Sara-jinga@yahoo.com

3990

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 12/10/2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely
 Name: Peter Magyaris

Address:

6 Crinan St, Quorstone Park

Phone (Opt):

Email:

hellzypeltzy@gmail.com

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18-10-2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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

Name: Luke Paulth

Address: 108 Illawarra rd, Marrickville

Phone (Opt):

Email: ltpaulth@gmail.com

3992

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/ 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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Yours sincerely

Name: Melita Rowston

Address:

6/6-8 CAMDEN ST NEWTOWN NSW 2042

Phone (Opt):

Email:

melitarowstone@mac.com

Secretary
DP&E Project No. SSI 6307
NSW Dept. of Planning & Environment
GPO Box 39, SYDNEY NSW 2001
Re - WESTCONNEX PROJECT

Date: 19 October 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
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- I object to the impacts on local business owners who were not consulted for the M4 EIS.
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Yours sincerely

Name: Zoe Alderton

Address: 24a Warren Rd, Marrickville

Phone (Opt): _____

Email: ze.alderon@gmail.com

3994

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

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

Name: Monique Koehler Address: 1A Park St, Arncliffe

Phone (Opt): _____ Email: _____

3995

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: Belinda Lowe

Address: 812/1 Stirling Rd, Campbelltown

Phone (Opt): _____

Email: lowe.belinda@gmail.com

3996

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10/15 2015

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- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
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Yours sincerely

Name: GEORGE KRAJZ Address: 115 LIVINGSTON RD HARRICKVILLE

Phone (Opt): 0422 346 29 Email: _____

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 /2015

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- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
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Yours sincerely

Name: HUNG NGUYEN Address: 29 FOXROAD ST. NEWTOWN.

Phone (Opt): 0419081960 Email: HUNG@MUGATV.COM.AU.

• contact for a sign *

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Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/16 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
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Yours sincerely

Name: LISA WILSON

Address: 4/412 Manickville Rd. M'01/16

Phone (Opt): _____

Email: _____

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Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 18/10 2015

I make the following Submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel Project. I strongly object to both the M4 East project and the entire WestConnex of which this is part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has made public and to billions of dollars of public money being signed away on contracts before any planning approval is given. This is a travesty of democratic planning.
- I object to the traffic impacts of the Westconnex including the M4 East tunnel. The government's own figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on Parramatta Rd by 35% and also increase traffic on the M2, Victoria Road and other major roads. Research shows that toll roads only provide temporary relief from traffic congestion; the evidence in the EIS is that the M4 tunnel would already be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on this toll road instead of significant public and active transport improvements. The EIS analysis of alternatives is superficial and dismissive
- WestConnex M4 widening is already making living conditions worse for people in suburbs such as Granville by leaving piles of asbestos near homes, removing vegetation and parks and exposing them to more traffic and pollution.
- Minor time savings for drivers of vehicles that are prepared to pay tolls are not worth \$15.5 billion when Westconnex offers nothing to most residents beyond Parramatta who have been treated like second class citizens when it comes to public transport for too long.
- I object to hundreds of people being forced from their homes and businesses as a result of approximately 400 compulsorily acquisitions for the M4 East and M5. Many report that prices offered by government grossly undervalue their properties.
- I object to the destruction of heritage properties across the route including nearly a whole block in Haberfield, a conservation area of national and international significance.
- I object to the impacts on local business owners who were not consulted for the M4 EIS.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration impacts cause stress and anxiety, affecting sleep patterns with consequent impacts on health and wellbeing. Wattle St Haberfield alone would be subject to 600 truck movements a day. As Ashfield Mayor Lucille McKenna said "this is not acceptable." I agree.
- I object to the toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near portals will be worse. Traffic pollution has been linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, and child and aged care facilities near the project route.

Yours sincerely

Name: Rose NG Address: 2/42 A MARRICKVILLE RD

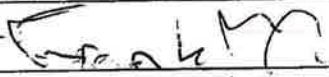
Phone (Opt): 80340784 Email: _____

Secretary
 DP&E Project No. SSI 6307
 NSW Dept. of Planning & Environment
 GPO Box 39, SYDNEY NSW 2001
 Re - WESTCONNEX PROJECT

Date: 30/10 2015

I make this submission in relation to the Environmental Impact Statement for the WestConnex M4 East Tunnel project. I strongly object to this project and the entire WestConnex of which this is a part and request a reply to the following concerns:

- I object to the lodging of an EIS before a full business case has been made public and to billions of dollars of public money being signed away on contracts before planning approval is given. This is an abuse of democratic and transparent planning.
- I object because Westconnex is NOT a solution to costly traffic congestion. The government's figures for the first M4 widening stage of WestConnex show that re-imposing a toll on the current M4 will increase traffic on sections of Parramatta Rd, the M2, Victoria Road and other major roads for decades to come. Toll roads may provide temporary relief from traffic congestion but the EIS states that the M4 tunnel would be full by 2031. Many intersections on Parramatta Rd would continue to have an 'F' level of service. Local roads near the M4 and M5 would be choked.
- I object to \$15.4 billion being spent on toll roads that will further encourage car dependency, especially in the Western suburbs of Sydney where public transport has been neglected for so long. The EIS analysis of alternatives is superficial, dismissive and blatantly favours the toll road option.
- I recognise the need to move freight efficiently but am disappointed that the NSW government ignores international best practice in failing to consider a combination of alternative solutions for reducing traffic.
- I object to hundreds of owners and tenants are being forced from their homes and businesses as a result of compulsory acquisitions. Residents report that rather than being supported, as the EIS states, they are being bullied out of their homes at below market prices. This is disrupting communities and causing people to suffer extreme stress and depression, all for a 'solution' that will not work.
- I object to the significant destruction of heritage properties including nearly a whole block in Haberfield, a conservation area of national and international significance. I object to the threat to biodiversity and loss of vegetation.
- I object to the lack of serious community consultation and a Social and Economic Impact report for which no consultations with residents or business owners were conducted.
- I object to the impact that years of 24-hour construction work will have on communities. Across the route there will be thousands of diesel truck movements a day. Noise and vibration cause stress and anxiety and affect sleep patterns.
- I object to toxic pollution that will come with the M4 East tunnel including unfiltered stacks. Pollution in local areas near tunnel exits will be worse. Traffic pollution is linked to higher incidence of respiratory and heart disease and lung cancer, as well as impaired lung development in children. This is unacceptable given the high numbers of residents, businesses, schools, childcare and aged care facilities near the project route.

 Yours sincerely
 Name: FRANK MCEWEN Address: 13 Trade St. Newtown

Phone (Opt): 0414824040 Email: frank.mcewen@gmail.com