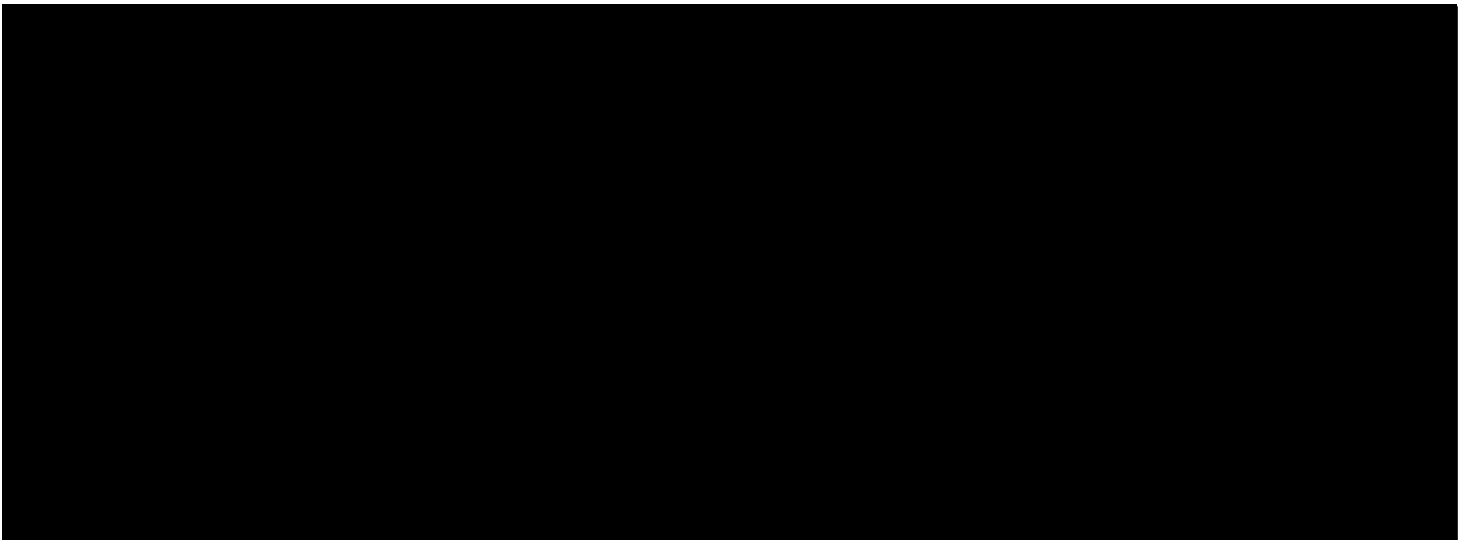




Name: Tim Stephens

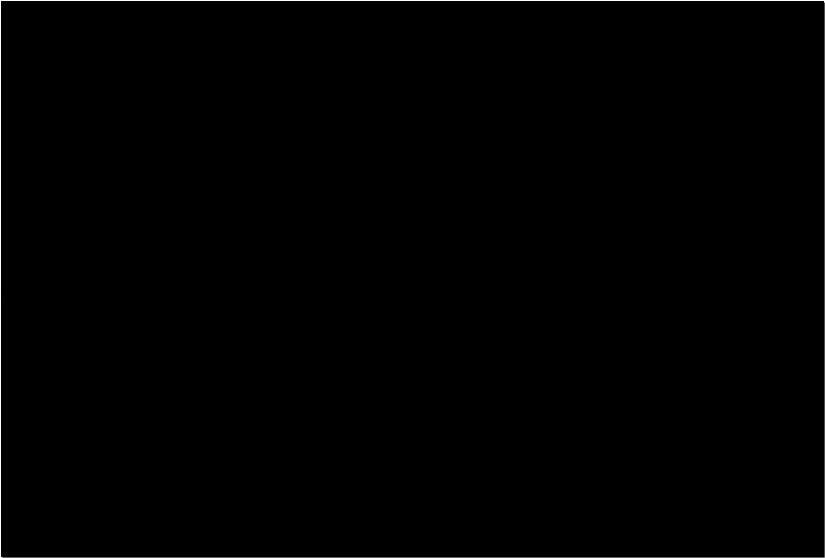
Address:



Haberfield, NSW
2045

Content:

Please see attached.



Dr Tim Stephens

BA (Hons) LLB (Hons) Syd M.Phil *Cantab* PhD Syd

3 Logan Avenue • Haberfield, NSW 2045

Phone: 02 9798 4928 • E-Mail: tim.stephens@sydney.edu.au

Wednesday, 28 October 2015

Department of Planning and Environment

Dear Sir/Madam,

WestConnex Project – Environmental Impact Statement

I write in relation to the Environmental Impact Statement ('EIS') for the WestConnex project.

I teach and research in environmental law at the Faculty of Law at the University of Sydney, with my research addressing a range of environmental issues, including the regulation of air pollution. I am also a resident in the Parramatta Road corridor of the WestConnex project. I make this submission in a personal capacity.

This submission relates primarily to defects in the EIS in relation to the assessment of air quality impacts in areas in Haberfield where there will be additional traffic volumes on surface roads as a consequence of the project.

The EIS does not adequately assess the impacts of ultrafine particles in areas where traffic volumes will increase. The EIS states that 'for the purpose of the project assessment it has...been assumed that the effects of ultrafine particles on health are adequately represented by those of PM2.5' (9-9).

This assumption is incorrect and should be revisited in a revised EIS. This is because, first, it cannot be assumed that ultrafine particles have the same health impacts as PM2.5, and second, because ultrafine particles have a much broader distribution either side of roadways than PM2.5 and other pollutants.

There is agreement in the literature that ultrafine particulates, which make up a minor fraction of the total mass of particulate matter, carry higher health risks than larger particles emitted from vehicles. This is because of their small size, large number, and high surface area. They are more effective in transporting toxic materials to human organs and tissues than larger particles.¹ There are physiological and epidemiological studies of the impacts of ultrafine particles on human health that should have been considered in the EIS.

It also cannot be assumed that ultrafine particles disperse in the same manner as PM2.5, which generally reach urban background levels within several hundred metres of the roadside. Multiple studies, including in Australia, have shown that concentrations of ultrafine particles do not decline as rapidly as a function of distance from roadways as other pollutants.² These have found that ultrafine roadways did not reach background levels during daytime until around 300 metres from major roads. Studies in the United States have also found a significant diurnal variation in the spatial distribution of road pollution. Nitrous oxides and ultrafine particles remain at elevated concentrations for up to 1000

¹ Health Effects Institute, *Understanding the Health Effects of Ambient Ultrafine Particles* (Health Effects Institute, Boston, Massachusetts, 2013).

² Hitchins et al (2000), 'Concentrations of submicrometre particles from vehicle emissions near a major road' (2000) 34 *Atmospheric Environment* 51.

Dr Tim Stephens

BA (Hons) LLB (Hons) Syd M.Phil *Cantab* PhD Syd

3 Logan Avenue • Haberfield, NSW 2045

Phone: 02 9798 4928 • E-Mail: tim.stephens@sydney.edu.au

metres at night time and during pre-sunrise hours (even with lower traffic volumes) from motorways and other major roads.³

The EIS projects an overall improvement in ambient air quality as a result of the project and with improving fuel standards and vehicle technology. While this may be the case for PM2.5, larger mass particles, and other pollutants, the same cannot be said for ultrafine particles, a significant proportion of which are produced as a result of diesel fuel combustion.

The proportion of diesel vehicles in the light vehicle fleet is rapidly increasing in Australia. Since 2010 the number of passenger vehicles and light commercial vehicles registered with diesel fuel increased by 96.4 per cent and 62.9 per cent respectively.⁴ They now account for 19.7 per cent of the fleet, a figure that is rapidly rising. The EIS is therefore incorrect in stating that 'diesel passenger vehicles have represented a very small proportion of the total passenger fleet' (9-28).

The EIS should have included in its assessment of future air quality impacts the effect of a growing diesel vehicle fleet, the significant lag in the implementation of vehicle emissions standards in Australia, and the failure of those standards to set particle number limits. The EIS notes that newer cars and vehicles emit a lower mass of particles than older vehicles, however modern diesel vehicles are emitting an increasing number of particles, orders of magnitude greater than some older petrol vehicles. And it is particle number, rather than mass, which is of greater importance when assessing the health impacts of ultrafine particles.

Yours sincerely,



Dr Tim Stephens

³ Hu et al, 'A wide area of air pollutant impact downwind of a freeway during pre-sunrise hours' (2009) 43 *Atmospheric Environment* 2541.

⁴ Australian Bureau of Statistics, *Motor Vehicle Census* (2015). Available at <http://www.abs.gov.au/ausstats/abs@.nsf/mf/9309.0>

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 object to the WestConnex M4 East Motorway proposal as it will prevent the huge expansion that is needed in public transport, cycle ways and walk ways that are safe. I am a grandmother, a cyclist and a frequent user of public transport. I want my grand children to grow up in a liveable city.

Jill Finnane

SIGNED

NAME

Jill Finnane

DATE

20 October 2015

ADDRESS

PO Box 583 Petersham

EMAIL

finnane.m@bigpond.net.au

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

Department of Planning
Received

22 OCT 2015

Scanning Room

POSTCODE 2049

20.10.15

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

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ADDITIONAL COMMENTS

KING ST, NEWTOWN
SHOULD BE PRESERVED AS
A VIBRANT RETAIL AREA
WITH ATTRACTIVE HISTORIC
FEATURES, NOT REDUCED TO
A TRAFFIC BLACK SPOT

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

A Morgan

NAME Alwyne MORGAN

DATE 20.10.15

ADDRESS 106 GOODSELL ST, ST. PETERS

POSTCODE 2044

EMAIL

PLEASE PRINT CLEARLY

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

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DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

[Signature]

21 OCTOBER 2015

6 LEICHHARDT ST, LEICHHARDT

POSTCODE

2040

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DETAILS

SIGNED

NAME

DATE

ADDRESS

EMAIL

Mr. Pino Accardo

20/10/15.

37. Northcote Street Fairfield POSTCODE 2045

PLEASE PRINT CLEARLY

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SIGNED

NAME

DATE

ADDRESS

EMAIL

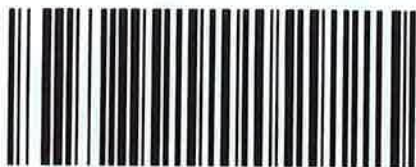
Mr. Paolo Acciaro

20/10/15

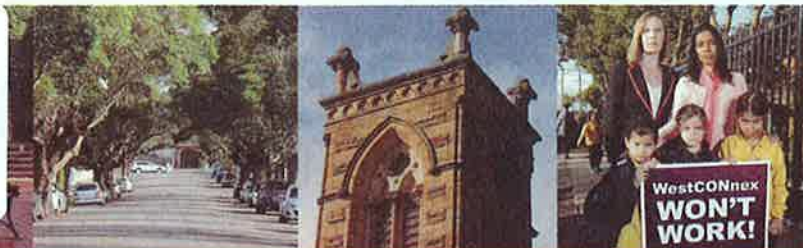
46. Carlton Cres. Summerhill

POSTCODE

PLEASE PRINT CLEARLY



PCU062208



HANDS OFF HABERFIELD & ASHFIELD

TO WHOM IT MAY CONCERN,

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

I am opposed to the construction of the M4 East Tunnel and do not believe that spending \$15.4 billion to achieve a 6 minute travel time saving is justified. The Government has ignored the community by signing contracts to build this road before releasing this EIS, the full business case or obtaining planning approval.

The EIS shows that this unjustified project will irreversibly destroy the heritage values of Haberfield, Australia's oldest garden suburb.

I want the following addressed from the EIS:

- Filter the smoke stacks and relocate away from schools and childcare centres.
- Build a noise wall for properties in Ashfield next to the Parramatta Rd interchange, during and after construction.
- Stop rat-running through Haberfield and Ashfield, by removing the right turn into Waratah St, Haberfield and close Chandos St at Parramatta Rd after construction.
- Offer voluntary acquisitions and WDA-funded dilapidation reports for those properties near construction sites in Northcote, Wolseley, Wattle, Walker, Ramsay, Chandos and Loftus Streets.
- Restrict tunnelling and truck movements to standard construction hours – no 24/7 truck movements.
- Return acquired properties not required after construction to Ashfield Council for community use and public open space.

This project will not solve Sydney's traffic problems and NSW taxpayers money is better spent investing in Public Transport. Please consider my concerns and address them in your response to the community's submissions to the EIS.

I also want addressed:

Yours sincerely

Xiaosuo Wang
(SIGNATURE)

NO STAMP REQUIRED



Please return in an envelope to:

JO HAYLEN MP
Member for Summer Hill
Reply Paid 88146
Marrickville NSW 2204

YOUR DETAILS

NAME: XIAOSUO WANG
ADDRESS: 4 ST. Davids Road
Haberfield 2045
PHONE: 0423 335 188 MOBILE:
EMAIL: XiaosuoWang@yahoo.com

Department of Planning
Received
22 OCT 2015
Scanning Room



HANDS OFF HABERFIELD & ASHFIELD

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Yours sincerely

YU ZHENG

NO STAMP REQUIRED



Please return in an envelope to:

JO HAYLEN MP
Member for Summer Hill
Reply Paid 88146
Marrickville NSW 2204

YOUR DETAILS

NAME YU ZHENG
ADDRESS 4 ST. David Road
Haberfield 2045
PHONE 0402 527 906
EMAIL guoyuzheng@gmail.com



HANDS OFF HABERFIELD & ASHFIELD

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This project will not solve Sydney's traffic problems and NSW taxpayers money is better spent investing in Public Transport. Please consider my concerns and address them in your response to the community's submissions to the EIS.

I also want addressed:

Maureen: Better Parking at stations would encourage people to take Public Transport - improve the parking and the Public Tpt and people will use it. The answer is not getting more cars on the street

Yours sincerely

M. Lumello

(SIGNATURE)

NO STAMP REQUIRED



Please return in an envelope to:

JO HAYLEN MP

Member for Summer Hill

Reply Paid 88146

Marrickville NSW 2204

YOUR DETAILS

NAME: *Maureen Lumello*

ADDRESS: *10 Hanks St*

ASHFIELD 2131

PHONE:

MOBILE:

0414 223637

EMAIL:

maureenlumello@hotmail.com

Many thanks,
Jo!
Kind regards,
Brian & Barbara S.



HANDS OFF HABERFIELD & ASHFIELD

TO WHOM IT MAY CONCERN,

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Outrageous

The EIS shows that this unjustified project will irreversibly destroy the heritage values of Haberfield, Australia's oldest garden suburb.

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This project will not solve Sydney's traffic problems and NSW taxpayers money is better spent investing in Public Transport. Please consider my concerns and address them in your response to the community's submissions to the EIS.

I also want addressed: - Better transparency in all other projects, not just WestConnex -
- Respect for community concerns. Consultation should not be just token or cursory. Sale of state-owned assets should favour the ordinary member of the public, not just the privileged. The sale of energy assets doesn't seem satisfactory, nor the proposed
Yours sincerely

BW Stephenson

Sell-off of prime harbour property (SIGNATURE) in the Rocks, for example. No long-term benefit taken into account. A short-sighted government.

NO STAMP REQUIRED



Please return in an envelope to:

JO HAYLEN MP
Member for Summer Hill
Reply Paid 88146
Marrickville NSW 2204

YOUR DETAILS

NAME: BRIAN WAITE STEPHENSON

ADDRESS: UNIT 14 44 CHANDOS ST
ASHFIELD

PHONE: 9 799 9497

MOBILE: -

EMAIL: -



HANDS OFF HABERFIELD & ASHFIELD

TO WHOM IT MAY CONCERN,

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I also want addressed:

**CANCEL WESTCONNEX PROJECT
COMPLETELY!**

Yours sincerely

(SIGNATURE)

NO STAMP REQUIRED



Please return in an envelope to:

JO HAYLEN MP
Member for Summer Hill
Reply Paid 88146
Marrickville NSW 2204

YOUR DETAILS

NAME:

LISA CHEW

ADDRESS:

32 JOHN ST

ASHFIELD NSW 2131

PHONE:

8

MOBILE:

EMAIL:

lisa2229c@yahoo.com



HANDS OFF HABERFIELD & ASHFIELD

TO WHOM IT MAY CONCERN,

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I also want addressed:

cancel West connex project
altogether.

Yours sincerely

Srimaya

(SIGNATURE)

NO STAMP REQUIRED



Please return in an envelope to:

JO HAYLEN MP
Member for Summer Hill
Reply Paid 88146
Marrickville NSW 2204

YOUR DETAILS

NAME: SRIMAYA HARTONO

ADDRESS: 32 John Street
Ashfield 2131

PHONE: MOBILE: 0413 80 45 65

EMAIL: maya_hartono@yahoo.com

442



HANDS OFF HABERFIELD & ASHFIELD

TO WHOM IT MAY CONCERN,

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

I am opposed to the construction of the M4 East Tunnel and do not believe that spending \$15.4 billion to achieve a 6 minute travel time saving is justified. The Government has ignored the community by signing contracts to build this road before releasing this EIS, the full business case or obtaining planning approval.

The EIS shows that this unjustified project will irreversibly destroy the heritage values of Haberfield, Australia's oldest garden suburb.

I want the following addressed from the EIS:

- Filter the smoke stacks and relocate away from schools and childcare centres.
- Build a noise wall for properties in Ashfield next to the Parramatta Rd interchange, during and after construction.
- Stop rat-running through Haberfield and Ashfield, by removing the right turn into Waratah St, Haberfield and close Chandos St at Parramatta Rd after construction.
- Offer voluntary acquisitions and WDA-funded dilapidation reports for those properties near construction sites in Northcote, Wolseley, Wattle, Walker, Ramsay, Chandos and Loftus Streets.
- Restrict tunnelling and truck movements to standard construction hours - no 24/7 truck movements.
- Return acquired properties not required after construction to Ashfield Council for community use and public open space.

This project will not solve Sydney's traffic problems and NSW taxpayers money is better spent investing in Public Transport. Please consider my concerns and address them in your response to the community's submissions to the EIS.

I also want addressed:

Yours sincerely

Thien Huong Doan

NO STAMP REQUIRED



Please return in an envelope to:

JO HAYLEN MP
Member for Summer Hill
Reply Paid 88146
Marrickville NSW 2204

YOUR DETAILS

NAME DOAN, THIE N HUONG
ADDRESS 18 Australia ST ERUYDON NSW 2132

PHONE (02) 97993195

EMAIL



HANDS OFF HABERFIELD & ASHFIELD

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Yours sincerely

(SIGNATURE)

NO STAMP REQUIRED



Please return in an envelope to:

JO HAYLEN MP
Member for Summer Hill
Reply Paid 88146
Marrickville NSW 2204

YOUR DETAILS

NAME:

Quang Loc DOAN

ADDRESS:

10 A'Beckett Ave. ASHFIELD
NSW 2131

PHONE:

0490 108939

MOBILE:

EMAIL:

444.



PCU062206

Georgina Svolos
25 Ronald Ave
Earlwood NSW 2206

13 October 2015

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

Department of Planning
Received
22 OCT 2015
Scanning Room

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.

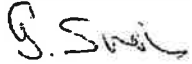
Government funding for this proposal – as part of the whole WestConnex proposal – will claim an extraordinary proportion of the state transport budget for years to come. This being the case, I am outraged that the EIS has failed to honestly and fully discuss its social, environmental, and economic impacts 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.

I ask that my strong objection be noted and I believe that there is strong objection within the community and that it must be considered in the process of deciding on how to proceed.

Yours sincerely,



Georgina Svolos
25 Ronald Ave
Earlwood NSW 2206

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.



PCU062205

Department of Planning
Received
22 OCT 2015
Scanning Room

Attention:

Director, Infrastructure Projects
Planning Services
Department of Environment and Planning
Application No SSI 6307
GPO Box 39
Sydney 2001

Jozefa Sobski

148 Ramsay Street
HABERFIELD 2045
jsobski@ozemail.com.au

Dear Sir/Madam,

Subject: Environmental Impact Statement for the WESTCONNEX M4 East Tunnel Project (SSI 6307)

When my partner and I purchased our home in 148 Ramsay Street Haberfield, we were aware that it was on a major arterial road near a major intersection, Wattle Street. It was 1989. The future proposals at that time were for a City West Link Road – a four lane link between the City and the F4 Freeway Interchange at Concord.

The documents at that time indicate on p9 that “not a single residential property is required.” Of course much has changed since then, including the volume of traffic on our local roads and the development of the City West Link Road. The growth in privatization of schools has led to increased volumes of traffic as has urban consolidation and its attendant construction of major residential apartment developments.

We were always conscious that there would need to be further developments in the area, but never imagined the current multi-billion dollar tragedy that is about to be foisted on Haberfield and surrounding suburbs. The EIS is illuminating and it provides an insight into just how devastating it will be for local residents who have lived in the suburb for decades.

The **heritage** of Haberfield was one of the reasons we purchased in this suburb. This heritage value will be significantly diminished by the demolition of 53 properties from the estate known

as the Haberfield Conservation Area. Our own property is part of four semi-detached properties built in 1916 around the corner from Walker Ave. We will be mourning at the centenary. These properties are listed with the National Trust.

Without releasing its business case, the Government is proceeding with this massive Infrastructure Project. Where is the traffic modelling to demonstrate the efficacy and value for public money of the Project?

I am opposed to the construction of the M4 East Tunnel and the expenditure of billions in public funds on the project. I am appalled by the fact that the Government has derided the community's opposition and played off inner western against western suburbs to make its case. Where does this project sit within an integrated transport strategy for the Sydney basin? Why are these precious billions not spent wisely on public transport including rail infrastructure?

Our property and adjoining properties will be significantly affected in the construction phase and at the completion.

1. There will be damage to our immediate local amenity. Neighbouring houses in Ramsay Street are being acquired and are destined for eventual demolition. Walker Avenue will be divided from Parramatta Road to 22 Walker Avenue with access limited during the construction period. This alters dramatically the visual amenity. Residents want to know what will replace the houses being acquired from 156 Ramsay to the corner Wattle Street intersection. What is the plan for ameliorating the impact of this loss of houses?
2. There will be major increases in traffic movements during the construction phase and an unknown increased volume after construction is complete. What is the traffic plan for local residents to lead relatively normal lives? What noise and other mitigation will be provided during and after construction?
3. There will be increased volumes of heavy vehicles on residential roads. How will heavy vehicle traffic movements be managed to ensure minimum inconvenience to residents? What restrictions will be in place to manage heavy vehicles and associated construction traffic?
4. Access into and out of our driveway will be impeded increasing risk of accidents and damage to property. How will residential entry into and exit from driveways be managed?
5. Construction above ground during the day will disrupt and inconvenience all residents for years. How will this be managed?
6. Turntelling work around the clock will mean increased stress for residents from traffic movements and noise generated.
7. Walker Avenue construction site will destroy the local neighbourhood. Its social impact is immeasurable. How will this visual and social impact be addressed?
8. Hundreds of construction workers will increase resident anxiety about property safety and potentially attract disreputable or illegal activity. How will residents be kept informed of construction progress and worker movements as well as their identification?

9. The air quality issues have not been addressed. The ventilation stacks will be close to Haberfield Public School, the Infant's Home and residents of Walker Avenue, Ramsay Street and Denham. What scientific proof will be provided that air quality will not be considerably affected for the worse during and after construction is complete?
10. The risk of structural damage to homes of heritage vintage has not been addressed. Vibration from tunnel dig may have an impact on these homes. What measures will be taken to ensure that potential damage is identified and owners provided with compensation? Will funds be provided to residents for the preparation of dilapidation reports?
11. The tragedy for the suburb is the demolition of heritage houses from the Garden Suburb. These are all architecturally significant and unique. The loss in Walker Avenue is substantial. What will happen to space created by property demolition? What will happen to houses acquired, but not demolished? Will all this be retained in public ownership or sold off to developers?

I add these concerns to those of other objectors to the Westconnex Infrastructure Project, M5 East Tunnel.

I am deeply distressed that this expensive public project appears from the EIS to be solving very little of the traffic congestion it has been hailed as solving.

Yours sincerely,

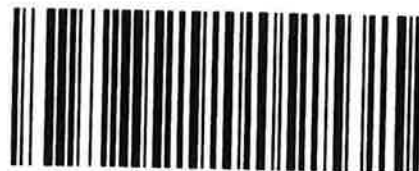
Jozefa Sobski
21st October, 2015

Department of Planning
Received
22 OCT 2015

36 George Street
NORTH STRATHFIELD
NSW 2137

21 October 2015

Scanning Room



PCU062204

Infrastructure Projects

Department of Planning

Dear Les / Madame

WEST CONNER, Provision for bicycles

On reading the EIS for the

above I was pleased that some provision has been
for bicycles such as the cycleway off the M4 from
Hornbush Bay Drive east towards Parramatta Rd to Queen St.
plus cyclists can use bus lanes along Parramatta
Road.

However with the bus lanes go all the way
along Parramatta Road. At present they end at
Crystal St Petersham westbound. Eastbound the bus
lane starts at Flood St up Taverne Hill but disappears
between Norton and Crystal Sts.

Could a separate cycleway be done as part of the
Westconner Project, as if they use bus lanes they come in
conflict with buses. This has been done with the
Lane Cove Tunnel project, as cyclists cannot use the
Tunnel,

I ride my bike from home to my workplace at
Camperdown Fitness on Parramatta Road between Pyrmont
Bridge Road and Mallett St. I generally use the back
streets due to heavy congestion on Parramatta Road but
on occasions ride my bike all the way along Parramatta Rd
and normally use Parramatta Rd in both

With regard to the M4 formerly F4, over the past 30
years I rode my bike on this road through to the
foot of Blue Mountains at Lapstone. I usually join at Hornbush
Bay Drive going west and leave the race track going home.

Yours sincerely

B. L. Allison

(D. L. (Lions) ALLISON

Content:

I object to the WestConnex M4 East motorway proposal. As a pedestrian and public transport user, I would like to public transport boosted rather than the building of yet another motorway. All research shows that the building of new roads does little to ease congestion, and actually increase the number of cars on the road.

I would like to see alternative explored in a thorough and transparent manner.

Content:

Predominately, the impact it will have on toll avoidance drivers using local streets, resulting in issues such as safety for children in the local areas. Also smoke stacks and impact on property values.

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.

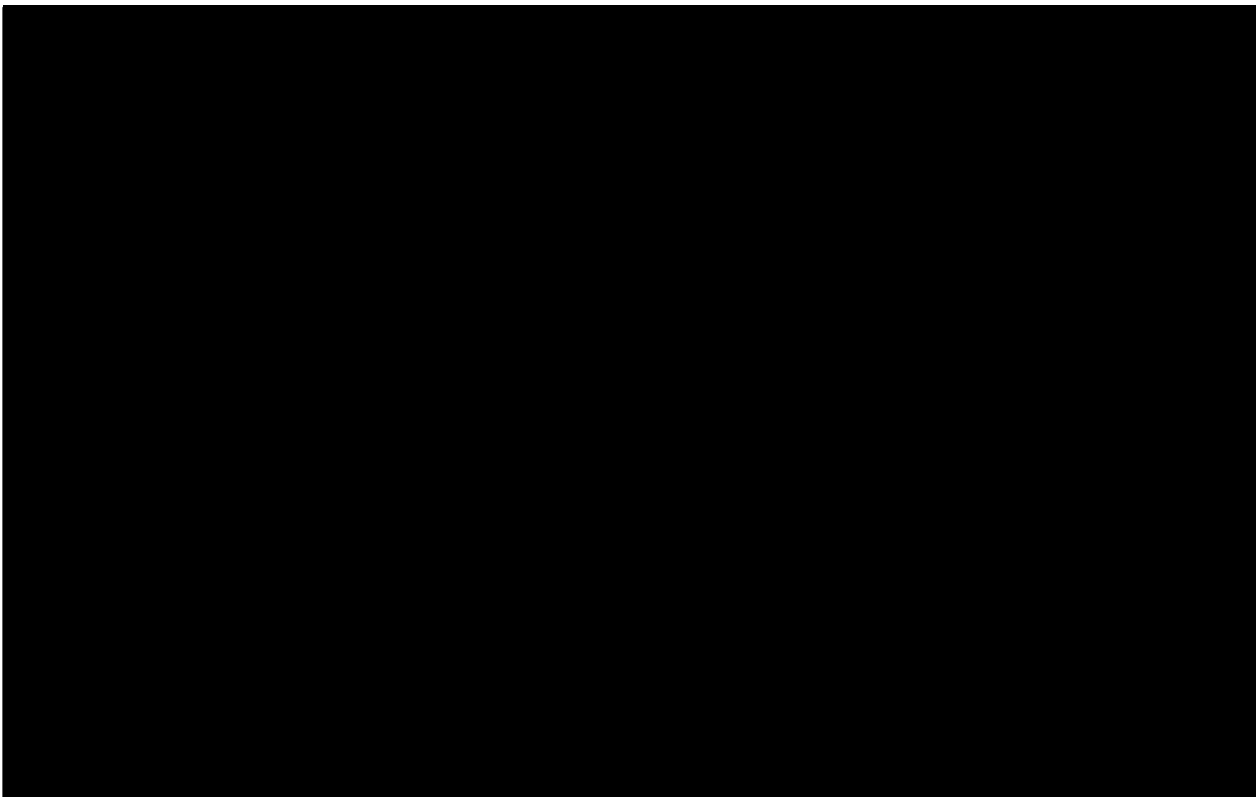
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In particular I draw attention to the EIS's failure to:

- * 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.



Name: David Branson



Address:



Bardwell Valley, NSW
2207

Content:

I strongly object to the WestConnex M4 East motorway proposal. Roads are a 20th century solution to the current 21st century problem. International experience has demonstrated that motorways just generate more traffic for both the motorway in question and surrounding roads. You people need only look at the USA for evidence of this.

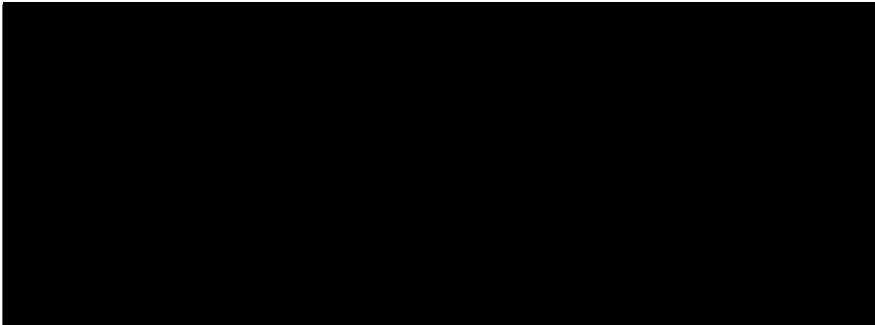
What public transport alternatives have been considered and can you please describe them? Why has the WestConnex been presented as the only solution to Sydney's transport problems?

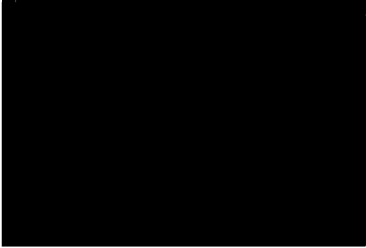
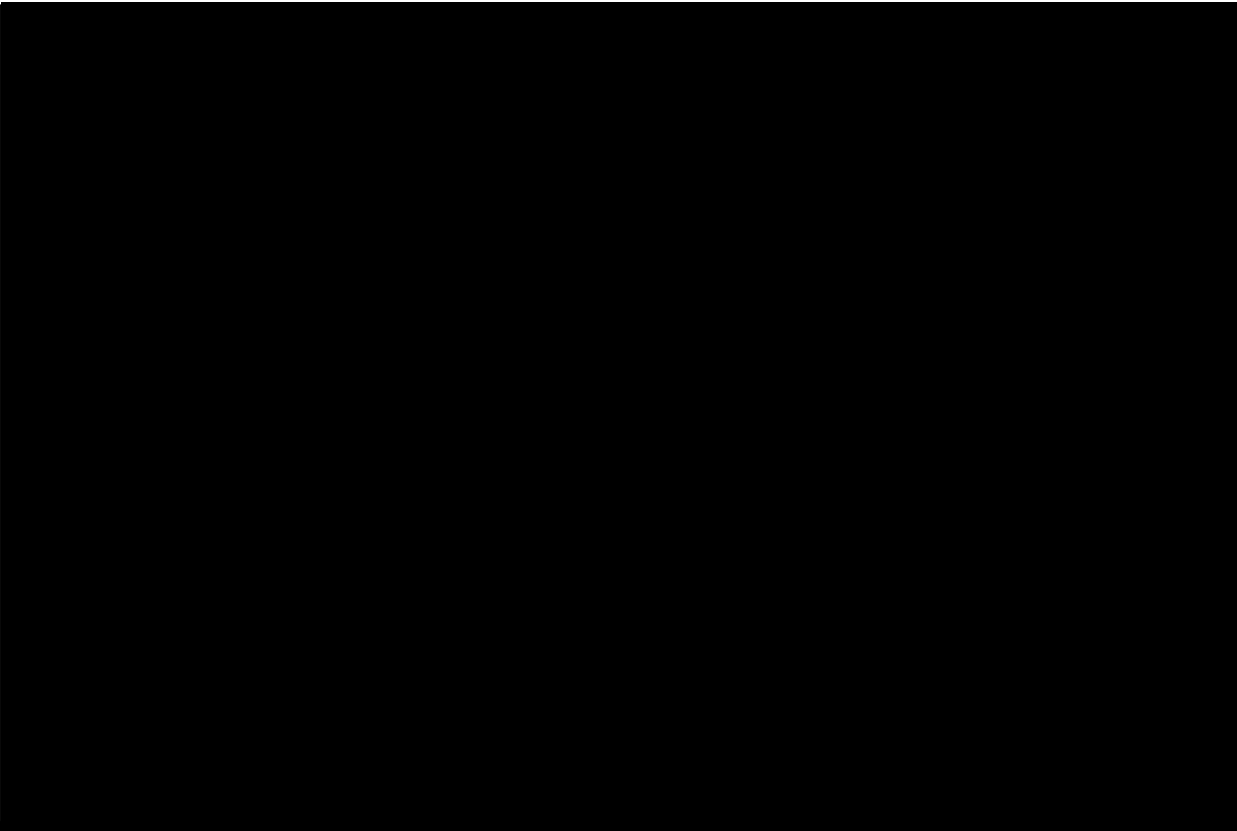
I wish to register my objection to the government awarding tenders for the project before a full business case has been publicly released and before the EIS has been published and the public has exercised its right of participation.

I am concerned that the cost of this project will make funds for future transport projects unavailable. For example, what are the opportunity costs of this project measured in terms of other solutions to Sydney's transport issues?

I am outraged that the EIS as failed to honestly and fully discussed the social, environmental and economic impacts of the project.

I implore you not to continue with the project.





Content:

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

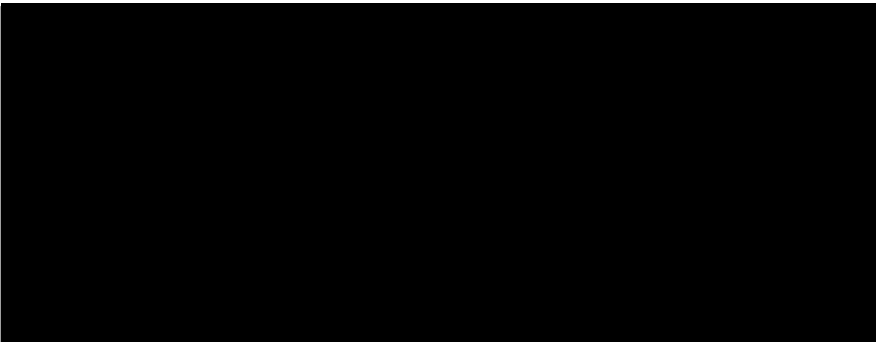
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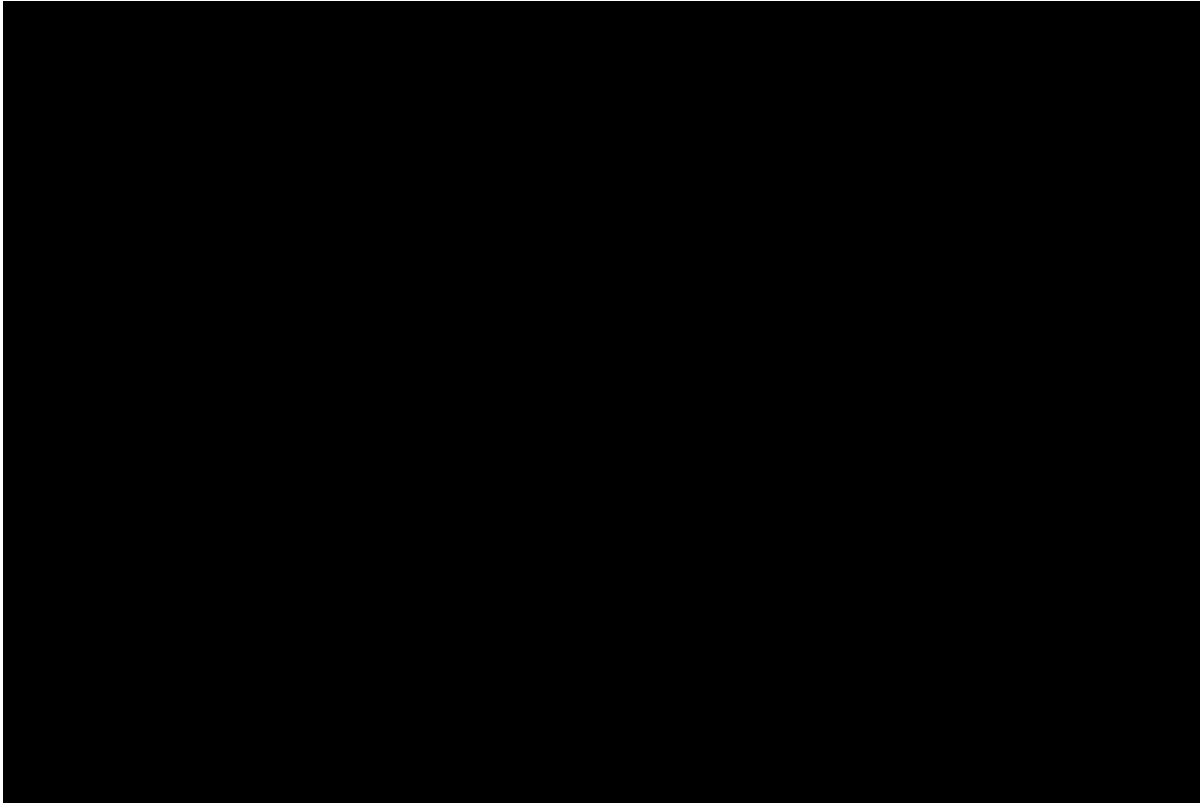
The EIS also fails to consider significantly more sustainable public and active transport options that will produce a lower level of greenhouse gas emissions AND reduce traffic.

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads generate a flood of new road traffic and rapidly reach capacity.

Moreover, if public transport were improved, a huge amount of people would take it more often. For instance, personally, I feel very negative towards catching several legs of transport, and it taking triple the amount of time of driving, to visit my father who lives a couple of suburbs away. I am about to buy a car for this reason. This is coming from a person who is passionate about protecting the environment and a supporter (in general) of Sydney's public transport. Public transport decreases traffic, not new roads.

Please reconsider where taxpayer dollars will be spent. I object to the WestConnex and support public and active transport investment.





Name: John Catalovski


Address:

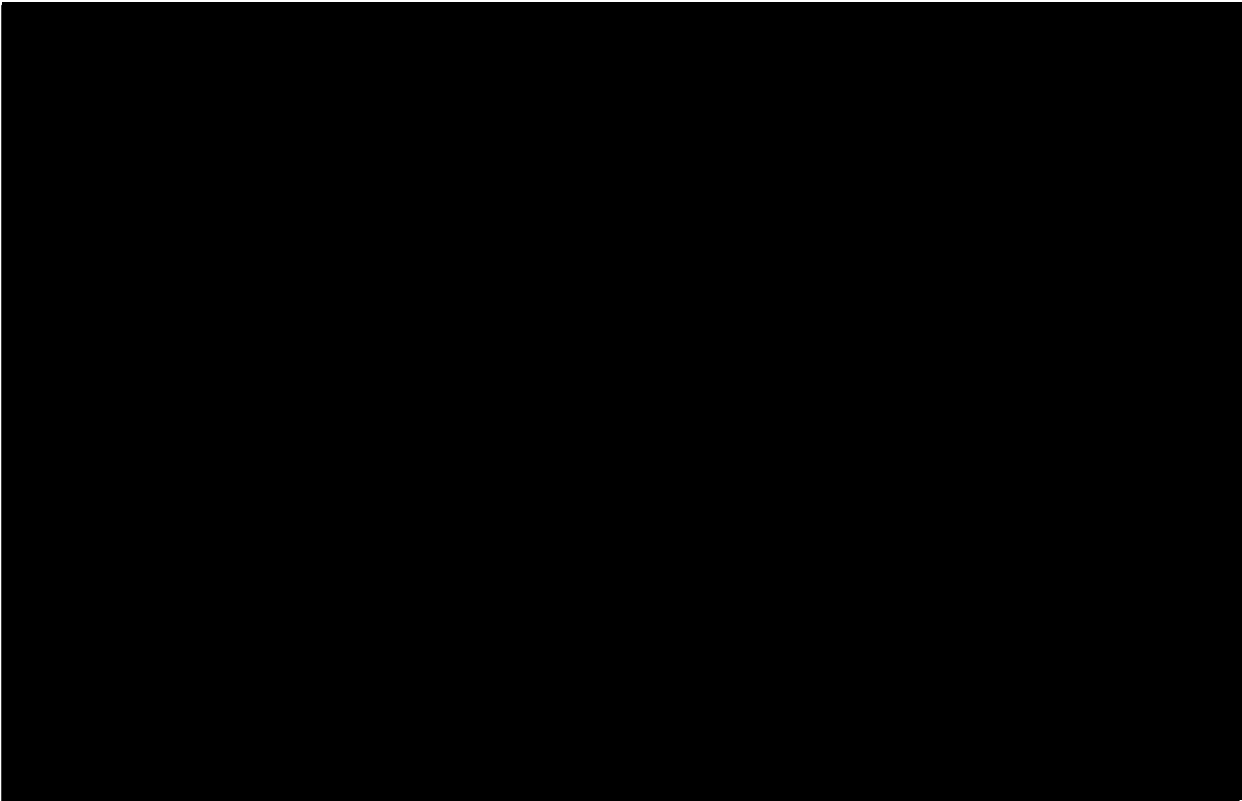
 

Burwood, NSW
2134

Content:

My family and I are strongly against the existing route proposal as it will disrupt our lives, cause stress and negatively affect the value of our property. We would greatly like the State Government to revert to the original route under Parramatta Road.

If our request cannot be met, we ask that we are financially compensated for the affect that the new route will have on our property.



Name: Cveta Catalovski



Address:

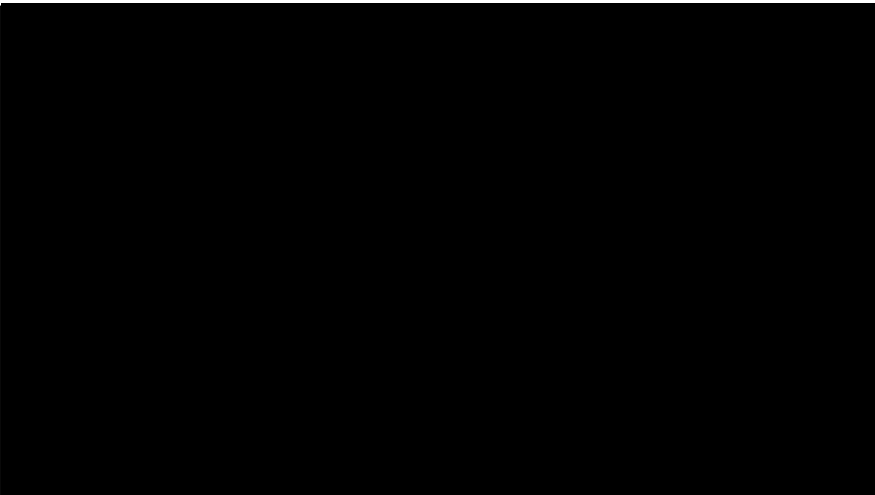


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2134

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[REDACTED]

Name: Bellmara NEVES
[REDACTED]

Address:
[REDACTED]

North Strathfield, NSW
2137

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

Submission: WestConnex M4 East EIS (SSI 6307)

It is with a heavy heart and a deep sadness that I write this letter. I wish to express my sincerest and strongest objections to the WestConnex M4 East Motorway proposal. While many have put forward valid reasons such as the additional traffic, funneling of traffic into heavily congested middle ring and inner city road, the requiring of the demolition of hundreds of homes and businesses.

I want to explain our objections. We are a small family. We recently had a son; [REDACTED]. We have forgone several luxuries that most people in our age bracket enjoy. We have NOT gone on holidays, we have NOT stopped working, we have NOT renovated [REDACTED]. Our one solace has been that we have a HOME!

[REDACTED]

Additionally, we were not informed, nor were our home on the original plans. How then were we informed? Well on the 21/10/2015 (yes, yesterday) your representative came to our home, she didn't knock, but simply proceeded to slip the form under our door. She was quite shocked that someone was home, and our objection and concerns and disappointment were all raised! Why are we only being informed now! Over 8 houses in our street have sold, however they were all given well over 6 months - 12 months notice! Our home is a heritage home and the real value of the property will never be realized! We are in an absolute bind! I ask, what would you tell, your brother or sister, mother or father or husband or wife to do in this situation? Would you be happy or supportive if this happened to your family member?

Additionally, I wish to register my strong objection to the governments awarding tenders for the project before a full business case has been publicly released and before the EIS has been published and the public has exercised its right of participation. The present procedure makes a mockery of that right.

I hope that you take the time to read our objection and consider it honestly, sincerely and with integrity. I would like confirmation

that you have read and received my objection. I would also like a personal, not automated response to discuss further, how a process has been missed and we have only been informed yesterday. This is not a small project; this has required planning and other legal processes, the involvement of many people and lots of hours of work. I cannot fathom nor understand how we, and our home are going to survive this.

I await your response.

[REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I and my husband live in [REDACTED] which is a left turn off Parramatta Road a few blocks east of where the WestConnex tunnel's outlet will be.

Haberfield is a heritage conservation area, and has long been a generally quiet suburb. Many of the residents of our road (and of Haberfield) are elderly Italians who have lived here for decades, and who are unlikely to feel empowered enough to make submissions such as this one. Many other residents are young couples with small children.

So, I am writing this submission on behalf of myself and my husband, and also on behalf of other Haberfield residents.

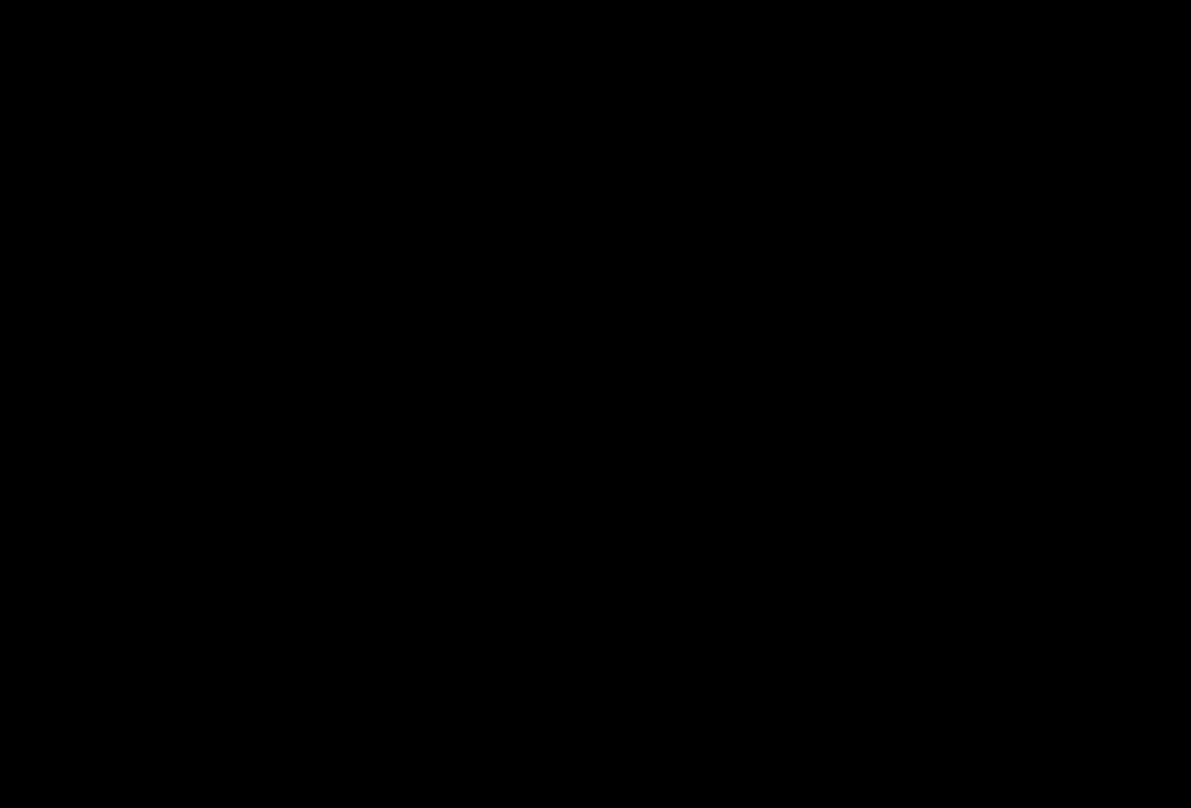
Many of the enormous number of cars and trucks that emerge from the tunnel will want to avoid the busy Parramatta Road that they encounter by turning left soon after they exit from the tunnel and travelling through local Haberfield streets instead.

I understand that Chandos St will be blocked off at Parramatta Road during the construction phase of WestConnex.

I request that the other relatively minor roads that are a left turn off Parramatta Road after the tunnel's outlet, including St Davids Road, also be at least partially blocked off permanently to prevent entry of traffic from Parramatta road.

[REDACTED]

[REDACTED]



Name: Ezio Di Giusto



Address:



Haberfield , NSW
2045

Content:

I have lived in Tinana Street in Haberfield for more than half of my life. Tinana Street is parallel to Parramatta Road, one block in, and connects to Parramatta Road via Chandos Street at one end, and via Rogers Avenue at the other end. Those two streets are a few blocks east of where the new WestConnex tunnel's outlet will be.

The cars and trucks that emerge from the tunnel will encounter a busy Parramatta Road, and many will avoid Parramatta Road by turning left soon after they exit from the tunnel and "rat-running" through local streets like mine.

Haberfield is currently a quiet, safe suburb. Many of the residents are elderly, and many are young couples with small children.

Their safety will be threatened, and their sleep at night will be disturbed, by the increased traffic.

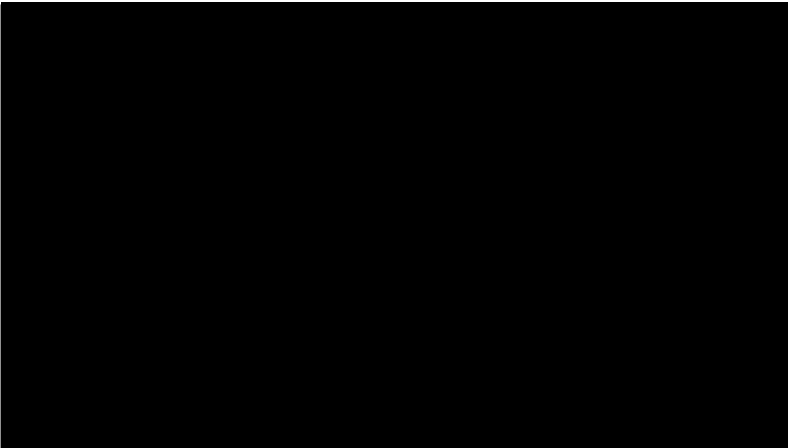
I understand that Chandos Street in Haberfield will be blocked off at Parramatta Road during the WestConnex construction phase.

I request that this blockage be made permanent, and that other small side streets near the tunnel's outlet, including Rogers Avenue and St Davids Road, also be at least partly blocked to prevent eastbound Parramatta Road traffic from entering them.

Yours sincerely

Ezio Di Giusto

4a Tinana Street Haberfield



Name: Andrew Taylor
Organisation: personal (self)

Address:

Marrickville , NSW
2204

Content:

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

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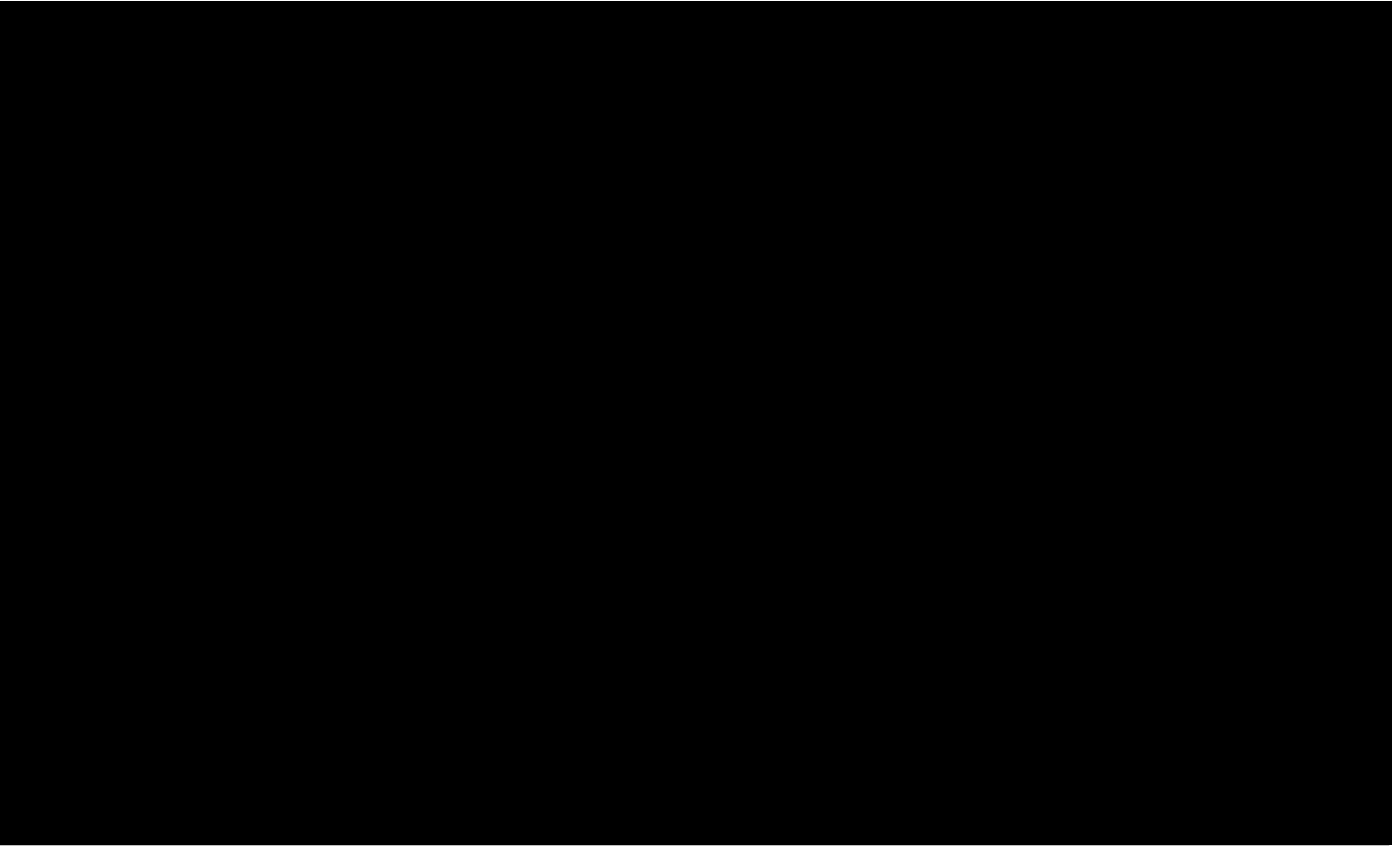
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- * Publish a robust business case to justify expenditure of billions of dollars worth of taxpayers' funds.

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- * 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.



Name: ae design partnership Company
Organisation: ae design partnership (Planner)
Govt. Agency: No

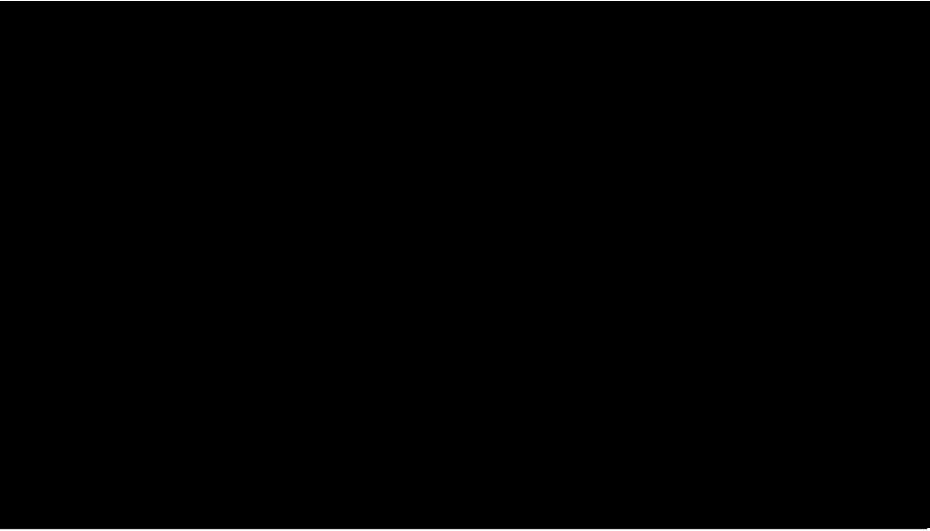


Address:



Camperdown, NSW
2050

Content:
Submission attached as pdf.



23 October 2015

Brent Devine
Senior Planner
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Via email:

**Submission to WestConnex M4 East Exhibition
Stage 1 – M4 (Parramatta to Haberfield)**

Dear Mr Devine

The purpose of this letter is to submit an objection in response to the WestConnex Exhibition, specifically Stage 1: Parramatta to Haberfield (M4 widening and M4 East).

Background:

This submission focuses on the impacts of the Wattle Street (City West Link) interchange at Haberfield on Wattle Street/Dobroyd Parade. This section of the proposal includes:

- An on-ramp to the westbound tunnel and an off-ramp from the eastbound tunnel.
- On- and off-ramps at this interchange that would provide access to the M4-M5 Link.
- Realignment of westbound lanes of Wattle Street.
- Installation of tunnel ventilation systems at the corner of Parramatta Road and Wattle Street at Haberfield. The Eastern Ventilation Facility will contain five ventilation exhaust points (25 metres high), one for each off ramp and two at the M4-M5 Link interface.

Haberfield has been identified as a high sensitivity area within the M4 East Environmental Impact Statement and the area and Wattle Street is located within a heritage conservation area.

Traffic

Two entry/exit portals are proposed on Wattle Street, where traffic will continue onto Dobroyd Parade then through to City West Link and ANZAC Bridge. Wattle Street is proposed to be widened to accommodate additional lanes.

- Dobroyd Parade will not be able to handle the increased traffic flow generated by the proposal.
- Dobroyd Parade is currently a four lane road of approximate speed 60 kilometres per hour.
- The proposal will introduce a higher proportion of trucks to the traffic flow along Dobroyd Parade and this has not been sufficiently addressed in the EIS.

Acoustic Impacts

- Lots to the north of Wattle Street will be impacted by both noise and vibration during the construction and operation of the proposal.

- Noise barriers are proposed to minimise operational noise including South of Wattle Street between Parramatta Road and Waratah Street. The location of this noise barrier has been identified in the EIS however information is not provided on:
 - The design (height, width, materials) of the barrier. This information is required to accurately assess the impact of the noise barrier on the character of Wattle Street.
 - How the noise barriers will impact on the heritage character of the locality (as the entire suburb of Haberfield is identified a Heritage conservation area within the Ashfield LEP 2013).
- There would be significant acoustic impacts on dwellings in the vicinity of the Wattle Street Portals. This is illustrated by the data provided within the EIS. The noise logging station L21 is expected to experience noise intrusiveness of 144 dBA in 2021 if the proposal is to be completed compared to 117 dBA without the proposal.

Eastern Ventilation Facility

- EIS does not provide sufficient information on the Eastern Ventilation Facility
- The Eastern ventilation facility is proposed to be 25 metres high (approximately 8 storeys).
- Current zoning permits the following height of buildings:
 - North of Wattle Street: 7 metres.
 - South of Wattle Street: 9 metres.
 - Adjacent to Parramatta Road: 15 metres (Ashfield LEP 2013).
- The Eastern Ventilation Facility significantly breaches the height limits set by the Ashfield LEP 2013.
- The Eastern Ventilation Facility will dominate the streetscape and be inconsistent with the character of one and two storey residential dwellings along Wattle Street. Proposed vegetative screening of the ventilation facility will be unable to mitigate the visual impacts of facility due to its height.
- The air quality impacts of the Eastern Ventilation Facility have not been adequately addressed in the EIS. The impacts of Stage 1 of WestConnex on the concentrations of NO₂, CO and PM_{2.5} have been mapped however specific attention needs to be given to the Ventilation Facilities. The EIS needs to illustrate how properties immediately adjacent to the Eastern Ventilation Facility will not have as severe air quality impacts as properties at a further distance. This is due to the height of the exhaust towers causing further dispersal of the tunnel exhaust fumes.

Air Quality Impacts

- The air quality impacts of the proposal along Wattle Street and the eastern section of Parramatta Road have not been adequately addressed and considered.
- Figure 3 shows that while weaker concentrations (9-10 micrograms per cubic metre) of PM_{2.5} are expected to decrease, stronger concentrations (10-11 micrograms per cubic metre) are expected to increase in certain areas along Wattle Street/Dobroyd Parade and the eastern section of Parramatta Road.
- Impacts of wind patterns on dispersal of air toxins has not been adequately illustrated in the EIS. Impacts from prevailing winds (illustrated in wind roses such as those provided in Table 1) on the Eastern Ventilation stacks must be illustrated and addressed.
- Analysis within the EIS indicates how it is anticipated that there will be a build-up of air pollutants (such as PM_{2.5}) around the intersections and traffic lights along Wattle Street and Dobroyd Parade (see Figure 2). This has not been identified and addressed within the EIS.



Figure 8-69 Contour plot showing annual mean $PM_{2.5}$ (2021-DM)

Figure 1: Annual mean $PM_{2.5}$ without the proposal (Source: WestConnex M4 East Air Quality Assessment Report, p. 160).



Figure 8-70 Contour plot showing annual mean $PM_{2.5}$ (2021-DS)

Figure 2: Annual Mean $PM_{2.5}$ with the proposal (Source WestConnex M4 East Air Quality Assessment Report p.161)

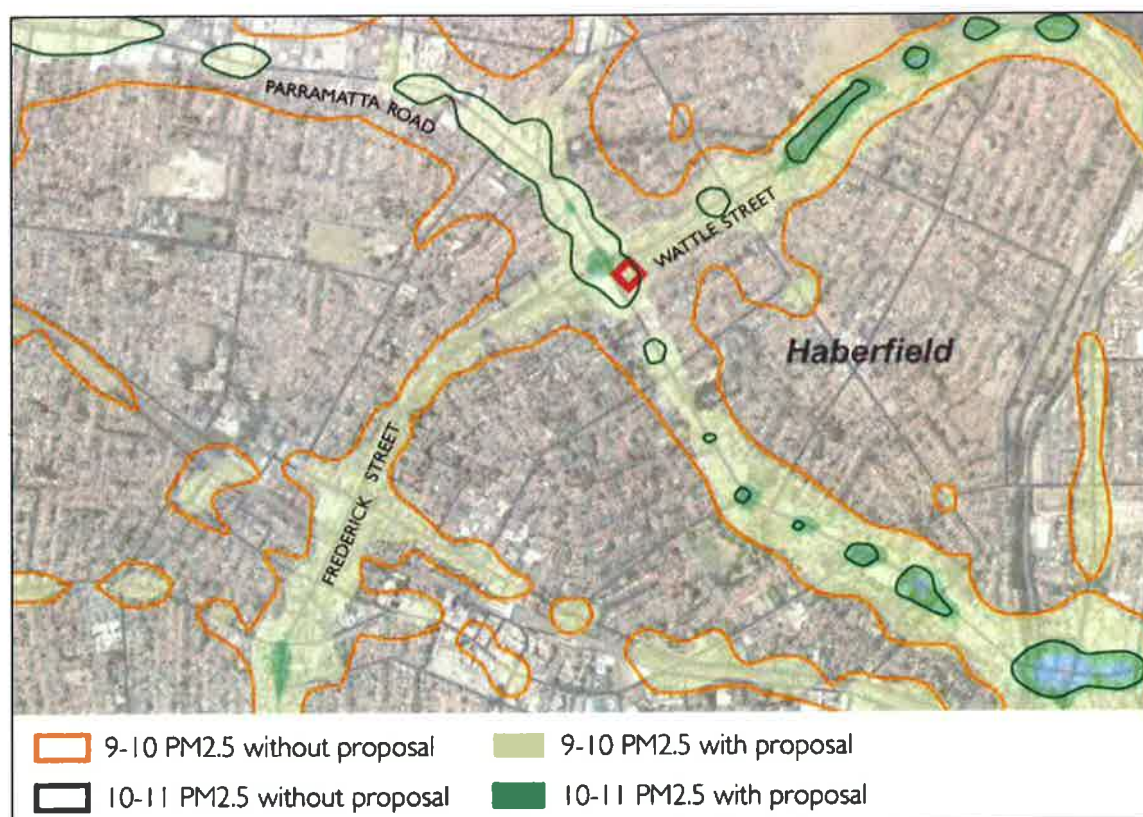
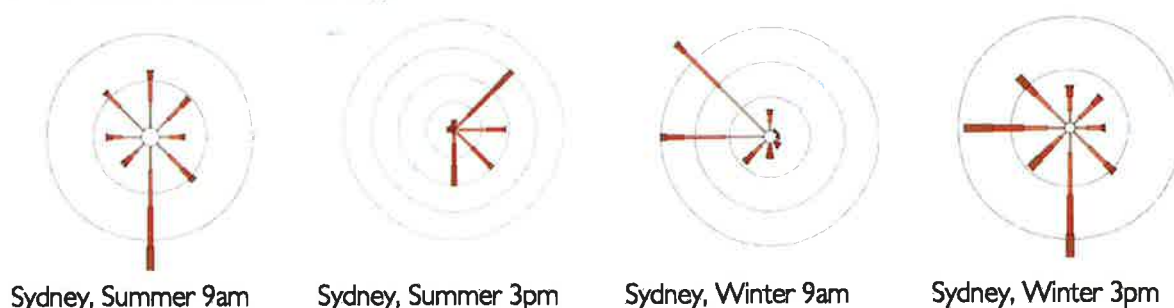


Figure 3: Comparison of PM2.5 impacts in 2021 with and without the proposal.

Table 1: Wind roses from Bureau of Meteorology.



Landscape Quality

- Lots to the south of Wattle Street are proposed to be acquired to allow for the construction of the Eastern Ventilation Facility and Wattle Street and Walker Avenue Civil Site (see Figure 5).
 - Eastern Ventilation Facility Site:
 - 15 residential properties containing 16 single dwellings would be acquired.
 - One residential flat building with eight individual dwellings would be acquired
 - Three commercial properties with three buildings would be acquired.
 - Wattle Street and Walker Avenue civil site:
 - 18 residential properties containing 21 single dwellings would be acquired
 - 35 dwellings within four residential flat buildings would be acquired
- Lots to the north of Wattle Street are not proposed to be acquired and amenity of these lots will be affected.
- The landscape character of Wattle Street will be permanently modified by the proposal through the proposed land acquisition and construction of the Eastern ventilation facility, Wattle Street widening, cut-and-cover tunnels, bridges, tunnel portals and noise walls.
- These lots are currently zoned R2 Low Density Residential.



Figure 4: Proposed full and partial acquisition of lots (M4 East Environmental Impact Statement).

- The proposal is inconsistent with the desired future character of Haberfield. The existing character of Wattle Street (facing north) consists of:
 - Single storey detached residential dwellings with pitched roofs.
 - Predominantly Federation style dwellings.
 - Low brick walls and picket fencing along front boundary.
 - Vegetated front setbacks.
 - Street trees.

Heritage

- WestConnex M4 East EIS states:
 - *These impacts would be localised around Wattle Street; however, the demolition of this number of individually listed and contributory items would result in a major adverse impact on the heritage significance of the Haberfield Conservation Area.*
 - *The project would affect the legibility of the original layout and would effectively fragment the suburb, with the area north of Wattle Street separated from the remainder of the conservation area. This fragmentation may also have an impact on the social significance of the Haberfield Conservation Area, particularly for the residents who live north of Wattle Street, who would be visually and spatially separated from the remainder of the suburb by the project.*
 - *The project would result in a change in the visual character of the conservation area, with a high visual impact.*
 - *The ventilation facility would be out of character with the conservation area.*
 - *Noise barriers (up to five metres high along the south-eastern side of Wattle Street) would be visible over the back fences of the retained properties along Walker Street and would have an adverse impact on their setting.* (WestConnex M4 East Environmental Impact Statement, p. 19-41).
- The proposal will permanently diminish the Heritage character of Haberfield and Wattle Street.

Overall, the documents of WestConnex M4 East submitted for exhibition were disappointing considering the time, money and resources that went into their production. The EIS has not adequately identified and addressed several issues including

- The Eastern Ventilation Facility and the impact of prevailing winds on the exhaust fumes.

- The design and visual impact of the noise barrier proposed along Wattle Street.
- The design of the entry/exit portals on Wattle Street.

It is unacceptable that the impacts of the additional traffic on Dobroyd Parade, caused by the Wattle Street tunnel portals and additional lanes, have not been modelled and addressed accordingly. The EIS has failed to address the impacts of congestion, noise and air pollution (especially at traffic lights and intersections) along Dobroyd Parade. The proposal cannot be adequately evaluated until these issues have been addressed.

Should you wish to discuss this submission further please contact me on (02) 9519 4994 or email Rohan@aedesignstudio.com.au.

Sincerely,

ae design partnership Pty Ltd

A handwritten signature in black ink, consisting of a stylized 'R' followed by a long, horizontal, slightly wavy line.

Rohan Dickson
Director

[REDACTED]

Name: Paul Sadler
Organisation: Presbyterian Aged Care NSW & ACT (CEO)
Govt. Agency: No

[REDACTED]

Address:

[REDACTED]

Strawberry Hills, NSW
2012

Content:

Presbyterian Aged Care operates PAC Haberfield, a 43-bed residential aged care facility at 169-171 Parramatta Road, Haberfield. As such we operate 24 hours / 7 days per week, as well as being the home for our residents.

The proposed WestConnex M4 / Parramatta Road interchange at Ashfield is to be constructed directly in front of our building.

We note the EIS proposals concerning the standard hours of work proposed do prevent work on Sundays or Public Holidays, but there is some capacity for surface work to be conducted at night, presumably to reduce impact on peak hour traffic. Given we are home to up to 40 older people, we hope noisy night-time work will be kept to an absolute minimum. We also note the potential impact of noise and dust on our property will need management throughout the project.

We understand the plans do not involve interruption to traffic along the city / east direction flow of Parramatta Rd. This is critical for PAC Haberfield, as we must maintain access for emergency vehicles (e.g. ambulance, fire) to our building at all times.

We are keen that the work includes, as far as practicable, an improved landscape. We will have 10 lanes of traffic outside our aged care facility once this work is complete, so it is critical to the amenity of our residents and staff that the pollution, visual and noise impacts are minimised and the environment improved.

[REDACTED]

Content:

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.

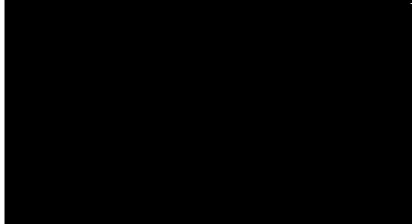
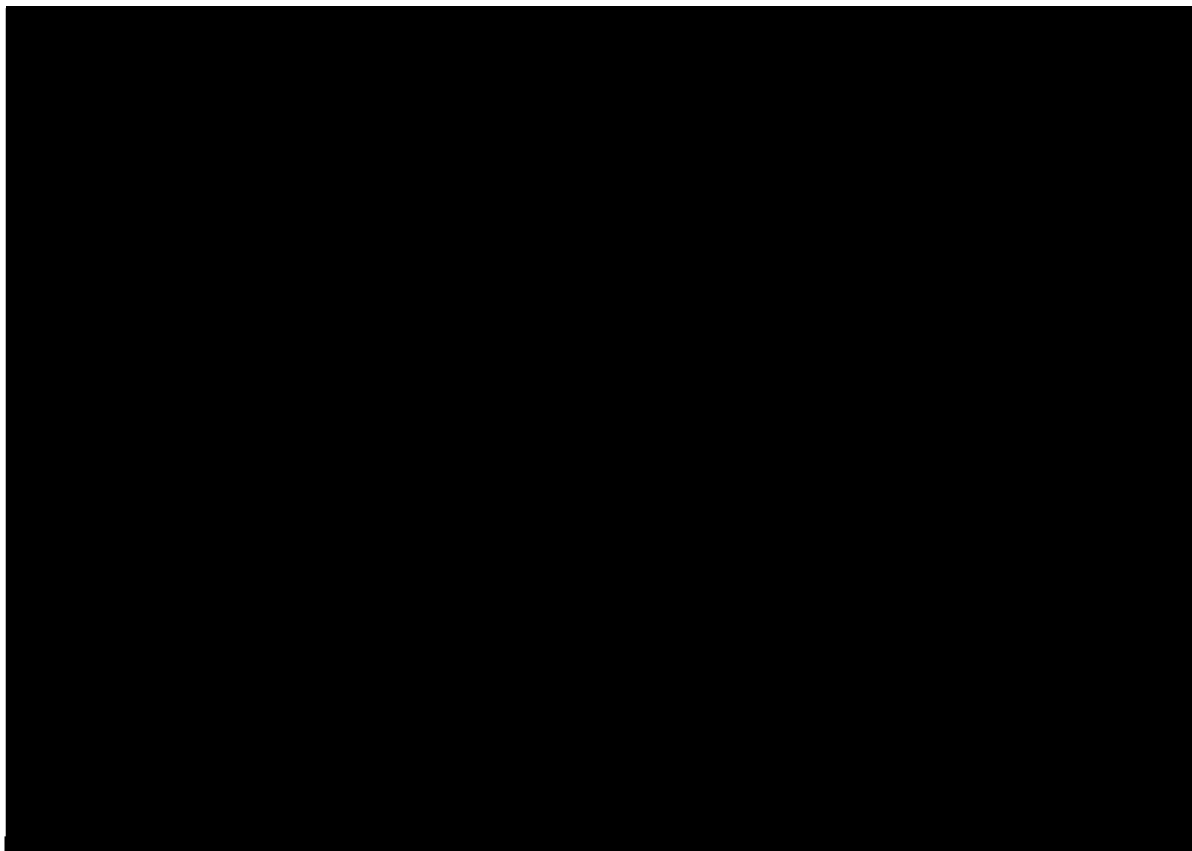
- * Honestly discuss public transport and freight rail alternatives.

- * Publish a robust business case to justify expenditure of billions of dollars worth of taxpayers' funds.

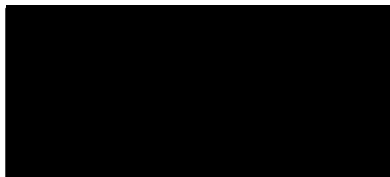
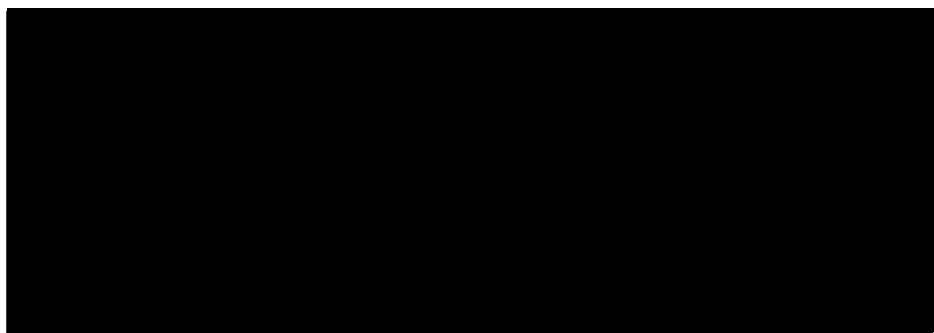
- * Properly describe the long term impacts of air pollution generated by the increased traffic volumes the project is designed to facilitate.

- * 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.



Content:
refer to attachment.



WestConnex M4 East EIS issues

In regard to the **Northcote street civil site (C7)**:

I don't want structures hard up against the boundary with my property. This includes but is not limited to Workshop, offices, sub stations, water treatment plants. In particular the **Acoustic SHED**. Being up to 10 metres tall this will cause excessive shadowing, blocking of skylight and daylight to my property. Spanning the whole length of our property and across Northcote street, it will grossly affect our visual amenity, we would feel like we were in a prison, trapped and enclosed. Visually thinking this would be a 10m tall 90 m long wall, which we would wake up to and be in our face every morning, noon and night for the next 3 years, this would leave one very depressed and who knows suicidal.

My expectation would be that the acoustic shed and other structures are 20m from the boundary as per layout figure 6.15 page 6-35 EIS volume 1A part 4. Also, considering the proximity to residential properties the acoustic shed should not be taller than 8 metres.

Furthermore, We don't want any fuel(refill station), chemical or explosive storage areas near the boundary with my property.

On the boundary with my property I don't want the hoarding to be greater than 2.5 to 3.0 m maximum in height, this will cause excessive shadowing, blocking of skylight and daylight to my property. Also, it will grossly affect our visual amenity. It should also be set back from the boundary.

Driveway access: reversing out of my driveway will be difficult with the hoarding fence placed on the boundary across Northcote street , please allow space or an area so we may reverse out of our driveway.

Best Regards,



Name: Colleen Winney
Organisation: Ms. (Ms.)

Address:

Kingsgrove, NSW
2208

Content:

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