

Attn: The Secretary, Dept of Planning & Environment

Subject: Submission to SSI 6307 WestConnex M4 East EIS

I am writing to register my strong objection to the WestConnex M4 East proposal in any form. The Project will have a devastating impact on the Inner West and the local communities within the area.

I strongly object to the process where each section of WestConnex is assessed separately. This does not allow a comprehensive overall view of the whole project.

I object to the EIS's failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly refers to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project, including loss of housing, heritage and biodiversity.

I object to the lack of transparency in the entire WestConnex process. I object to contracts worth billions of dollars being entered into without a full business case having been released or the project being subjected to independent Gateway reviews. 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 \$15.4 billion being spent on WestConnex for small savings that will not benefit most commuters. Instead of spending this amount of money to benefit a very small percentage of drivers in Sydney, and cut just one minute off overall road network traffic speeds, the NSW Government should be investing in public transport and traffic management solutions for long term benefits.

I object to AECOM being paid millions of dollars of public funds to play the key role in the EIS for the M4 East. AECOM has been awarded other WestConnex contracts that give it a huge vested interest in the project going ahead, and this is demonstrated by the lack of independence and superficial analyses that characterise this EIS.

I object to the total inadequacy of the M4 East biodiversity assessment which is based on insufficient studies. No attempt is made to assess cumulative impacts of the entire WestConnex project on loss of open space, gardens and other vegetation.

I object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads throughout the Inner West.

I object to hundreds of residents being forced from their homes and businesses for the M4 East, and the failure of the EIS to assess the social impacts of this. Forcibly acquiring and destroying over 200 homes and businesses will result in massive social disruption in communities. There have been numerous reports of homeowners and tenants being inadequately compensated for the loss of their properties. These acquisitions were in motion before the EIS was even completed. Yet the EIS Social Impact study failed to do any direct research on the impact of forced acquisitions on residents. I object to the wholesale destruction of heritage homes and precincts. This is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestions.

I object to the failure of WestConnex consultants to directly consult with business owners. Local business owners were not approached by WestConnex about the impact the M4 East would have on

their livelihoods, despite the fact that many stand to see their businesses destroyed as thriving streets precincts are drowned in traffic.

I object to the closure of the pedestrian overpass on Parramatta Road at Bland Street for any period of time. If the overpass is closed at all, I request that traffic controllers be present to direct traffic during morning and afternoon school zone times.

I object to trucks entering or exiting the 'Brescia' site on Bland Street where school children from Haberfield Public School and other community members walk daily. The risk to the children is unacceptable. Bland Street does not have the capacity to cater for these extra vehicles. I request that if the project does proceed, that spotters be placed in all areas where any truck movements are made during school zone times, to provide visibility for truck drivers of pedestrians on the ground level.

I request that if the project goes ahead, additional pedestrian/cyclist crossings between Haberfield and Ashfield be installed in several locations.

I object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. I request that if the project does proceed, the ventilation stacks be filtered and increased in height.

I object to WestConnex because it is not a long-term solution to Sydney's congestion problem. It will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk.

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

Yours sincerely

Kym Berry