

From: J Campbell-Brown <campaigns@good.do>
Sent: Monday, 2 November 2015 9:56 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I strongly 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 strongly object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I strongly 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

I strongly object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

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

I strongly 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.

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Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this project, and to formally respond to each of the concerns I have raised.

Yours sincerely,

J Campbell-Brown

Sydney NSW 2042, Australia

Brent Devine

From: Nicola Dixon <campaigns@good.do>
Sent: Monday, 2 November 2015 9:53 PM
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Nicola Dixon

Sydney NSW 2131, Australia

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Christina Parass

Sydney NSW 2047, Australia

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I strongly object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

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

I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I strongly 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 strongly 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.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this project, and to formally respond to each of the concerns I have raised.

Yours sincerely,

Frances English

Sydney NSW 2234, Australia

Brent Devine

From: Mary Jordan <campaigns@good.do>
Sent: Monday, 2 November 2015 9:43 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

My daughter attends Arncliffe Public School, and the smoke stacks planned for that suburb could adversely affect her health, and that of all the children attending.

I strongly 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 strongly object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I strongly 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

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Brent Devine

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Sent: Monday, 2 November 2015 9:43 PM
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John Calman

Sydney NSW 2234, Australia

Brent Devine

From: Gina Roberts <campaigns@good.do>
Sent: Monday, 2 November 2015 10:55 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

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Yours sincerely,

Gina Roberts

Sydney NSW 2043, Australia

Brent Devine

From: zio ledeux <campaigns@good.do>
Sent: Monday, 2 November 2015 10:50 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

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Brent Devine

From: Moz Manolakis <campaigns@good.do>
Sent: Monday, 2 November 2015 10:47 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I am writing to register my very strong objection to the WestConnex M4 East proposal.

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Sydney NSW 2205, Australia

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From: Susan Hoke <campaigns@good.do>
Sent: Monday, 2 November 2015 10:45 PM
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I strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I strongly 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 strongly 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.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this project, and to formally respond to each of the concerns I have raised.

Yours sincerely,

Susan Hoke

Sydney NSW 2205, Australia

Brent Devine

From: Michael Dandy <campaigns@good.do>
Sent: Monday, 2 November 2015 10:33 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal. I would like to state that I am a car driver (which I use mostly for my work) but with my family, we like to walk, cycle and use public transport as well. I do not believe that this project will ease the congestion problems facing Sydney in the future. It's such a shame that the NSW government has not listened to traffic experts that clearly have better ideas to solve Sydney's traffic problems.

I strongly 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 strongly object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I strongly 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

I strongly object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I strongly object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I strongly 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 strongly 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.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this project, and to formally respond to each of the concerns I have raised.

I would like a response to this email and I give my permission for it to be published on the departments website.

Yours sincerely,

Michael Dandy

Sydney NSW 2044, Australia

Brent Devine

From: Jackie Davis <campaigns@good.do>
Sent: Monday, 2 November 2015 10:29 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I strongly 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 strongly object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I strongly 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

I strongly object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I strongly object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I strongly 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 strongly 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.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this project, and to formally respond to each of the concerns I have raised.

Yours sincerely,

Jackie Davis

Sydney NSW 2042, Australia

Brent Devine

From: Jayde Obrien <campaigns@good.do>
Sent: Monday, 2 November 2015 10:23 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I strongly 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 strongly object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I strongly 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

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

I strongly 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.

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I strongly 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.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this project, and to formally respond to each of the concerns I have raised.

Yours sincerely,

Jayde O'Brien

Australia 228, Chiguayante, Chiguayante, Región del Bío Bío, Chile

Brent Devine

From: chris Wooffindin <campaigns@good.do>
Sent: Monday, 2 November 2015 10:17 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I strongly 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 strongly object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I strongly 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

I strongly object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I strongly object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I strongly 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 strongly 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.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this project, and to formally respond to each of the concerns I have raised.

Yours sincerely,

chris Wooffindin

Sydney NSW 2042, Australia

From: Greta Werner <campaigns@good.do>
Sent: Monday, 2 November 2015 10:18 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I strongly 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 strongly object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I strongly 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

I strongly object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I strongly object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I strongly 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 strongly 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.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this project, and to formally respond to each of the concerns I have raised.

Yours sincerely,

Greta Werner

Sydney NSW 2216, Australia

Brent Devine

From: Kylie Lawrence <campaigns@good.do>
Sent: Monday, 2 November 2015 10:14 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I wish to register my strong objection to the WestConnex M4 East proposal.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 the EIS for this proposal was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

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

In regards to the M4 East EIS, I also strongly object to:

- The lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.
- The short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.
- 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

- Having each section of the Westconnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.
- The failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.
- The failure to provide enough data to allow independent experts to verify the M4 East EIS's traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.
- Spending \$15.4 billion 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.
- The poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.
- The huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.
- 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.
- The health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!
- The total inadequacy of the M4 East biodiversity assessment. This 'analysis' 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.
- 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.
- 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 therefore call on the Minister for Planning to reject this proposal on the grounds that:

- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.
- AECOM has not even met the basic Planning Secretary's requirements in its assessment.

- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and livability of cities.

I also request a formal response to the concerns I have raised.

Yours sincerely,

Kylie Lawrence

Sydney NSW 2042, Australia

Brent Devine

From: Simon Peart <campaigns@good.do>
Sent: Monday, 2 November 2015 10:35 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I strongly 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 strongly object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I strongly 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

I strongly object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I strongly object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I strongly 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 strongly 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.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this project, and to formally respond to each of the concerns I have raised.

Yours sincerely,

Simon Peart

Sydney NSW 2043, Australia

Brent Devine

From: Millie Bartlett <campaigns@good.do>
Sent: Monday, 2 November 2015 10:44 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I strongly 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 strongly object to a process in which each section of WestConnex is assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I strongly 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

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I strongly 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 strongly 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.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this project, and to formally respond to each of the concerns I have raised.

Yours sincerely,

Millie Bartlett

Sydney NSW 2131, Australia

Brent Devine

From: Emily English <campaigns@good.do>
Sent: Monday, 2 November 2015 11:56 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I strongly object to the entire WestConnex for a number of reasons. Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.

A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

In regards to this WestConnex M4 East proposal, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

- I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

- I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

- I strongly object to having each section of the WestConnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

- I strongly object to the failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.

- I strongly object to the failure to provide enough data to allow independent experts to verify the M4 East EIS's traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

- I strongly object to spending \$15.4 billion 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

- I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

- I strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.

- I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

- I strongly object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' 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 strongly 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 congestion.

- I strongly 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 therefore call on the Minister for Planning to reject this proposal on the grounds that:

- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.
- AECOM has not even met the basic Planning Secretary's requirements in its assessment.
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and livability of cities.

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

Yours sincerely,

Emily English

Sydney NSW 2209, Australia

Brent Devine

From: Melissa Phillips <campaigns@good.do>
Sent: Monday, 2 November 2015 11:54 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I strongly object to the entire WestConnex for a number of reasons. Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.

A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

In regards to this WestConnex M4 East proposal, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

- I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

- I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

- I strongly object to having each section of the WestConnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

- I strongly object to the failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.

- I strongly object to the failure to provide enough data to allow independent experts to verify the M4 East EIS's traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

- I strongly object to spending \$15.4 billion 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

- I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

- I strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.

- I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

- I strongly object to the total inadequacy of the M4 East biodiversity assessment. This ‘analysis’ 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 strongly 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 congestion.

- I strongly 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 therefore call on the Minister for Planning to reject this proposal on the grounds that:

- Even the M4 East’s inadequate traffic analysis shows that WestConnex will be at capacity by 2031.
- AECOM has not even met the basic Planning Secretary’s requirements in its assessment.
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and livability of cities.

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

Yours sincerely,

Melissa Phillips

Sydney NSW 2040, Australia

From: Lucy Brack <campaigns@good.do>
Sent: Monday, 2 November 2015 11:50 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I strongly object to the entire WestConnex for a number of reasons. Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.

A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

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- AECOM has not even met the basic Planning Secretary's requirements in its assessment.
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and livability of cities.

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

From: Sharon Laura <campaigns@good.do>
Sent: Monday, 2 November 2015 11:47 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I live in Haberfield and my home and community is going to be devastated by the WestConnex M4 East project.

I strongly object to the entire WestConnex for a number of reasons. Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.

A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

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- I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.
- I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.
- I strongly object to having each section of the WestConnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.
- I strongly object to the failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.
- I strongly object to the failure to provide enough data to allow independent experts to verify the M4 East EIS's traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.
- I strongly object to spending \$15.4 billion 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.
- I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

- I strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.

- I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

- I strongly object to the total inadequacy of the M4 East biodiversity assessment. This ‘analysis’ 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 strongly 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 congestion.

- I strongly 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 therefore call on the Minister for Planning to reject this proposal on the grounds that:

- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.

- AECOM has not even met the basic Planning Secretary's requirements in its assessment.

- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and livability of cities.

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

Yours sincerely,

Sharon Laura

Sydney NSW 2045, Australia

From: Paola Talbert <campaigns@good.do>
Sent: Monday, 2 November 2015 11:46 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to register my strong objection to the WestConnex M4 East proposal.

I strongly 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 am a resident from Erskineville and I live close to south King St, I am appalled that St Peters is going to lose many houses and open space, parts of Sydney Park are also zoned for removal when money has been spent on upgrading the park. Sydney Park is one of few public green spaces for the general public to enjoy and its going to have this enormous junction of highways right next to it, the air quality, traffic all will destroy a thriving community that has seen huge growth in the residential areas of St Peters, Erskineville, Newtown.

I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

I strongly 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond, even though hundreds of people have called and emailed the Minister for Planning to say this is not long enough.

I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

I strongly object to the EIS's failure to provide enough data to allow independent experts to verify its traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

I strongly object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' 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 strongly object to the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.

I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

I strongly 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 strongly 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.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$15.4 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore call on the Minister for Planning to reject this project, and to formally respond to each of the concerns I have raised.

Yours sincerely,

Paola Talbert

From: Leyne Elbourne <campaigns@good.do>
Sent: Monday, 2 November 2015 11:41 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I strongly object to the entire WestConnex for a number of reasons. Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.

A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

In regards to this WestConnex M4 East proposal, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

- I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

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- I strongly 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 congestion.

- I strongly 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 therefore call on the Minister for Planning to reject this proposal on the grounds that:

- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.
- AECOM has not even met the basic Planning Secretary's requirements in its assessment.
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and livability of cities.

Brent Devine

From: Jacqui Bolt <campaigns@good.do>
Sent: Monday, 2 November 2015 11:37 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I strongly object to the entire WestConnex for a number of reasons. Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.

A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

In regards to this WestConnex M4 East proposal, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

- I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

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- I strongly object to having each section of the WestConnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

- I strongly object to the failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.

- I strongly object to the failure to provide enough data to allow independent experts to verify the M4 East EIS's traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.

- I strongly object to spending \$15.4 billion 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

- I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.

- I strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.

- I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

- I strongly object to the total inadequacy of the M4 East biodiversity assessment. This ‘analysis’ 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 strongly 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 congestion.

- I strongly 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 therefore call on the Minister for Planning to reject this proposal on the grounds that:

- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.
- AECOM has not even met the basic Planning Secretary's requirements in its assessment.
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and livability of cities.

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

Yours sincerely,

Jacqui Bolt

Sydney NSW 2206, Australia

Brent Devine

From: Jody Elston <campaigns@good.do>
Sent: Monday, 2 November 2015 10:57 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I strongly object to the entire WestConnex for a number of reasons. Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. It is not a long-term solution to Sydney's congestion problem.

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

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In regards to this WestConnex M4 East proposal, I strongly object to the following points, and I ask you to respond to each in your reply:

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- I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

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I therefore call on the Minister for Planning to reject this proposal on the grounds that:

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- AECOM has not even met the basic Planning Secretary's requirements in its assessment.
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and livability of cities.

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

Yours sincerely,

Jody Elston

Sydney NSW 2045, Australia

Brent Devine

From: Hannah Dale <campaigns@good.do>
Sent: Monday, 2 November 2015 11:08 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I strongly object to the entire WestConnex for a number of reasons. Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. It is not a long-term solution to Sydney's congestion problem.

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- I strongly 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 congestion.

- I strongly 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 therefore call on the Minister for Planning to reject this proposal on the grounds that:

- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.
- AECOM has not even met the basic Planning Secretary's requirements in its assessment.
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and livability of cities.

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

Yours sincerely,

Hannah Dale

Sydney NSW 2204, Australia

Brent Devine

From: Paul Hayward <campaigns@good.do>
Sent: Monday, 2 November 2015 11:07 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I strongly object to the entire WestConnex for a number of reasons. Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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.

Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.

A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

In regards to this WestConnex M4 East proposal, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly object to the lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.

- I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

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- I strongly object to having each section of the WestConnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

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- I strongly object to spending \$15.4 billion 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

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- I strongly object to the huge impact that the flow of cars and trucks out of tunnel exits. This will gridlock local roads throughout the Inner West.

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- I strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!

- I strongly object to the total inadequacy of the M4 East biodiversity assessment. This ‘analysis’ 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 strongly 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 congestion.

- I strongly 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.

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Brent Devine

From: Jody Elston <campaigns@good.do>
Sent: Monday, 2 November 2015 11:03 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

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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.

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A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

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- I strongly object to the short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.

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- I strongly object to having each section of the WestConnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.

- I strongly object to the failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.

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Yours sincerely,

Jody Elston

Sydney NSW 2045, Australia

From: Clara Zuleta Gaviria <campaigns@good.do>
Sent: Monday, 2 November 2015 11:02 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

I strongly object to the entire WestConnex for a number of reasons. Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. It is not a long-term solution to Sydney's congestion problem.

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- I strongly object to the failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.
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Brent Devine

From: Jason Elston <campaigns@good.do>
Sent: Monday, 2 November 2015 10:59 PM
To: information-Planning
Subject: Project ref: SSI 6307, WestConnex M4 East submission

Attn: Secretary

Dept of Planning & Environment

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Yours sincerely,

Jason Elston

Sydney NSW 2045, Australia

Brent Devine

From: Prashant Jain <campaigns@good.do>
Sent: Monday, 2 November 2015 11:38 PM
To: information-Planning
Subject: Submission to the WestConnex M4 East (SSI 6307)

To the Secretary, Dept Planning & Environment

I strongly object to the Westconnex proposal. I do not believe (and the EIS does not present satisfactory evidence to the contrary, "data" is vague and wishy-washy) that it will deliver a 'solution' to congestion or offer a quicker more efficient route. I object to the fact that this tollway will not even achieve what it initially claimed to be its objective - to move people from the western suburbs more efficiently in the CBD - it doesn't even reach the CBD - instead hundreds more cars will be spewed out in the already clogged up small roads of the inner west/inner city! I object to the tollway on the grounds that a toll will discourage many commuters from using Westconnex and thus these vehicles will contribute further to the congestion on lesser roads and create more rat runs through residential areas. I object to this incredible amount of public money funding a dinosaur tollway project to serve one portion of Sydney instead of investing in better public transport for the

whole of Sydney. There are many examples of failed or unsuccessful privatized tollway/tunnels elsewhere in the world but more importantly in Sydney, that have to be compensated or subsidized by the government (ie us the people) and I strongly object to this government committing to another failed-before-it-started project that will inevitably have to bail out financially in the future. I object to the INEVITABLE introduction of clearways on some of our important, main retail strip streets such as King St, Enmore Rd, and already overburdened residential streets such as Edgeware Rd, Kingston/Liberty St, etc etc. There may be no declared proposals to impose clearways in the Westconnex documents, but it is as clear and crystal to anyone who lives in these areas that an interchange at St Peters, spewing out hundreds more cars, that have to be swallowed up on our narrow inner city streets, will inevitably lead to the Roads & Maritime, if not councils, to introduce clearways to tr

y to ease the congestion. And then our vibrant retail strips will become ghost towns and small business owners will be ruined. I object to the destruction of hundreds of people's homes and businesses, parklands, natural habitat, heritage buildings. I object to the pollution that will spew from UNFILTERED ventilation stacks - these are proven high risk entities that affect the health of surrounding residents, and this is simply NOT ACCEPTABLE - there is nothing 'world's best practice' about releasing carcinogenic micro particles in to the air. I object to the lack of transparency and clarity throughout the entire Westconnex proposal period, the shamefully short exhibition period, and the transfer of this entity to a private corporation thus ensuring even greater secrecy and lack of transparency and accountability to the public (the tax payers, the users of the service, the victims of the destruction and future victims of the health risks from increased pollution, the people t

hat this government is supposed to represent and to protect the interests of.)

In addition to all the above objections, I further submit the following objections in a prepared submission which fully expresses my own opinion, in more concise and orderly manner than I would be able to articulate on my own.

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

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

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

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

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

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

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

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

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

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

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

- Construction work will cause potential contamination of downstream waterways and groundwater, impacting on aquatic and riparian habitats.
- Accidental leaks or spills of chemicals, fuels, oils and/or greases from construction plants and machinery may result in pollution of local waterways and groundwater sources.

- Discharge of treated groundwater, stormwater runoff during rainfall events and direct deposition of airborne particles risk causing acute or chronic contamination of water quality in downstream waterways.
- Huge permanent sediment basins will have to be located at the Homebush Bay Drive interchange to accommodate contaminated runoff in storm events.

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

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

I therefore call on the Minister for Planning to reject this proposal and I request a formal response to the concerns I have raised.

Yours sincerely,

Prashant Jain

Sydney NSW 2204, Australia

Brent Devine

From: Ken Shepherd <campaigns@good.do>
Sent: Monday, 2 November 2015 9:13 PM
To: information-Planning
Subject: WestConnex M4 East SSI 6307 submission

Attn: Secretary, Dept of Planning & Environment

I am writing to express my strong and sincere objection to the WestConnex M4 East proposal.

Traffic projections

It seems that many of the stated benefits of the project flow from traffic projections and traffic models. However, traffic projections for previous tollways have been inaccurate and unreliable. Why will this one be different?

Induced demand

A high quality motorway through the middle of Sydney will attract a lot of cars and trucks. The increased demand for such a high quality piece of infrastructure will naturally result in congestion. I object to the substantial increase in traffic and increased congestion it will cause - if not in the tunnel, then immediately surrounding it.

Pollution

The EIS states that the free flowing traffic as a result of Westconnex will result in an overall decrease in emissions. This is far fetched and hard to believe. There is no way to guarantee traffic will be free flowing, especially in peak hours with induced demand. Therefore there is no guarantee that pollution will be lowered. I object to the assumptions for the environment that are drawn from traffic models that are unreliable.

Climate Change

The resulting pollution will spread across Sydney and increase carbon emissions. I object to the project because instead of reducing our carbon footprint, State Government is directly increasing it by inviting more motorists on the road. I object to this proposed project because it will be part of the global warming problem, not the solution.

Pollution at portals

The ventilation stacks may be 35m tall and allow emissions to dissipate away from the houses below, but this is not the case at entry/exit points of Westconnex. Pollution will come out at ground level and directly impact surrounding homes, businesses, people and the natural environment. I object to imposing this concentrated pollution on the community.

Opportunity costs

The amount of money involved in delivering such a project is enormous and almost too big to fathom. With this money there are so many alternatives that would benefit the wider community and in a less environmentally damaging way. I object to such a large amount of the budget being spent on roads for motor vehicles and the resulting increase in carbon emissions which results.

Business case

The lack of transparency in regard to the business case is disconcerting. Surely if such a large project is being prepared by the government, then there is a logical rationale for it. Unfortunately the public aren't provided with any evidence of the economic rationale, which suggests that it is being hidden. I object to such a large and costly piece of government infrastructure being proposed without showing tax payers the business case and cost benefits.

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

Yours sincerely,
Ken Shepherd
Ashfield NSW 2131, Australia

From: Joanne Simpson <campaigns@good.do>
Sent: Monday, 2 November 2015 7:57 PM
To: information-Planning
Subject: WestConnex M4 East submission to SSI 6307

Attn: Secretary

Dept of Planning & Environment

I wish to register my strong objection to the WestConnex M4 East proposal.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. 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 the EIS for this proposal was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

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

In regards to the M4 East EIS, I also strongly object to:

- The lack of transparency in the entire WestConnex process. Billions of dollars of contracts have been let without a full business case having been released or the project being subjected to independent Gateway reviews.
- The short 55-day timeframe in which members of the community have been given to respond to the EIS for the M4 East. This document runs to nearly 5,000 pages, but the public was only given 55 days to respond – despite hundreds of people calling and emailing the Minister for Planning to explain why this was not enough time.
- 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

- Having each section of the Westconnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.
- The failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.
- The failure to provide enough data to allow independent experts to verify the M4 East EIS's traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.
- Spending \$15.4 billion 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.
- The poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.
- The huge impact that the flow of cars and trucks out of tunnel exits will have on local roads through out the Inner West.
- 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.
- The health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so!
- The total inadequacy of the M4 East biodiversity assessment. This 'analysis' 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.
- 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.
- 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 therefore call on the Minister for Planning to reject this proposal on the grounds that:

- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031.
- AECOM has not even met the basic Planning Secretary's requirements in its assessment.

•This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and livability of cities.

I also request a formal response to the concerns I have raised.

Yours sincerely,

Joanne Simpson

Sydney NSW 2015, Australia

**44 Northcote Street
Haberfield**

Your ref: Westconnex M4 East Tunnel (SSI 6307)

2 November 2015

NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

By Email: information@planning.nsw.gov.au

Dear Department of Planning and Environment

WESTCONNEX M4 EAST TUNNEL SUBMISSION

My children attend Dobroyd Point Public School located at Waratah Street, Haberfield. I am writing this submission having regard to the impact the construction that the WestConnex motorway will have on our school and its surrounds.

Our School

Dobroyd Point Public School was established in 1937. It is situated in a quiet residential street in the Federation suburb of Haberfield.

Our school is known locally as "the school among the trees" in the tradition of Haberfield as the first Australian "garden suburb".

Dobroyd Point Public School is a small school with approximately 230 students but despite our small size we are proud of the friendly learning environment provided to our students.

Traffic

Waratah Street is a quiet Haberfield Street used daily by families taking children to and from our local school. Children also walk down Waratah Street to access the sporting fields adjacent to Timbrell Park.

The Environmental Impact Statement (**EIS**) shows that:

- vehicles exiting the tunnel portal at Ramsay Street will be able to turn right onto both Ramsay Street and Waratah Street. Waratah Street appears to be the first exit point for drivers leaving the M4 East Tunnel;

- the character of Waratah Street will change dramatically with significantly increased traffic flows as vehicles exit the tunnel due to vehicles using this street as a "rat run";
- there will be increased congestion on City Westlink which will be exacerbated increased traffic flow which will increase the likelihood of Waratah Street becoming a rat-run;
- Ramsay Street will also become a rat run with traffic trying to avoid the congestion of City Westlink
- congestion will back up into the tunnel, creating additional pollution along Dobroyd Parade and Wattle Street.

Additional traffic poses a real risk to students at Dobroyd Point Public School as well as impacting their learning environment with additional noise and pollution.

It will also make it difficult for local families arriving and leaving from our school each day.

We are very disappointed that no steps appear to have been taken to ensure the safety of children and their families who use (and will continue to have to use) Waratah Street each day.

Reg Coady Reserve

The EIS shows plans for a truck turning circle in Reg Coady Reserve for the duration of construction (approximately three years).

Our school uses this area (and the surrounding parklands and sporting fields) regularly at present.

Many families also come to school from the Five Dock area surrounding Reg Coady Reserve and Timbrell Park. Those families who walk through Reg Coady Reserve will need to find another route to access our school safely.

No information is provided in the EIS to show how those families will be able to access the school by foot from their homes around Timbrell Park or what other options are available for our school for the use of sporting fields.

Construction worker commuting

The EIS makes no concrete proposals around how workers will be transported to construction sites. There is no mitigation strategy around preserving the amenity of the local community and ensuring parking is not dominated by construction workers due to the distance from public transport.

EIS is silent on WestConnex Stage 3

The EIS appears to be completely silent on Westconnex Stage 3, the tunnel from Haberfield to St Peters. In particular, the EIS is silent on:

- Construction – the fact that Stage 1 sites (Northcote street) will likely be used for Stage 3
- The fact that Waratah Street truck turning will be required for Stage 3
- Noise and pollution aspects being silent as to the impact of Stage 3 either going ahead or not
- Impact on the ventilation stacks of Stage 3 either going ahead or not.

Wider concerns

In summer and winter Timbrell Park is used for Western Suburbs PSSA (Primary Schools Sports Association). Many of the local schools who are part of the Western Suburbs PSSA use Timbrell Park for soccer and AFL in winter and T-ball and softball in summer. All of these schools in the Western Suburbs PSSA could be affected by any work in and around Timbrell Park for several years. Throughout the PSSA seasons, parents often attend at Timbrell Park to watch the children participating in their sport.

The community has been given only a short amount of time to digest and respond to the EIS, which is thousands of pages and many volumes long. It is likely that this submission does not address many additional issues affecting our school and the Haberfield community. Unfortunately, I have not had sufficient time to identify those concerns and respond properly to all of them.

However, I make the following additional general comments:

- The overall benefits disclosed in the EIS are minimal at best. No business case has been released for Westconnex.
- The Government's own heritage experts say the heritage value and significance of Haberfield will be diminished by Westconnex with 53 properties to be destroyed within the Haberfield Conservation area along with other heritage items. The proposal will result in Stanton's original "Garden Suburb" plan being torn in half despite the heritage nature of the suburb having survived for over 100 years.
- An unfiltered tunnel exhaust stack is being built at Wattle Street and Parramatta Road, in close proximity to Haberfield Public School, the Infants' Home, nursing homes and to many families in the Haberfield area.
- There will be round-the clock truck movements during the years of construction situated in extremely close proximity to our school.
- There is no information about what will happen to unused land following construction. Reports suggest much of it will be used for development and not public space with no commitment to retain as many of the heritage items as possible.

For the reasons outlined above, I **oppose** the current Westconnex plan.

I request that urgent consideration be given to each of the matters referred to above.

Yours faithfully

Elizabeth Lester
ELester@Westfield.com

From: no-reply@planning.nsw.gov.au
Sent: Tuesday, 3 November 2015 1:17 AM
To: DL DP&E Online Application
Subject: Request for Security Key

Applicant Details

Name: Ms Annelise KEOHAN

Company Details

Name: personal submission
ABN: not required

Reason for requesting key:

SUBMISSION OF OBJECTION TO THE WESTCONNEX M4 EAST PROPOSAL I very strenuously object to the Westconnex proposal. I believe this is an ill conceived, ill considered, badly planned concept that will not deliver positive outcomes for traffic or for communities. The entire process of the launch and promotion of the Westconnex proposition has been ludicrous and confusing from the start. The plans have either been vague and confusing, or keep changing; and the lack of transparency and genuine consultation is offensive. This is a has-been concept for an outdated mode of traffic management, that other major global cities are abandoning, and is not a vision for the future.

I object on the following grounds -

LACK OF TRANSPARENCY AND CONSULTATION

Information provided to the public has been confusing and contradictory.

Information packages are vague PR promises with no details and big claims.

Staff at consultation meetings and information booths don't really know much about anything and cannot or will not offer further information, explanation or clarification other than what is in the promotional materials.

The EIS does not disclose traffic modelling methodology to the extent that independent experts can assess accurately. There is not a business case to justify the claims in the EIS.

The Gateway review process has been by passed.

Councils were only shared initial concept plans a year ago, but have not been involved in more detailed consultation about the actual plans and therefore the real impact on communities and amenities.

The Westconnex project has been transferred to a private corporation, rendering it more opaque to scrutiny.

Contracts have been issued before a business case and before the EIS consultation period – stinks of collusion, cronyism and corruption.

Exhibition period of only 55 days for the public and other interested organisations to read, interpret, assess 5,000 pages of complex and obscure information.

FINANCIALLY IRRESPONSIBLE

It is not financially responsible to commit \$15.4 billion to a project that does not have a business case, will not provide the outcomes that it claims, does not and will not genuinely consider alternative solutions, benefits only a small portion of the population, and sucks funding out of other potential services and projects.

A percentage of this budget could achieve far greater benefit to a far wider section of the population if it was committed to improving and expanding public transport options, advanced traffic management systems, and exploring more efficient modes of transport for freight (phenomenal increases in freight movements are forecast for Port Botany and the airport, and Westconnex does not provide a solution to deal with this.) Other privatised tollway/tunnels in Sydney have failed and have demanded compensation and/or subsidies – this will be another failed project that a private corporation will seek a financial bail out (of tax payers' money!) AECOM is being paid millions of dollars, which is clearly a conflict of interest, as well as great concern since AECOM has been sued for previous traffic studies and has announced it won't be conducting traffic studies in the future.

The only beneficiaries of this project will be the private corporations/contractors, not the community.

IT WON'T WORK

This is an outdated mode for solving capital traffic congestion and freight issues.

Other major cities around the world are abandoning tollways and spaghetti interchanges.

The EIS does not provide data that adequately demonstrates significant improvements, any improvement may be infinitesimal.

Other independent traffic experts do not believe that it will achieve its aims, in fact there is much opinion stating that congestion will get worse, both on the tollway and on alternative non-toll roads.

Some commuters will reject the tollway and use non-toll roads adding to existing congestion.

The interchange at St Peters will allow hundreds of commuters to spew on to small local roads that will create traffic mayhem.

The tollway does NOT conduct commuters to the CBD so falls significantly short of its stated objectives!

It is inevitable that 24 hour clearways will need to be imposed on streets such as King St, Enmore Rd, Edgeware Rd, Liberty/Kingston St, Alice St, etc etc – while clearways are not addressed by the Westconnex project, it is abundantly clear that the additional traffic congestion on these roads will force the RMS and/or local councils to impose 24 hour clearways in order to try and address the clogged traffic caused by the Westconnex project spewing hundreds more vehicles on to these roads.

AIR POLLUTION

It is inconceivable that this project includes UNFILTERED ventilation stacks.

It is not world's best practice to install unfiltered vents; it is cheap, nasty, money-saving, meanness.

Micro particles from exhaust and road dust pose serious health risks to humans.

The proposed vents will spew this pollution high in to the air, in the hope that it may disperse, in residential areas that may also contain schools and hospitals and nursing homes etc.

This is absolutely UNACCEPTABLE.

Claims that it will improve local air quality are simply ridiculous and obviously UNTRUE.

DESTRUCTION OF HOMES, HERITAGE BUILDINGS, PARKS AND NATURAL HABITAT Hundreds of homes including a swathe of heritage buildings, and businesses, parks and natural habitat will be destroyed by the construction of Westconnex and associated services.

Communities will be destroyed, and divided.

The high human cost has not been factored in to this proposal, and the negative impact it will have is intolerable.

Yours sincerely

Annelise Keohan

43 Victoria Rd

MARRICKVILLE NSW 2204

Note: I have made no donation to any political party, elected member, group or candidate.

SUBMISSION OF OBJECTION TO THE WESTCONNEX M4 EAST PROPOSAL

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The high human cost has not been factored in to this proposal, and the negative impact it will have is intolerable.

Yours sincerely

Annelise Keohan

43 Victoria Rd

MARRICKVILLE NSW 2204

Note: I have made no donation to any political party, elected member, group or candidate.

Brent Devine

2340

From: system@affinitylive.com on behalf of Josef Grzelak
Sent: Tuesday, 3 November 2015 2:17 PM
To: Brent Devine
Subject: Submission Details for Josef Grzelak (object)
Attachments: EIS M4-M5 WESTCONNEX RESPONSE- 42 WALKER AVE HABERFIELD.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Josef Grzelak

Haberfield, NSW
2045

Content:
Please find attached my submission in response to the the EIS for M4 East Westconnex.

2 November 2015

ATT: Director of Infrastructure Projects
Planning Services
Department of Planning and Environment

RE: SUBMISSION REGARDING EIS FOR WESTCONNEX M4 EAST
(Application number SSI 6307)

Dear Mr Stokes,

Architects Contempo has reviewed the voluminous and extensive Environmental Impact Statement for the WestConnex M4 East. Given the short and limited time constraint the noted issues are summarised. Accordingly, we wish to note the following issues and respectfully request that they are adequately addressed with detailed and specific responses:

1. EASTERN VENTILATION STACK AND ASSOCIATED FACILITIES

After a detailed review of indicative plans, it is observed that the current ventilation stack design is unfiltered. What recourse or safeguards are in place to prevent and preclude an occurrence of an increase in the level of pollutants and odour emissions above the deemed "safe" and acceptable level by relevant regulatory health institutional organisations?

The health of the current and future residents nearby the proposed ventilation facility should be the main priority and consideration of the Baird Government, who will ultimately bare the responsibility and future compensatory health and legal claims should the facility be proven to increase the incidents of asthma attacks, respiratory issues and cancer related deaths.

When is the overall design of the ventilation stack going to be released on public exhibition for the community to review and comment on its features, design, and overall impact on the suburb of Haberfield and its surroundings? A State significant transport project such as the "Westconnex" should be subject to community consultation and involvement given the concerning potential impacts on the health of residents and existing visual presence of the heritage suburb.

2. ROADWAY, FOOTPATH AND NOISEWALL HEIGHTS AND LEVELS

Currently, there is inadequate detailed information in the EIS to enable proper assessment of the potential impacts, particularly the residents within the vicinity of Walker Avenue abutting the Wattle Street M4- M5 roadway treatments. The EIS should adequately assess the direct and individual visual, social, environmental and economic impacts on the subject properties.

The report does not include respective relative levels and accurate 3D models of the following:

- a) The proposed 3 metre wide footpath;
- b) The adjacent roadway and portal levels; and
- c) The height of the perimeter acoustic barrier walls relative to the existing natural ground levels of the adjoining north facing rear gardens of the abutting subject properties.

3. NOISE AND ACOUSTIC BARRIER WALLS

The acoustic barrier walls illustrated on the plan diagrams are identified between 3-5 metres in height, with no relative levels associated to the adjoining properties. I am particularly concerned with the overall potential impacts of overshadowing, bulk, relative scale and resultant blocking out of the currently available northerly sunlight will significantly diminish the existing aesthetic qualities, character and nature of our heritage property.

Although we understand that the proposed height of the wall is a necessity to eliminate the anticipated increase in noise produced by the relocated and anticipated increased traffic numbers. Nonetheless, we stress that a high solid wall is both visually inappropriate and would adversely impact of the value and heritage character of our subject property. We respectfully request that future detailed design incorporate a minimum 2 metre transparent glazed section to the top of the proposed noise wall.

4. LOSS OF PROPERTY VALUE

Since the announcement of the proposed road widening and associated tunnel and ventilation stack, property values in Haberfield within the area closest to the proposed infrastructure have suffered dramatic losses in the vicinity of \$200,000 approximately.

We acknowledge in years to come that Sydney is expected to have a population increase which requires efficient and appropriate road systems and public transport. However, why should any property owner suffer and not be commensurately compensated for the impact of public infrastructure proposed by any authority that adversely impacts on their property value due directly to the implementation of the proposed public utility? We would appreciate if this is addressed and not ignored as a matter of consequence.

We look forward and welcome your favourable and detailed response.
Yours Faithfully,

Josef Grzelak

Owner of 42 Walker Avenue Haberfield

Elizabeta Grzelak

DIRECTORS

A Suite 2203, Level 22 Tower 2
101 Grafton Street Bondi Junction NSW 2022

architects contempo Pty Ltd
ABN 42 148 108 454



Name: David Springett
 Organisation: Leichhardt Council Annandale Precinct Committee (Chairperson)

Annandale, NSW
 2038

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

To the Director, Major Planning Assessments, Department of Planning.

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.

I write to submit in relation to the Environmental Impact Statement for the WestConnex M4 East project.

I am opposed to both the M4 East project and all other proposed stages of WestConnex. I request a response to my concerns outlined in this submission. (20151030 SL Final Part A)

I am a resident of Annandale, and live in community that is going to be greatly and adversely impacted by this project. My home is located within a residential Heritage Conservation Area. If this project goes ahead then I will be living beside a massive construction zone for a minimum of three years.

During the construction period, there will be severe impacts on my home, life and community during the building of a large tunnel ventilation and associated facilities site; two interchanges, and four separate civic construction areas. (These separate and distinct construction sites are the Wattle St road surface construction sites, the Dobroyd Parade/Reg Coady road surface construction site, the Northcote St road surface construction site, and the Parramatta Rd road surface construction site.)

On a deeply personal level I object to all this disruption and loss for no good purpose or end result.

Westconnex won't meet stated aims or objectives

Overall, I object because:

WestConnex as proposed is not going to meet its stated aim of being the best transport solution for Sydney and is not going to solve our transport problems.

There has been no proper consideration of improved and integrated public transport as an alternative to WestConnex.

The EIS refers to the M4East providing a connection between the Blue Mountains and Sydney, yet there is no evidence there has been any information provided, or consultation with the residents or Council about the M4 East project and it's supposed need or benefit to those living or working in the Mountains.

The traffic modelling presented in the EIS does not add up, and the EIS figures show no long term or permanent improvements.

No business case for the project has been publicly released.

The planning process is ad hoc, corrupted and lacks transparency.

Contracts have been signed, approval assumed and work commenced prior to planning approval and any proper community engagement.

Failure in community consultation

There has been inadequate and conflicting information provided at EIS community sessions.

WestConnex community consultations have been lacking in real engagement and have been nothing but sham PR exercise. I also strongly object to the project because the EIS display period and time for the public to submit has been too short and has significantly impacted on the community's ability to formulate a complete and detailed response to many concerns arising from the proposed M4 East project.

I object to statements by the proponents and supporters of the project that the community should 'trust' project development and planning process for the M4 East and support the project because it is in the 'best interests of the majority of the people'; and that necessarily 'some people will be inconvenienced or suffer some impacts.'

I object to the planning and development of the M4East proposal that has been seriously compromised by the involvement of AECOM in so many aspects of the project.

Construction site trucks to exit onto Bland Street

I object to the location of a construction site traffic exiting directly onto Bland St, Ashfield.

The Parramatta Rd interchange construction site vehicle exit onto Bland St, Ashfield will cause considerable and unacceptable noise, vibration pollution and traffic congestion in this location. Many people who live work and travel near the Bland St and Parramatta Rd intersection at Ashfield/Haberfield will be adversely impacted. I object to this loss of amenity.

The location of the Bland St construction site is on narrow road, very close to intersection lights. This construction exit will enter directly onto a traffic lane travelling in a north and south direction. Within a few metres past the proposed exit site, the north travelling lane expands into 2 lanes immediately before traffic lights. This is to enable north travelling traffic to turn right or left onto Parramatta Rd, or to travel straight across the intersection to immediately merge into 1 lane onto Bland St Haberfield. Also, construction vehicles entering Bland St, Ashfield and turning left onto Parramatta Rd to travel in a westerly direction will occupy the two turning lanes before the intersection.

The construction site exit will increase congestion along Bland St, Ashfield and Haberfield - a significant north/south and connecting road. It will be a very tight turn for construction vehicles turning left onto Parramatta Rd from Bland St.

Further, what is to stop construction vehicles turning right into Parramatta Rd, or even travelling straight ahead on Bland St, Haberfield as they try to avoid the inevitable traffic congestion in the area, or as they use this route as a de-facto 'marshalling' strategy as they await their turn and space to load up spoil, or to deliver goods and equipment in and out of the civil construction site. I object to this likelihood occurring during the construction period.

I object to the dangers likely to be caused by construction site traffic exiting onto Bland St, Ashfield to all road users and pedestrians passing through the Parramatta Rd intersection, and not only because of danger to school children and carers travelling to and from school.

Increase in Noise

I object to the increase of noise to be caused around the four construction sites in Haberfield and Ashfield. This cumulative increase of noise in our neighbourhood will cause a significant loss of amenity for all. In particular I object to the increased noise caused by construction vehicles exiting direct onto Bland St, Ashfield.

These construction vehicles will be heavily laden and will require revving in order to power up the incline towards the Parramatta Rd intersection. This will cause noise disturbance to all who live and work around the intersection. Because of the way noise travels, (increasing in volume and spread as it moves upwards) construction truck noise will also impact upon residents in Bland St, Haberfield, as well as upon the Haberfield Public School community.

Hundreds of polluting diesel trucks a day

I also object to the increase in localised pollution around construction sites. In particular around the Parramatta Rd construction exit onto Bland St, Ashfield by large numbers of diesel vehicles heavily laden, revving up or idling and thus spewing out the most dangerous pollutants. Pollutants which will sit and hang low around the natural gully which surrounds the Parramatta Rd and Bland St intersection, and pollutants that may not disperse quickly or at all, - depending on the local weather conditions and volume of trucks using this location.

I object to the likelihood of local streets being used as 'marshalling areas' for trucks waiting to enter the construction site.

I object to the likelihood of local streets being used for parking by construction workers on the project.

Lack of detail in EIS

I object to the lack of detail in the EIS in relation to the planned mitigation to be offered to individual premises. (Noise, vibration, dust, smell, light and pollution.)

There is mention in the EIS of 300 homes to be offered various mitigation measures along the project route. (Volume 2E, page vi) But within the EIS I have found no details of the exact locations or premises to be offered such mitigation. And no WestConnex or CIMIC (Leightons) Joint Venture employee was willing to find out or share this information with me. I was repeatedly told that this information was private and confidential. I object to this lack of identification which is not for the benefit of the public.

In the EIS (Table 2.1 Indicative construction program overview, page 12, Vol 2E) three years of impacts has been given as likely for neighbourhoods surrounding the Wattle St interchange, the Parramatta Road interchange and the Eastern Ventilation facility (bordered by Walker Ave, Wattle St, Parramatta Rd and Allum St).

But I have found no specific mention of construction impacts on the neighbourhood around Parramatta Rd, between Northcote St and Wattle St, Haberfield. Only that this residential and commercial neighbourhood is identified as the 4th area to be impacted and is marked up as the C7 Northcote Tunnel site (Figure 2.2 Overview of construction footprint and construction ancillary facilities, page 13, Volume 2E).

I object that the EIS does not identify, confirm or recommend specific mitigation for all the residents and businesses impacted by the four (4) construction zones in Haberfield and Ashfield around the:

- * Parramatta Rd, Ashfield/Haberfield interchange site (on road surface and tunnel construction areas);
- * City Link/ Dobroyd Parade, Haberfield interchange site (on road surface and tunnel construction areas,);
- * Wattle St and Walker Avenue (on road and tunnel construction areas);
- * Northcote St and Parramatta Rd construction site (on road surface and tunnel construction areas).

There is reference in the EIS re noise and vibration impacts (page 85, Section 6.5.1, Volume 2E) that the Noise and Vibration Assessment has found that 'much of the project area is already exposed to high noise levels from existing traffic with many properties already exceeding noise limits. As a result, the Noise and Vibration Impact Assessment has identified 310 properties that may be eligible for treatments to mitigate primarily existing noise impacts.'

I object that these 310 specific properties and locations have not been identified within the EIS to allow residents to know whether their homes or business are to be offered mitigation for noise and vibrations impacts.

I have also found reference regarding amenity impacts in the EIS (page 92, Section 7.4.1, Volume 2E) stating that: 'There are 310 instances where noticeable noise increases could be experienced, primarily as a result of adjacent properties which had previously acted as noise barriers to these properties or where new noise road sources or traffic volumes increase.'

I object that these 310 properties and locations have not been identified within the EIS to allow residents or businesses to know whether their premises are to be offered mitigation for noise impacts during construction, or after completion of the project, due to adjacent properties being demolished for the project.

Also with reference to human health, (page 93, Section 7.4.3, Volume 2E) in relation to pollution the EIS states that: '... for a number of areas where traffic on the surface roads is expected to increase as a result of the project a small increase in pollutant concentration may occur.' Also, within the same assessment it is noted that: '...where property treatments are required to mitigate traffic noise, these measures are to protect people from adverse health impacts where they spend most of the day (i.e. indoors). These treatments assume that residents take up these measures and where they do, they keep external windows and doors shut and have minimal use of outdoor areas.'

I object that the EIS does not identify the location and properties know to be affected by an increase in pollution due to the project, yet the EIS assumes mitigating treatment will be provided and taken up by residents. But without specific identification of the location where pollution will increase, residents or businesses will not know if their premises require or are to be offered mitigation for increased pollution.

I object to the lack of information, or consideration within the EIS of the likely cumulative health and social impacts upon people who not only live within the project area, but who may both work, live and study within that same or different project area. The health and social impacts upon these people will be significantly greater than on others who spend less time within the project area.

I object that within the EIS, there is no reference or table that clearly lists or documents the total number of residents likely to be impacted by the project that also includes a break down and identification of single or combined impacts.

Project boundary too narrowly defined

I object that the project boundary and areas identified as affected is only 50 metres. The impact of this major road project will go far wider than 50 metres of the indicative route. By restricting the footprint of the projects impact to just 50 meters along the indicative route, the true number of properties and people adversely impacted is hidden, and the true costs of mitigation avoided. I object that much of the mitigating costs of the impacts of this project are to be borne by individual residents or businesses and not by the proponents.

Loss of vegetation, open space and trees

I object to the loss of any vegetation along the project route. Given that the route will go through a highly urbanised environment, any loss of vegetation, on either private or public land, constitutes an unacceptable loss and degradation.

I object that this loss is proposed for no good purpose, as WestConnex is not a solution to Sydney's transport problem, and traffic modelling suggests that congestion will remain a problem in many areas after construction of the M4 East project.

I object to the loss of any vegetation planted as part of the rehabilitation/landscaping works following the construction of the M4 motorway. I have often been forced to travel on the M4 between the Sydney and the Blue Mountains. Over many years, I have watched side vegetation grow and provide visual relief, shade and refuge. I object to watching this vegetation being torn down, especially as once upon a time, the construction of the M4 motorway was then supposed to be the answer to Sydney's east/west transport problems. I object that this existing motorway vegetation is seen to have no real value within the EIS.

I object to the impact upon the habitat of birds and animals which live, forage and shelter amongst the vegetation and trees to be lost due to the construction or operational needs of the project.

I object to the fact that the project will result in the know removal of about 15.7 hectares of vegetation, comprising 12.9 hectares of planted trees and screening vegetation (mainly from alongside the M4) and about 2.8 hectares of grassland with scattered trees (such as from Cintra Park and Reg Coady Reserve).

I object to the loss of open space available for passive recreation and enjoyment and loss of trees from the Reg Coady reserve. There is too little green space available for passive enjoyment these days. Any loss is an unacceptable loss. As our urban environment is built up and becomes more densely populated, there is an increasing need for green space available for passive enjoyment, not less.

I object to the loss of the 'scattered trees' within the Reg Coady reserve. Some of which are magnificent specimens and the home and staging posts for local birds. I object to the loss of cool, shade and shelter due canopy loss with the removal of trees in the reserve.

Tree in Reg Coady Reserve would be destroyed if M4 East goes ahead

I object to public land (Council or State Government) being taken solely for the purpose of building a toll motorway that is not a solution to Sydney's transport problems.

I object to public land being seized to build a road that will force Sydneysiders into greater car dependency, induce more traffic into our city, and inevitably increase road congestion throughout all of Sydney.

I object to the loss and threat to the Grey-headed Flying-fox, a vulnerable fauna species listed under the TSC Act and the EPBBC Act. The Grey-headed Flying Fox has been recorded with the project footprint.

I also object to the threat caused by the M4 East project to the threatened microbat species, such as the Eastern Bentwing Bat and the Large-footed Myotis. These are species that roost under bridges and culverts. Roosting bats, if present would be disrupted by construction activities. There is no suitable breeding habitat for these species within the construction footprint or adjoining areas. The project would also remove areas of foraging habitat (planted trees along roads and in parks) for the Eastern Bentwing Bat.

I object that the EIS recommends that a 'formal biodiversity offset is not considered necessary to compensate' for 'minor and localised residual impacts' of the M4East project. I believe that a formal biodiversity offset would be required.

I object that EIS does not recommend referral of the M4East project to the Australian Government Department of the Environment for further assessment or approval under the EPBC Act. I believe that the M4 East project, in all proposed stages, and because of its cumulative impact should be referred to the Australian Government under the EPBC Act.

Inadequate Social Impacts Assessment should be redone

I object to the validity of the Social Impacts Assessment (SIA) because baseline information and much of the research material used was not collected independently. I object that much of the material and information used as a basis for the GHD SIA had been collected and supplied to the SIA team by WestConnex Delivery Authority. I object to this lack of independence of the SIA from the proponent of the project.

I object to the project because of poor and limited methodology used in the compilation of the SIA. How meaningful is the identification of the true and complete social impacts of the M4 East project on the Haberfield and Ashfield communities, - and what chance of redress and mitigation given such bias and limitation in the development of the SIA?

I believe that the SIA must be redone, in order for the full social impacts of the project to be identified and addressed.

I object that much of the SIA work was done in preparation for the concept plan when the 'baseline' work was completed and before the preferred route was announced.

I object that there was no SIA consultation with Ashfield Council after initial discussions around the concept plan phase, and not in direct relation to the preferred and indicative route released in 2015. I strongly object to this serious omission, as the route and the impacts of the M4East project changed significantly from those associated with the concept phase announced in 2013.

I object that after the community 'consultation' re the 2013 concept plan there was no direct engagement with residents in the development of the SIA for the EIS of the preferred route released in 2015.

I object that only residents whose homes were notified of acquisition in 2013 and 2015 were considered 'consulted' in relation to the SIA for the EIS.

I object to how little knowledge or information about Haberfield and Ashfield Social Infrastructure Providers (SIPs) is revealed or referred to in the SIA of the EIS.

I object that Dobroyd Public School, St Joan of Arc Primary School, Ella Community centre and outreach programs, the Ella residential care facility, Ella childcare, and another child care centre in Ramsay St, Haberfield were omitted from direct consultation in the development of the SIA.

I object that these important local services were not consulted in relation to the SIA, because they were considered outside the area affected by the route and project area.

I object that only SIPs located directly along the route and very close to it were regarded as within the project area to be considered for the SIA.

I object that many other social infrastructure providers from Homebush to Haberfield must also have been excluded for consideration and consultation in preparation of the M4East EIS.

I object because it is most likely that there will be many other aged, child and community centres and services that will have been overlooked in the EIS.

Important social impact neglected because considered outside the project

I object to the lack of consideration of by the SIA of the considerable impact on residents, schools and community caused by local street changes required due to a new right hand turn into Waratah St, Haberfield. I understand that these impacts were omitted from the SIA, because they were seen as being outside the project area required to be considered by the SIA.

I object to the complete omission within the SIA and consideration of resulting social impacts from proposed traffic changes and restrictions at the intersection of City West Link with Timbrell Avenue and Mortley Avenue, Haberfield. I understand that these impacts were omitted from the SIA, because they were seen as being outside the project area required to be considered by the SIA.

I object to the lack of attention by the SIA of the impacts on residents in Ashfield & Haberfield caused by trucks exiting into Bland St, Ashfield, from a construction site in the middle of a densely populated area.

I object to the SIA of the EIS because it is a poor and inadequate report insulting to all of us who live in Annandale, Leichhardt, Haberfield and Ashfield.

Failure to consult with businesses

I object that only 'consultation' undertaken for the Economics Impact Assessment with commercial property owners and business operators along Parramatta Rd, was after the concept design was released, and then only in relation to acquisitions proposed on the Haberfield side of Parramatta Rd, between Alt St and Rogers Avenue.

I object that some businesses on the Haberfield side of Parramatta Rd were initially being pressured to negotiate and settle on a 'voluntary' acquisition price before any planning approval for the project.

I object that other businesses to be left standing were desperately seeking and not receiving information and support from WDA and RMS after the concept route was released.

I object that there are businesses along Parramatta Rd, Haberfield that have been left in limbo land for the past 2 years, and are unlikely to receive adequate compensation for business losses that occurred during the post concept and preferred route phase.

I object to current acquisition of property and the loss of businesses on the Ashfield side of Parramatta Rd.

I object that businesses, remaining in situ on Parramatta Rd that have already suffered considerable disruption and business loss, believe they will continue to lose more money and business in the next phases of the M4 East project.

I object to the lack of any real consultation between WDA/JV consortia and businesses in Haberfield and along Parramatta Rd (Haberfield and Ashfield).

I object because the WDA/JV 'teams' have no real knowledge or understanding of the Haberfield village, businesses or community. Whilst there was some acknowledgment of the likely chaos and impacts to be caused by the M4East project, the only compensation or sympathy offered by the WDA/JV 'team members' was that all the workers would be buying their coffees and lunches in Haberfield during construction.

I object to the fact that the Economic Impact Assessment 'consultation' has only been around specific issues related to the acquisition of individual commercial premises and businesses.

Insufficient time to respond

I object that that EIS response period has been truncated into a very short period. The document itself is not easy to digest and contains many internal contradictions.

I object that we have inadequate time to highlight all its inadequacies.

1) I strongly object to the M4 East project, and to the broader WestConnex scheme.

2) The EIS has failed to model the impacts of implementing the proposed project (M4 East) relative to not implementing the proposed project (the 'future do minimum' scenario). The 'future do something' scenarios, on which the traffic, air quality, health and greenhouse modelling is based, include the M4 East project plus another uncommitted project to convert kerbside general traffic lanes on Parramatta Road to bus priority. With these additional bus lanes, the capacity of Parramatta Road would be significantly reduced and traffic volumes would fall accordingly, with drivers opting to use the M4 East tunnel instead. As such, the traffic volumes for the M4 East tunnel have been dramatically overestimated, and the traffic volumes for Parramatta Road have been dramatically underestimated in the 'future do something' scenarios.

The impacts of the project as proposed by the proponent (and as defined in Section 5 of the EIS), that is, the M4 East Tunnel with no new priority bus lanes on Parramatta Road, has not been presented in the EIS, as required by the SEARs.

(3) The stated objectives for the project were contrived to fit the project after it had already been announced. In a democratic strategic planning process, objectives are set first based on the needs and desires of the community, and then alternative projects/policies are appraised against their ability to meet those objectives.

(4) The EIS has not modelled alternative policy scenarios that could meet the transport/accessibility needs of NSW's growing population, e.g.

a) Greater investment in public transport;

b) Road pricing reform;

c) Land use planning that places more homes closer to employment and services.

(5) It is no secret that the real purpose of the WestConnex scheme is to increase the road freight accessibility of Port Botany and Sydney Airport, and that private passenger vehicles have been included as a means of paying for it (through tolls). However, there are various policy alternatives for dealing with the growing freight task that do not appear to have been considered, e.g.:

a) Increase the capacity and reliability of rail freight

b) Increase rail freight subsidies to match/surpass those of road freight.

c) Divert container operations to other ports outside the city centre. Very few cities concentrate container operations in the city centre where road access is costly and has significant impacts on highly populated areas.

(6) The M4 East will be used by less than 1% of the NSW population each day. The costs will be borne by the whole population. It can hardly be argued that it is providing for the "greater good".

(7) The Traffic and Transport Assessment does not stand up to scrutiny. There is not enough information about the methodology, input data or assumptions for the forecasts to be independently verified.

(8) There is no sensitivity analysis in the Traffic and Transport Assessment. The effects of varying key assumptions (e.g., willingness to pay the M4 East toll) have not been disclosed.

(9) The Traffic and Transport Assessment has not modelled the travel time and accessibility impacts for non-motorised modes (walk and bicycle).

(10) The issue of induced demand has not been fully addressed in the Traffic and Transport Assessment.

(11) Given the seriously flawed Traffic and Transport Assessment, there can be no confidence in the accuracy of the other impact analyses in the EIS that are dependent on the traffic forecasts, in particular:

a) Air quality,

b) Noise and vibration,

c) Human health,

d) Greenhouse gas emissions.

(12) The role of motorways in a multimodal urban transport network is to allow traffic to circulate around the edge of a city connecting low density suburbs, where the traffic does not directly impact highly populated areas. For radial transport into and out

of employment/activity centres, mass transit (e.g., rail) is more quick/efficient, requires less space, and has fewer impacts on highly populated inner-urban areas.

(13) The EIS does not consider the cumulative costs of adding more urban motorways to those previously built through the heart of Sydney since the 1950s. Although the economic, social and environmental costs of each individual motorway (as reported in an EIS) may be considered by some stakeholders to be acceptable, the cumulative costs are considerable:

- (a) Following decades of road expansion and consequential sprawl, Sydney now spends about 13% of its GDP on transport, while the average European or Asian city spends only between 5% and 8%.¹ (1)
- (b) Serious human health impacts due to petrochemical vehicle emissions/smog, including:
 - i) Lung cancer,
 - ii) Asthma,
 - iii) Heart disease,
 - iv) Impaired lung development in children living near motorways/exhaust stacks.
- (c) Waterways contaminated with road runoff (heavy metals and carcinogens in brake and clutch dust, exhaust particulates etc.).
- (d) High traffic crash costs (of deaths/traumatic injuries and material damage).
- (e) Urban sprawl and increasing commuting distances.
- (f) Social isolation for non-drivers living in car-dependent suburbs.
- (g) Noise pollution from traffic and its impacts on sleep.
- (h) Impacts on visual amenity (pollution stacks, concrete interchanges, concrete flyovers).
- (i) Extreme summer temperatures (urban heat island effect).
- (j) Community destruction and severance.
- (k) Destruction of heritage.
- (l) Less incidental physical activity from walking and cycling (including to/from public transport), resulting in higher rates of obesity, diabetes, cancer and heart disease.
- (m) Increased chauffeuring burdens for parents and carers.ⁿ
- (n) Less independence for children.
- (o) High per-capita greenhouse gas emissions.

2 Issues with the Traffic and Transport Assessment (Appendix G)

2.1 General Comments

(14) The Traffic and Transport Assessment does not stand up to scrutiny. There is not enough information about the methodology, input data or assumptions for the forecasts to be independently verified.

(15) There is no sensitivity analysis in the Traffic and Transport Assessment. The effects of varying key assumptions (e.g., willingness to pay the M4 East toll) have not been disclosed.

** (16) Travel time and accessibility impacts for non-motorised modes (walk and bicycle) have not been modelled.

(17) Impacts of disruptive technology on future driving demand have not been not considered (e.g. automated vehicles).

(18) Inter-generational changes in vehicle ownership, driver licensing and transport preferences have not been considered.

(19) Changes in aggregate transport measures have not been provided for the various scenarios. For example:

- (a) Overall increase in VKT (Vehicle Kilometres Traveled.)
- (b) Change in average trip distance.

2.2 Comments on Specific Sections

2.2.1

(20) One of the stated purposes of the report is to "complete a holistic traffic and transport assessment including crash analysis, travel speeds and travel time analysis and opportunities to enhance public and active transport networks within the project area". However, the report does not provide any travel time forecasts for active transport.

(21) Another purpose is to "Recommend a suite of measures to mitigate and manage traffic and transport impacts of the project for construction and operational scenarios". The general consensus among transport experts is that the most effective way to manage traffic demand is through demand management, e.g., road pricing reform. However, the report does not recommend any demand measurement measures.

2.2.2 Section 3 - Strategic Context

(22) The stated justification for the project is based on the discredited 'predict and provide' approach to transport planning, whereby it is assumed that transport demand will continue to grow, and that capacity must be increased to accommodate it. In practice, transport demand in cities is limited by capacity: as capacity increases, so does demand (induced demand). It is geometrically impossible to provide enough roadway capacity to accommodate all the latent demand for driving (i.e., where everyone can live and work where they want, and make all the driving trips they want, when they want, to wherever they want in free-flow traffic) in a city of Sydney's population.

(23) Furthermore, the most efficient way to accommodate the transport and accessibility needs of a growing population is through mass transit and better land use-transport integration. Urban motorways are a very inefficient way of moving people around. A single traffic lane can transport a maximum of only 2000 people per hour (in ideal conditions); a single railway line can transport 20,000 people per hour.

(24) The statement "It is acknowledged that any investment in motorway infrastructure has to be aligned with supporting public and active transport initiatives to achieve an increase in capacity, while aiming to reduce the reliance and demand of private vehicles on the future road network" is contradictory: increasing motorway capacity will only serve to increase private vehicle demand.

2.2.3 Section 4: Assessment Methodology

(25) There is not enough information about the modelling methodology for it to be replicated and the outputs independently verified.

(26) The transport model (WRTM) has not been made available for independent verification.

(27) The model input data and assumptions have not been made available for independent verification.

What toll prices have been assumed?

(28) The model coverage area is too small to capture all the transport impacts of the project. The project will affect transport demand and behaviour across the whole metropolitan area.

(29) More detail on the Value of Travel Time Saving (VTTs)/Willingness to Pay (WTP) model is needed.

(a) The form and parameters of the model have not been given.

(b) If it was based on stated preference surveys, then how has the issue of hypothetical bias been addressed?

- (c) Has the model been validated? Previous toll choice models in Australia have overestimated WTP for toll roads.
- (d) Does it include the negative utility of the tunnel environment (monotony, no natural light, poor air quality)?
- (30) The weekend period has not been modelled, despite current weekend traffic volumes being higher than weekday traffic volumes on many corridors.
- (31) Insufficient information about the travel zone structure in the WRTM:
- (a) What are the travel zones based on? How big are they?
 - (b) How are intra-zonal trips modelled?
 - (c) How are trips to/from external zones modelled?
- (32) Induced demand has not been fully addressed:
- a) The model ignores the impact of the project on the long-term transport decisions of individuals and firms, including:
 - (1) Residential location choice - the project will encourage more people to move further from work (sprawl), thereby increasing average travel distances/demand.
 - (2) Work location choice - the project will encourage more people to work further from home, thereby increasing average travel distances/demand.
 - (3) Car ownership choice - the project will encourage more car ownership.
 - (4) Firm location choice - the project will encourage firms to locate in locations further away from their labour supply/customers/suppliers than they otherwise would, thereby increasing travel distances/demand.
- (b) To my knowledge, there has been no long-term evaluation/verification of the methodology used to forecast induced demand (New Zealand Transport Agency Economic Evaluation Manual (EEM)). Induced demand by its nature materialises over several years, as people gradually move home/work location etc. Without a long-term evaluation/verification of the methodology, there can be no confidence in the induced demand forecast produced.
- (33) Insufficient detail on origin-destination demand matrix generation:
- (a) What are the form and parameters of the generalised cost function?
 - (b) How were shortest paths calculated?
- (34) Insufficient detail on trip generation:
- (a) What are the form and parameters of the trip production function, and how was it estimated?
 - (b) What are the form and parameters of the trip attraction function, and how was it estimated?
 - (c) Were trips were balanced towards attractions, or towards productions?
- (35) Insufficient detail on trip distribution/modal split:
- (a) What are the form and parameters of the gravity model used?
 - (b) What are the form and parameters of the deterrence function used?
 - (c) How has modal split been estimated?
- 36 Insufficient detail on road traffic assignment:
- (a) Is assignment stochastic or deterministic?
 - (b) What link loading/flow function was used?
 - (c) Were intersection delays included?
- (37) Insufficient detail on public transport assignment:
- (a) How were access and egress points determined?
 - (b) How were route strategies determined?
- (38) Non-motorised trips have not been included in the WRTM or LinSig modelling.
- (39) Impacts on accessibility have not been modelled. Most transport is not an end in itself - it is a means to access work, education, services etc. How does the project affect population accessibility?
- (40) Equity and equality impacts not described.
- (a) How many people are better off with the project?
 - (b) How many people are worse off with the project?
 - (c) Do benefits/impacts accrue to any population groups more than others, e.g., people with a disability or on low incomes?
- (41) Downs-Thomson Paradox not considered.
- The project will attract passengers away from public transport to road. As such, public transport patronage will be lower than it would be without the project. This could result in public transport service levels being cut, which will encourage further mode shift from public transport to road.
- (42) No sensitivity analysis.
- Given the numerous assumptions and approximations in the model, there needs to be some sensitivity analysis, e.g.: How will traffic volumes be affected if (when) the WTP for the toll turns out to be higher than the point estimate used?
- 2.2.4 Section 7 Assessment of construction impacts
- (43) Impacts on walking/bicycle demand and travel times have not been modelled.
- (44) Does the LinSig intersection modelling take into account the impact that changes in intersection LOS will have on travel demand?
- 2.2.5 Section 8 Future year traffic volumes and patterns
- (45) Impacts on walking/bicycle demand and travel times have not been modelled.
- (46) Does the LinSig intersection modelling take into account the impact that changes in intersection LOS will have on travel demand?
- 2.2.6 Section 8 Future conditions without the project
- (47) Impacts on walking and bicycle demand and travel times have not been modelled.
- (48) Does the LinSig intersection modelling take into account the impact that changes in intersection LOS will have on travel demand?
- 2.2.7 Section 9 Assessment of operational impacts
- ** (49) Impacts on walking and bicycle demand and travel times have not been provided.
- 3 References 1 Newman P, Kenworthy J. Costs of automobile dependence: global survey of cities. Transp. Res. Rec. J. Transp. Res. Board 1999;1670(1):17-26. doi:10.3141/1670-04.

1. It is claimed that the design of the various components of the Westconnex have been designed in accordance with a set of Urban Design guidelines or Principles. These Guidelines have not been made public.

What do we know?

Twenty-five heritage items will be destroyed in the Haberfield area through the construction of the WestConnex M4 East tunnel. Of these, 16 are locally-listed heritage items and nine are potential heritage items (a place that is not listed on a heritage register but has been assessed to have heritage significance).

The Westconnex EIS does not clearly state the buildings and sites that have a heritage listing.

The EIS shows areas that are being acquired but does not indicate those buildings or areas that are not required after the various works are contracted out and the works designed and built.

What will happen to these buildings and areas then?

If they are sold then will the original owners be compensated?

Long-time heritage adviser to Ashfield Council, Robert Moore, said he was in disbelief by the damage that would be done in the local area. "Everything from Parramatta Rd through to where Waratah meets the Distributor is going to go," Mr Moore said.

"It's not all of heritage interest, but the area is and has been managed by council accordingly, so it's a great concern."

As part of the project, a number of street trees which form part of two separate heritage listings will be removed, and items that are listed and contributory items in the Powells Estate and Haberfield heritage conservation areas will be demolished.

Haberfield Heritage Society President Emma Brooks Maher is dismayed by the effects the WestConnex will have on the local area.

The Environmental Impact Statement also states that across the project footprint and in adjacent areas, heritage items may be affected by changes to setting and visual amenity from temporary construction works or the operational project.

The detailed design, documentation and construction of the project should be managed to ensure that, as far as possible, the identified potential for heritage and archaeological impacts is avoided or minimised.

Vibration Impacts:

Heritage items, potential heritage items and heritage conservation areas above the proposed tunnels and in the vicinity of construction works may be subject to vibration impacts.

Vibration could affect the condition of heritage fabric through cracking and settlement and, in the worst case, compromise a heritage item's structural integrity.

Appropriate vibration criteria would be established to minimise harmful impact and condition surveys of potentially impacted buildings would be undertaken.

Landscape and Urban Design Elements:

This is an objection by the Sydney and Northern NSW Branch of the Australian Garden History Society with such amendments and additions by myself, David Springett, as a qualified heritage architect concerning the need to relocate and redesign parts of this project to avoid adverse impacts on state and local heritage landscape items in Haberfield and Ashfield.

The Society is the leader in concern for and conservation of significant cultural landscapes and historic gardens through committed, relevant and sustainable action. We have around 1600 members Australia-wide with three branches in NSW.

WestConnex Stage One proposes widening the M4 to Haberfield to 3 lanes each way, with tunnel portals and ramps in Haberfield and Ashfield. Although at the preliminary design concept stage detailed maps and drawings are not provided, it appears that tunnel entry ramps and portals and additional lanes will slice off the front 10-30m (we understand 40m off Yasmar's 'front') of land currently (or historically) part of two state-heritage listed gardens and one arguably state-significant historic park in Haberfield and Ashfield. This is something we categorically oppose. There must be a better option and we want to see this seriously pursued.

Options such as locating tunnel entry ramps and portals further east (e.g. Taverner's Hill, Rozelle Rail Yards as in an earlier incarnation of this project) or further west (Concord, Burwood, Canada Bay or Croydon) in areas lacking the concentration of heritage items that Ashfield and Haberfield have. Another option altogether would appear to be a truck tunnel or widening of the entire length of Centenary Drive to the west, avoiding the inner west entirely - if traffic movement to the port and airport are the real goal. Of course rail freight (rather than encouraging truck movements through the city) would offer an entirely different alternative, freeing up roads for non-truck traffic. This does not appear to have been considered.

1) Reasoning for choice of 'take' lands / alignments:

Public parks and publicly-owned gardens are a public benefit that (as land gets scarcer) require the highest standard of consideration, management and avoidance of impacts, or at the very least, fair compensation to be paid enabling rehabilitation and upgrades as the result of impacts of unavoidable public infrastructure project impacts. They are not simply 'free assets' to be exploited, without the more obvious public outcry (or lobby groups) that resuming private lands brings. WestConnex ought to be aware that many value these public assets, particularly so as urban densities increase and private open space dwindles in amount, extent and quality.

Ashfield/Leichhardt and Annandale municipality residents value their parks and open spaces, having less per capita than most Council areas. In addition they value historic properties with gardens occasionally open to visit, such as Yasmar and The Bunyas.

Ashfield Park is the prime public park in the municipality. Residents don't want to see these 'chopped up' for traffic, for benefits that might be achieved in other less-damaging ways. Like serious investment in public transport, not wider roads for cars.

It appears (not from the publicly exhibited website material, but from public meetings and other sources) it is intended to take over all of Ashfield Park and Reg Cody Reserve in Haberfield for works depots, stockpiling spoil, storing machinery and batching plants - for what would appear to be up to 9 years of construction. This is completely unacceptable. Other locations must be found for such elements, particularly given the time span involved. Removing public open space for up to 9 years (with the exception of Ashfield Bowling Club) is not an option that residents will support, once they realize this is planned. So far media coverage has focused on private properties being resumed (or anxious about that possibility), ignoring public lands.

The Branch and with such amendments and additions by myself as a qualified heritage architect objects to the 'take public land first' approach that seems to be guiding the location of elements such as tunnel ramps, portals and entries and additional lanes. Alternative sites need to be canvassed, costed and design for such structures that do not impinge on or require adverse impacts (works, visual impacts, environmental impacts such as reduced air quality or increased noise) on historic landscapes such as Yasmar and The Bunyas in Haberfield and Ashfield Park need to be considered on an equal basis to private land. This does not appear to be the case with the preferred (and only) option currently presented.

2) Lack of project design detail to comment on:

The 'Preliminary Design Concept' stage is vague on detail. The Branch, and with such amendments and additions by myself as a qualified heritage architect objects to the lack of clarity on where key elements will be and a complete absence of consideration of alternatives. We understand that a 16/12/13 public meeting hosted by Ashfield Municipal Council attracted over 400 residents, who rejected Stage one, calling for much more detail and consideration of alternative options.

We consider there is a need (well before the end of 2014 when the environmental impact assessment is ready) for detailed maps, plans and impacts to be shown on maps on the www.westconnex.com website and for more public meetings to enable the community to understand precise on-ground impacts, e.g. where will the 3 ventilation stacks, tunnel entries/exits, i.e. portals, ramps, construction site compounds, stock piles, batching plants, machinery stores and proposed mitigation measures such as sound walls be? And have an opportunity to suggest alternative locations or resolution. This could save the project money!

It would appear that 6-8 lanes (once widened) of Parramatta Road east to Haberfield will then be 'pinch-pointed' to two lanes each way east of Liverpool Road, with obvious 'constriction points' at Battle Bridge (another heritage item). It is unclear how this 'choke point' will be managed, or transitions between the two dealt with to avoid bottlenecks (much the same as currently occurs at the now-eastern Strathfield North end of the M2, meeting Parramatta Road. All Stage one will achieve will be moving that bottleneck a few suburbs east. Not a solution! We understand WestConnex has sent out packages to pre-tenderer companies before even preparing or making public an environmental impact assessment. That presupposes the concept will be built as it is, with little room for relocation or redesign on wider consultation and review. That seems at best unwise and likely to cause 'blow outs' on budget.

We also understand that Ashfield Local Environmental Plan was gazetted by the NSW Minister for Planning before Christmas 2013, listing additional local heritage items on Parramatta Road, for instance east of Ashfield Park.

Avoidance of adverse impacts on these new heritage items need to be considered in Stage One documentation along with all existing heritage items.

3) Detailed concerns:

Branch concerns focus on avoiding any adverse impacts to three major state-significant 'garden' heritage items in Haberfield and Ashfield deserving far better treatment and understanding.

A) Yasmar, 185 Parramatta Road, Haberfield loses up to 40m of front garden, having its front gates and fence moved for 'cut and fill', then a 'lid' and a form of 'roof garden' for a tunnel ramp and portal

This site was home to the Learmonth /Ramsay family who once owned the whole peninsula of what is now called Haberfield. Its site is a rare (unique?) example of a (the only?) mid-19th century suburban villa in its garden setting on Parramatta Road - our oldest road (1792) - that remains in relatively intact condition. Such estates within 5km of Sydney are now all-but-extinct - subdivision leading to the loss of former component elements such as orchards, cow or horse paddocks, stables, kitchen or vegetable gardens, pleasure grounds.

Yasmar's large and diverse 'gardenesque' garden with curving drive, formal gates and richly planted shrubberies has a plant collection outstanding in richness, with some species otherwise only known from the Royal Botanic Garden or Camden Park estate. Even if Yasmar's gates have been moved in the past, its land parcel is relatively intact and its presence as a thickly-vegetated 'forest' of a garden is in sharp contrast to much of the inner-western extent of Parramatta Road. This needs respecting and conserving. Not digging up for 'cut and cover'.

Elements framing and contributing to this sense of 'historic suburban villa garden', with grand gates, drive, entry forecourt etc - need to be conserved and interpreted to the community. Not dug up and 'recreated' on top of a tunnel roof, poorly. That makes a mockery of heritage conservation and runs contrary to good conservation practice per the ICOMOS Burra Charter.

It appears some 40m of Yasmar's front garden, including entry area, outer and inner fences, gates, drive and shrubberies east and west of the drive (including large and significant trees and shrubs, some extremely rare) for a distance of 40m in from Parramatta Road's current verge are to be dug up and lost, for a 'cut and fill' tunnel, then 'roofed' and in some form 'replanted'. Again this is not clear from the project website material, but has been gleaned from public meetings. We suggest the public is barely, if at all, aware of this proposed outcome.

No new (i.e. eventually to reach at maturity) 30-40m high trees can be supported on the type of 'roof' likely to be built on top of a tunnel or ramp. What will be destroyed could not be recreated on such a substrate to any convincing degree. We note that the

Palmer Street ramp 'roof' at Potts Point (part of the Eastern Distributor tunnel feeder network) has concrete and no 'planting' at all on top of it. Is that the realistic outcome envisaged for Yasmar? That is completely unacceptable given its garden is listed on the NSW State Heritage Register, as a garden, rich in original and early plantings, including of large (and rare) trees, shrubs and more. No such replacement planting or outcome can be achieved on top of a tunnel ramp roof.

As Yasmar is listed on the NSW State Heritage Register, the Heritage Council of NSW must be consulted and have early input into Stage one options and detailed resolution. In addition to Yasmar being so-listed, the suburb of Haberfield as a whole has been nominated for consideration for listing on the NSW State Heritage Register - it is that significant.

In addition Yasmar's 'sunken garden' in its western shrubbery may be impacted by this '40m take'. Given this is an extremely rare surviving early water feature, pond / sunken garden / shade house its removal (and later presumed reconstruction) is completely unacceptable. Fragile structures like this should be conserved and repaired, not dismantled and poorly reconstructed on top of tunnel ramp roofs. This 'cut and fill' tunnel ramp needs relocation outside Yasmar's grounds. We suggest directly across Parramatta Road is a large vacant site eminently suitable for such a structure with no adverse impact on Yasmar's garden. That or other locations need to be considered in the EIS.

At the very least funds to enable upgrading of the public presentation of Yasmar's southern, main Parramatta Road frontage and the public must be a 'deliverable' outcome of WestConnex. Any proposed sound walls between it and Parramatta Road would have to be sensitively designed and detailed to avoid 'shutting off' public views and appreciation of its front garden.

Improved fencing, planting and maintenance are a minor benefit the project could bring, for some community gains. Identification and consideration of alternatives such as pushing the land-take southwards across Parramatta Road off Yasmar should be considered and costed.

B) Ashfield Park has its front (northern edge) 10-20m sliced off for tunnel ramp/ portal entry/ies and will be 'locked up' (except the Bowling Club) as spoil stockpiles, works depot, machinery store and batching plant - for up to 9 years! Ashfield Park is a delightful and relatively rich, intact Federation era 1904 public park formed from an 1885 Crown land purchase in response to agitation by local groups (e.g. the Bowling Club, which occupies its north-west) and individuals. It faces Parramatta Road and many know it from carpet bedding with colourful annual displays picking out the name: "Ashfield Park" to motorists and pedestrians. That bedding and lawn terrace on which it sits (20-30m it seems) would be entirely sliced off for a (the Marrickville Truck) tunnel ramp currently proposed.

It seems the project's three-stage approach means that Stage 3's Petersham access ramps will make this Ashfield tunnel ramp redundant - so why sacrifice any park land at all? Why not move the ramp east (e.g. Taverner's Hill) or west (Croydon/Burwood/Strathfield) to avoid adverse impact on Ashfield Park? Have alternative options such as this been considered to avoid direct adverse impacts? If not why not consider them, now?

Ashfield Park is listed as a local heritage item on Ashfield Local Environmental Plan, but in the Branch's view it should be listed on the NSW State Heritage Register. Relatively intact inner-urban suburban parks from the great 1880s era of municipal park creation (celebrating the centenary of NSW's colonization) like this are increasingly rare and lack the heritage recognition they deserve. Every effort should be made to avoid adverse impacts on Ashfield Park.

If (as a last resort) some 'cut' into the park was unavoidable, the treatment of this edge, with retaining walls, sound walls or similar would need the utmost care in sensitive design and detailing to ensure public appreciation of the park, and park users' appreciation of it from 'inside' were not diminished by excessive height or ugly monumental walls, cutting off connection.

The cutting off of pedestrian access to Ashfield Park from Haberfield by a wider, deeper 'trench/tunnel' of Parramatta Road would need to be addressed by either a pedestrian bridge or set of lights - otherwise Haberfield residents using the park will struggle to do so in future.

We totally reject the proposal (again not evident on your website concept plan but gleaned from public meetings) that the park will be 'commandeered' for spoil stockpiling, works depot, machinery storage and batching plant, for up to 9 years. That is completely unacceptable, robbing the residents of Ashfield and Haberfield of their principal open space (except bowlers!). Alternative sites must be found for these elements.

We understand that Reg Cody Reserve in Haberfield is also slated for a works depot - again something completely unacceptable.

3) The Bunyas, 5 Rogers Avenue, Haberfield - regains a 'frontage' to Parramatta road, but loses its privacy and gains traffic much closer, sound walls, noise etc

This house was built in 1904-7 for real estate agent and entrepreneur developer Richard Stanton as his own home in his model garden suburb of Haberfield. It is sited on the location of the former homestead of Dobroyde Estate (which he had progressively bought and subdivided to make Haberfield), contains an exemplar Arts & Crafts house and large garden once fronting Parramatta Road on a ridge line for district views (in - that is, of it; and out - from it).

Its garden once stretched east to Dalhousie Street and south to Parramatta Road. After the Stanton family left it was subdivided in 1928 (leading to the existing car yard to the south and blocks of flats to the east). Unsurprisingly given its name, the garden retains Bunya pines (as does Yasmar) which, planted on a ridge, are visible from some distance away. These sit in still- spacious generous grounds with expansive lawns and other established trees including figs, Illawarra flame tree, jacaranda, desert fan palm (*Washingtonia robusta*), jelly palm (*Butia capitata*) and Cocos Island/Queen palms (*Syagus romanzoffianum*). WestConnex will remove that car yard, which perhaps is a public benefit, opening up community views to The Bunyas again. Of course this also removes much of the privacy enjoyed by its inhabitants.

Having greatly increased traffic flows much closer to the house and garden would be an adverse impact on the 'private enjoyment' of The Bunyas, perhaps outweighing any public benefit of others being able to more easily 'see into' it. Any proposed sound walls

between The Bunyas and Parramatta Road would have to be sensitively designed, scaled and detailed to avoid overly 'shutting in' its inhabitants, shutting off public views, and diminishing any potential 'gains' of public appreciation of its front garden presentation to the road.

The Branch might be prepared to accept that outcome if there were more detail about how this new 'front' will be treated. We trust that there will be no high, bleak and blunt sound walls to Parramatta Road, no overly-urban treatment of what for much of the last 190 years has either been woodland, paddock or leafy front garden. When will such detail be available to view? Will options to treat this 'front' sensitively to retain some privacy for the owners of The Bunyas, yet allow the community to 'see' The Bunyas' roof and garden from Parramatta Road be published?

The Bunyas is listed on its NSW state heritage register listing and thus the Heritage Council of NSW should have early opportunity to provide input on this project to avoid or mitigate adverse impacts on the property and ensure some benefit to the setting of The Bunyas ensues.

Based upon the Submission by the National Trust:

The National Trust notes, with such amendments and additions by myself as a qualified heritage architect, that this M4 East is only one section of the WestConnex Motorway and that there will be additional heritage impacts relating to the St Peters Interchange and the future link between Haberfield and St Peters.

In the Trust's and my view the heritage impacts of the WestConnex Motorway are severe. The Trust, and myself, must question whether the financial commitment for the total project in today's dollars of \$15 billion (inevitably set to rise) would be much better allocated to public transport.

The National Trust (NSW) objects to the destruction of so much heritage and argues that the Westconnex motorway system is a flawed policy that does not justify the loss. The People's EIS recommends this submission to those concerned about the loss of heritage.

The submission begins by reiterating a few points drawn from its

February, 2014 submission to the WestConnex Delivery Authority M4 concept design.

* It concerns the Trust that, at the Environmental Impact Statement assessment stage of this massive project, contracts may already have been signed and commitments made to commence construction when the full impacts of the development may only be coming to the public attention.

* Over the past fifteen years the Trust has continued to express concern at the heritage impacts of inner urban motorway proposals and has supported mass transport options such as light and heavy rail in preference to inner urban motorways.

* While acknowledging that the increased mobility and affluence of our society and an expanding population require much improved transport facilities, the National Trust opposes further motorways being brought into the inner suburbs and central business district if they threaten areas of historical, architectural, scenic and social importance.

* The National Trust believes that the provisions of public/private partnership agreements for urban motorways should be made public and that such agreements must not contain penalty provisions for compensation payments to a motorway operator if a public transport system competes effectively with the motorway.

* The National Trust would oppose public/private agreements that disadvantage the public who do not choose to use the toll roads constructed under those agreements and believes that massive expenditure on motorway development will divert much needed public and private investment away from public transport development which can move large numbers of people more effectively and with much less adverse heritage impact.

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

* The National Trust acknowledges that inner city motorway development will be inextricably linked to residential/commercial redevelopment of higher densities in the zones adjoining the motorway and consequently, would oppose such development, or elements of that redevelopment when it: - impacts upon, or degrades the values of adjoining, Heritage Conservation Areas; involves the demolition of Listed Heritage Items; involves the demolition of places which have been removed from Heritage Lists on non heritage-based grounds; involves the demolition of places which, in the Trust's view are of indisputable heritage significance, but which have been denied statutory heritage recognition.

National Trust history in campaigning with community

The National Trust has had a long history and involvement in campaigning with the community to protect inner urban heritage.

In 1972 the National Trust opposed the North-Western and Western Expressways which would have cut a swathe through Glebe, demolishing 800 homes and the property "Lyndhurst", to the steps of the Sydney Town Hall.

On 26 February, 2014 the Board of the National Trust of Australia adopted a Policy on the Heritage Impacts of Urban Motorways. This Policy built on and reiterated earlier positions and policy statements including:

* National Trust: Policy Statement on Urban Freeways (1976)

* National Trust Policy on Urban Freeways (1981)

* National Trust Discussion Paper: Towards a Transport Policy for the National Trust (1989)

* National Trust Policy Paper: Transport - The Heritage Implications (1995)

* Trust Alert: Motorway proposals threaten inner city Urban Conservation Areas (2005)

National Trust Policy on the Heritage Impacts of Urban Motorways (2014)

1 While acknowledging that the increased mobility and affluence of our society and an increasing population require much improved transport facilities, the National Trust will oppose further motorways being brought into the inner suburbs and central business district if they threaten areas of great historical, architectural, scenic and social importance.

2 The National Trust will oppose the loss of public parklands for inner urban motorway construction, including both permanent loss involved with a motorway route/connection ramps or shorter term alienation during the construction phase.

3 The National Trust believes that the provisions of public/private partnership agreements for urban motorways should be made public and that such agreements must not contain penalty provisions for compensation payments to a motorway operator if a public transport system competes effectively with the motorway.

4 The National Trust would oppose public/private agreements that disadvantage the public who do not choose to use the toll roads

constructed under those agreements.

5 The National Trust believes that massive expenditure on motorway development will divert much needed public and private investment away from public transport development which can move large numbers of people more effectively and with much less adverse heritage impact.

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

7 The National Trust acknowledges that inner city motorway development will be inextricably linked to residential/commercial redevelopment of higher densities in the zones adjoining the motorway and consequently would oppose such development or elements of that redevelopment when it;

- * impacts upon or degrades the values of adjoining Heritage Conservation Areas,

- * involves the demolition of Listed Heritage Items,

- * The National Trust of Australia (New South Wales) Page 2 of 4

- * involves the demolition of places which have been removed from Heritage Lists on non heritage- based grounds,

- * involves the demolition of places which, in the Trust's view are of indisputable heritage significance but which have been denied statutory heritage recognition.

Having regard to this Policy, the Trust has examined the Environmental Impact Statement's documented impacts on heritage and notes the following:-

Listed Heritage Items to be demolished

- * 11 and 23 Sydney Street, Concord, Rare examples of Victorian houses in Canada Bay

- * 64 Concord Road, Concord, example of transitional Victorian/Federation house

- * 9 Wattle Street, Haberfield, an example of John Spencer-Stansfield's Design No 1

- * 19 Wattle Street, Haberfield

- * 21 Wattle Street, Haberfield

- * 23-25 Wattle Street, Haberfield

- * 35 Wattle Street Haberfield

- * 37-39 Wattle Street Haberfield

- * 41-43 Wattle Street, Haberfield

- * 51 Wattle Street, Haberfield

- * 53 Wattle Street, Haberfield

- * 46 Martin Street, Haberfield

- * 164 Ramsey Street Haberfield.

- * 92-94 Chandos Street, Haberfield

- * 96 Chandos Street Haberfield

Potential Heritage Items to be demolished

- * 2 Short Street East, Homebush - a fine example of interwar bungalow with Arts and Crafts style details

- * 15 Young Street, Concord - an example of a Federation Arts and Crafts style house with unusual decorative pressed metal oriel window apron

- * 54C Sydney Street, Concord - an unusual example of an interwar bungalow with Arts and Crafts influences

- * 56 Sydney Street, Concord - an example of a Federation bungalow

- * 71 Concord Road, Concord - an example of a good intact transitional Federation/interwar bungalow

Properties proposed for demolition within the Haberfield Conservation Area

- 53 houses

- 29 of these contributory to the values of the Conservation Area

- 2 intact tree lined streets - Sydney & Edwards Streets

- Opening the back fences of other houses to the public domain

The National Trust of Australia (New South Wales)

Page 3 of 4

Properties proposed for demolition within the Powells Estate Conservation Area

- 11 dwellings

- 10 of these are contributory to the values of the Conservation Area

- 2 are individually listed Heritage Items

Partial demolition with major consequences

- Wesley Uniting Church, 81 Concord Road

Conclusions

The National Trust notes that this M4 East is only one section of the

WestConnex Motorway and that there will be additional heritage impacts relating to the St Peters Interchange and the future link between Haberfield and St Peters.

In the Trust's view, and my view as heritage architect, the heritage impacts of the WestConnex Motorway are severe. The Trust must question whether the financial commitment for the total project in today's dollars of \$15 billion (inevitably set to rise) would be much better allocated to public transport.

Public transport in all its forms (heavy rail, light rail and buses) has much greater potential to remove motor vehicles from roadways, reducing traffic congestion.

The Sydney Trains Website explaining "why is rail travel a better choice for the environment?" puts the following case:

Greenhouse gas emissions per passenger kilometre for rail transport is up to five times less than that of car transport.

The Australian Rail Association has documented that only 2.6% of Australia's transport greenhouse gas emissions are attributable

to rail.

This 2.6% includes both passenger and freight rail so, in fact passenger rail contributes even less.

A train line can move 50,000 people an hour. Compare this with a freeway lane which can move 2500 people an hour.

Moving 1,000 people requires either 1 eight carriage train or 15 buses or anywhere from 250 to 1,000 cars. This quantity of car travel would then require 1.37 hectares of parking space in the Sydney Central Business District.

Urban rail transport is seven times safer than road per passenger kilometre.

The external costs of rail in terms of noise, air pollution, accidents, infrastructure deterioration and congestion are much lower than using your private vehicle

The National Trust and myself as a heritage architect lodges its objection to the WestConnex M4 East proposal because of its severe impact on Listed Heritage Items and Heritage Conservation Areas and because, in the Trust's view, it diverts much needed public and private investment away from public transport development which can move large numbers of people more effectively and with much less adverse heritage impact.

David Springett

The Haberfield Association Inc
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Attention: Director
Infrastructure Projects, Planning Services
NSW Dept. of Planning & Environment
GPO Box 39 SYDNEY NSW 2001

2 November 2015

Re: SSI 6307

Formal Submission re Heritage Impacts on Haberfield

Dear Director --

This submission responds to both the above, with particular reference to what it presumably intends in new legislation, this is referred to as "the proposed changes".

Background: where The Haberfield Association Inc fits in

As background to this submission, it should be noted that The Haberfield Association Inc (Habas) was founded in 1980 and since then has been a very pro-active community group in regard to the Haberfield Conservation Area. Our policy is to contribute constructively, and we do this at all levels of Government, local, State and Commonwealth.

As Habas we are constantly inter-acting with Ashfield Council, this both in regard to overall policy for heritage conservation, and for day-to-day consistency in handling DA's. Our practical input, coming from actively involved heritage-home-owners, helped make the 1995 Haberfield DCP a landmark of clarity and relevance, the first such official NSW planning instrument ever to use explanatory diagrams – and a format now accepted as 'standard'.

Over the years Habas has made major submissions on Commonwealth-owned heritage properties, on telecommunications infrastructure and aerial cabling (with the result that there are no overhead or Optus cables in this "Garden Suburb"), on the NBN network, on the Henry Tax Review (calling for more equitable recognition of the value in heritage values) and on proposals for an all-new Australian Heritage Strategy.

At a State level, we have offered detailed submissions on a number of key topics over many years, including last year's Carapiet Review and the proposed new legislative regime for NSW Crown lands. We also get involved behind the scenes, such as last year's work in regard to the heritage ramifications that arise from street-side installation of privately owned power poles, particularly for a "Garden Suburb".

Any representation, statement, opinion or advice, expressed or implied in this document is made in good faith but on the basis that The Haberfield Association Inc., its agents or members are not liable (whether by reason of negligence, lack of care or otherwise) to any person for any damage or loss whatsoever which has occurred or may occur in relation to that person taking or not taking (as the case may be) action in respect of any responsibilities, statement or advice referred to above.

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Haberfield as a “Garden Suburb”

And for a decade we have maintained an ongoing campaign to re-instate national recognition for Haberfield as the first-ever Garden Suburb in the world, dating from 1901 several years before the more famous UK sites of Letchworth Garden City (1903) or the iconic Hampstead Garden Suburb (1907).

In fact, and this is relevant in terms of the WestConnex EIS which makes no reference to it, Haberfield’s recognition as a heritage place is no small “local thing”, and it certainly hasn’t happened by chance. For too long it’s been taken for granted. This WestConnex threat certainly brings things into stark reality – and it’s high time the huge heritage value of Haberfield was given world recognition.

This movement isn’t just a few NIMBY’s – it actually started with a nothing less than full scale Commission of Inquiry in 1981-82, when Commissioner Charles O’Connell ruled that Haberfield was a truly unique place that must be retained. Even then, 33 years ago, he found it 80% intact, 10% “restorable” and only 10% “irretrievably” altered – and these days Haberfield heritage is so valued that some of these irretrievables are being restored.

Yet now we have a plan to demolish 53 houses, just for a road. It makes no heritage sense – and WestConnex as a road doesn’t make much sense in traffic terms either.

What is at risk – why does it matter ?

So just what is at risk ? Not just houses – the heritage of Haberfield is community. It’s about being a “Model Suburb”, the self-same words its founder Richard Stanton used to promote this new way of living together in quiet harmony. There are lots of other factors that go into making this happen – separation of land uses, single-storey construction, minimum setbacks for front & side settings, double-brick, pre-set (and high!) building standards, mandatory sewerage (radical inclusion), no maid’s room, see-through front fences, strict controls on design details, vertical marketing as house and land for mid-income families, etc, etc. Stanton had picked up on Ebenezer Howard’s ground-breaking 1898 philosophy way before anyone else –he’d brought it back to Australia, and made it work.

It’s the overall outcome that makes Haberfield so different – and special. Volume 2H Parts 1 and 2 touch on this – and give some indication of the major adverse effects. But the EIS gives no real understanding of how this “Garden Suburb” is a pioneer place of international significance– truly a world first of extraordinary dimension. And as such it has national significance as the start of Town Planning – in effect the birthplace of what for a century has become “the great Australian Dream” of a family home with garden and space for kids to play.

But Haberfield’s value isn’t just for being first – important though that is. The far greater value is in its staying power, that it’s still so much, and STILL HERE. Nowhere in the world is there so much intactness, still working as a modern, living environment. There are other Garden Suburbs, including in Australia – half-started, half-finished, maybe a core area remaining, but totally compromised by diversions and exigencies of skewed development. Haberfield is different. It’s intact. And the EIS makes it clear – that integrity is the very thing at risk.

Heritage integrity – social capital of incalculable value

Indeed – right now, in 2015 Haberfield Garden Suburb is even more intact than at time of the O’Connell Inquiry, because since then Habas itself, and community campaigners like Michelle Kilburn. Susan Jackson Stepowski, John Colville and Vincent Crow, have fought so long, and so fearlessly to uphold the heritage values of Haberfield – and its huge, historic, irreplaceable value to Sydney, to NSW, and to Australia at large.

This intact-ness in itself adds special character to Haberfield’s heritage – and the even the EIS makes no bones about it – this is what will be torn apart by WestConnex.

The Haberfield Association objects in strongest possible terms to any proposal that means this “overall” character that’s going to be shattered for ever by this great gash of road and motorway. On one side, the Wattle St interchange, it tears a great 80m-wide strip through a residential suburb – and obliterating 53 houses in doing so. This is a 21st century heritage version of Vlad the destroyer.

On the other, along Parramatta Rd, entry and exit voids create tunnel portals at the entrance-way to what is acknowledged by the EIS heritage commentary as the last, only surviving villa estate along the whole of P’Rd. The location of these as part of the P’Rd interchange will marginalise one of the most important heritage sites in Sydney – it’s an insult to heritage, and to the Haberfield community.

Way back in 1978, the NSW National Trust had a glimmering of what Haberfield stands for, recognised its heritage status, and put a core part of Haberfield on its Heritage Register. And after that definitive O’Connell decision, in 1985 Haberfield became the first-ever Conservation Area declared under the still-new EP&A Act.

In 1991 it was recognised as a suburb of major heritage significance and listed on the Register of the National Estate – but this time it wasn’t just “part”. More studies had led to the conclusion that the SUM of Haberfield was greater than any “some of it”. So what went on the National Register was the whole of postcode 2045, right to the median strip in Parramatta Rd. The RNE realised that the key to Haberfield heritage isn’t architecture or pretty gardens – but its survival as a cohesive whole, being intact as a complete suburb based on “neighbourhood” – what the EIS calls “neighbourly gardens” – this is a miracle of social engineering where town planning controls were so integrated into both the vision, and the fabric, of what was being built that it created a something quite unique in the world.

And remember here we are talking of 1901, 1904, 1909, 1912. The first NSW Town Planning laws didn’t exist until 1918. Hampstead Garden Suburb was only getting started in 1907, and not really underway until 1909 or 1910. By 1914 Haberfield was 2/3rds complete.

There are other Garden Cities and Suburbs in places as far afield as France, Finland, South Africa, Tokyo. All are honoured for their special contribution to community and “place”. Yet none come even close to the integrity and character of what Haberfield has been, and quietly maintained for a century – all the while accommodating a changing population through a succession of eras, wars, social expectations, and lifestyles.

It’s time to re-think what will be lost – and re-do the plan.

Irreversible disaster -- beyond amelioration

Habas also objects to the heritage impacts that will so grievously damage Powells Estate and other areas along this juggernaut of the WestConnex plan. But what Haberfield faces is in an order of magnitude far greater, being beyond local – ie with national and international ramifications. If this goes ahead as shown in the many hundreds of pages of EIS, then the WestConnex Development Authority (or whatever name this entity morphs into) will have to answer, not just to Haberfield but to history.

To repeat: the devastation coming to Haberfield with WestConnex is not just a matter of wanton destruction for 53 family homes, or having fine Federation houses demolished for little more than tunnel openings, truckyards and turning bays that mean hundreds of movements a day; for years. Nor is it just those years of disruption as industrial scale construction vehicles dominate our streets – our objection is to the utter loss of what Haberfield stands for – what makes it totally, truly unique -- the social capital that, once gone, can never be restored. Noted consultant Penny Pike once said:

*“Heritage is a function of time – you can’t build it, you can’t replace it.
Because once it’s gone, it’s gone – forever”.*

Planting trees, no matter how landscaped, no matter how fine they might look in the WestConnex diagrams and “concept” illustrations is no answer.

Even the EIS admits the damage isn’t just demolition of heritage fabric, meaning individual dwellings, it means wholesale destruction of heritage context and heritage significance. Worse, it can give no hope of any real “mitigation” to the disaster awaiting Haberfield, a true double-whammy, with two interchanges – two now, and more to come.

“ Although localised in the section of the HCA around Wattle Street, Northcote Street and Wolseley Street, the impact of the project on the heritage significance of the Haberfield HCA and individual heritage items within it would be major and unable to be effectively mitigated... ” – EIS, Vol 2H.6.7.2

This in itself should give cause to re-think – and plan differently. This also applies to that “stub” tunnel: and the pale dotted lines on various maps and projections, heading north-east in what looks suspiciously like plans to cut a great diagonal swathe under the centre of all Haberfield. If so, we object vehemently.

A few comments in regard to Yasmarr

In recent years, Habas has been involved in intensive work regarding the heritage estate YASMARR, being R-1011588, a Crown Land Reserve gazetted May 2006, and an early listing on the NSW State Heritage Register, after being on the Register of the National Estate for many years. This 2.3ha site at 185 Parramatta Rd not only has a rare 1858 villa homestead, but the Yasmarr Gardens are themselves of such botanical rarity as to be listed separately on the Register of the NSW National Trust. We were therefore much relieved when the initial WestConnex plan to take over the whole front section of this heritage curtilage as convenient open space to use for cut’n’fill tunnelling was withdrawn.

Though what is now proposed may be presented as an improvement on the total destruction previously planned, it is anathema to the concept of compatibility with heritage context, or respect for heritage vistas. Vistas are not even mentioned in this regard in the EIS.

We also note with dismay that the bulge to accommodate tunnel portal area in front of Yasmar is now pushed southwards into Ashfield, and also involves heritage demolitions. Again, this may be presented as a way of “saving” Ashfield Park (which was/is absolutely essential) – but adverse impacts remain as yet another example of how WestConnex is prioritising cars at the expense of people and social values.

A long conclusion – other points of objection

Rather than analyse the EIS in line-by-line detail (with so many thousands of pages, this would be a task beyond the powers of any community group) Habas has opted to focus on the one pivotal, over-riding concern for our members – the huge heritage impact and what the combined social loss means for the future of Haberfield as a heritage suburb.

But, as The Haberfield Association Inc., we wish to place on record our full support for the submissions by Ashfield Council in regard to traffic, to amenity, to health and suchlike.

However there are some aspects of the EIS we would like to add specific comments in a list that says – Habas also objects to:

- Having an “Eastern Ventilation Facility” so close to Yasmar – and so close to Haberfield Public School – and indeed anywhere near the other three primary schools in Haberfield. At Habas, and based on practical experience re the M-5 tunnel (where similar smooth talk was offered) we do not accept the assurances in the EIS.
- The closing off of the Bland St pedestrian bridge over Parramatta Rd – this is a vital crossing point for schoolchildren, and bike-riders too. Habas can find no equivalent or alternative pedestrian link proposed in the EIS.
- The unintended consequences (or at least, the unreported result) of closing of Timbrell Park Bridge to north-south traffic, depriving Haberfield of a major route and forcing residents, and through traffic, to detour and take alternative routes
- The way this bridge-closing will not only mean inconvenience and many more car miles a year to travel north or return home (with increase in environmental impacts) but will force extra cars to use other Haberfield traffic points, such as Waratah and Ramsay St for RH turns into City West Link Rd to go east, then north, instead of straight across as now.
- The way this bridge-closing will compound the problems at notorious traffic spots already at overload, such more cars on City West Link Rd being fed into the choke-point of Dobroyd Pt and Norton St, adding to the congestion of Victoria Rd, especially near Anzac Bridge as cars seek a way north.

- The lack of any consideration of traffic impacts outside the designated “Study Area” – or at least none we can find for the area near Sloane St– itself already another choke-point at Battle Bridge in peak hours. How the fixed bridge-width here is supposed to cope with an extra three lanes of traffic each way, to & from the tunnels is beyond Habas to know.
- The acquisition of houses (Wattle St etc) in such a way that when sites are no longer needed for WestConnex, they will be transferred to Urban Growth for “development” - ie high-rise or densification as permitted along a motorway, with no protections for Haberfield heritage against the FURTHER domino-effect of heritage damage this will cause. Habas insists: *if such transfer to Urban Growth is to occur, WestConnex must ensure there are caveats on every contract to ensure that Haberfield heritage is recognised, and protected.*
- Finally, we object to the lack of a Business Plan – the way this project has been steamrollered into existence, with homes acquired and preliminary work underway before this EIS was release – that is bad enough. But to proceed without a Business Plan defies logic or common-sense. This is a \$16-billion spend – the community had a right to know what the value equation is. The EIS gives a cute chart about “OPTIONS” re locations – but nothing about other ways to get value for money.

To conclude – as mentioned earlier, The Haberfield Association always prefers to be constructive – but in regard to this WestConnex EIS (and indeed the overall project plan) we regret to say that the devastation it means for Haberfield’s heritage integrity and values as the world’s first “Garden Suburb” – this is so overwhelming as to call for total rejection.

As a long-standing and respected community group for Haberfield, we also regret that the West Connex Development Authority did not tap into the know-how we (and indeed other heritage groups along the WestConnex route) can offer. It my have saved both mistakes, and money. It would certainly have meant a more people-friendly outcome than what we see in this EIS.

We trust that both Minister and Department find this submission helpful.

Thank you.

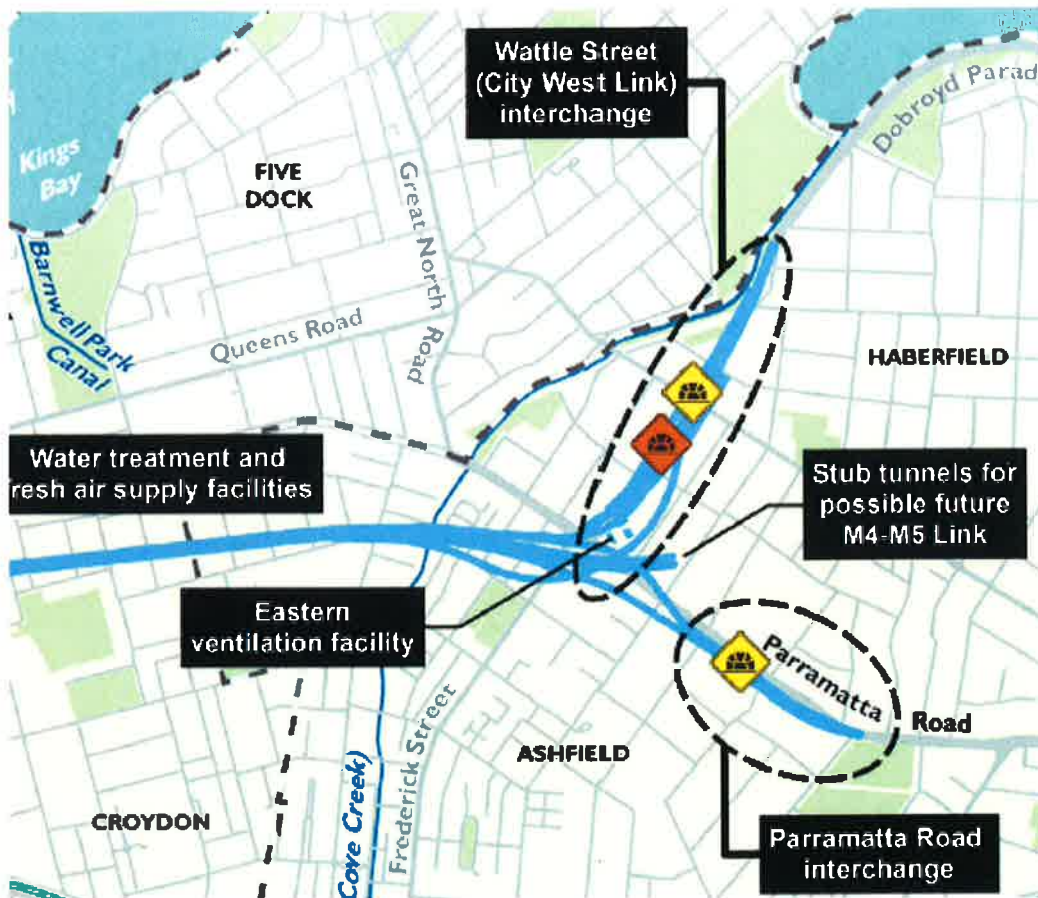


Emma Brooks Maher
President

Michelle Calvert Kilburn
Secretary

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Future tunnel portal in Walker Ave App s-w fig 1.1 local context of the project p17 of 549



Figure 1.1 Local context of the project

Maps from EIS documentation.

Used as reference by The Haberfield Association Inc – Oct 2015.

Brent Devine

2343

From: system@affinitylive.com on behalf of Michael Zengovski
Sent: Sunday, 1 November 2015 9:37 PM
To: Brent Devine
Subject: Submission Details for Michael Zengovski (object)
Attachments: Response to EIS_31 Oct 2015_V3.pdf; Waratah Street EIS Petition.PDF

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Michael Zengovski

Address:
109 Waratah Street

Haberfield , NSW
2045

Content:
Refer to uploaded documents. Please let me know if they did not upload.

Michael Zengovski

31 October 2015

Secretary of DP&E
Project number SSI 6307
NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

By email: information@planning.nsw.gov.au

Dear Sir / Madam,

WESTCONNEX M4 EAST TUNNEL EIS SUBMISSION

On behalf of the residents of Waratah Street, Haberfield we would like to lodge our strong objection against the proposed right turn onto Waratah Street for the M4 East off-ramp traffic and the direct impacts on Waratah Street, the local road network, the amenity of the Haberfield community and the impacts on our local school.

We have reviewed the *WestConnex M4 East Environmental Impact Statement (EIS)*, dated September 2015 and have significant concerns that the EIS does not address the impacts of the increased traffic on Waratah Street and the other streets around Dobroyd Point Public School. These local streets will become rat-runs as east bound drivers from the M4 East off-ramp avoid the congestion of Dobroyd Parade caused by the seven sets of traffic lights on the City West Link between Waratah Street and the Anzac Bridge, a distance of approximately 3.6 km.

Dobroyd Point Public School

Dobroyd Point Public School, established in 1937, is situated on Waratah Street, a typically quiet street in our heritage listed, Federation suburb. Haberfield was dubbed 'the garden suburb' in the early 20th century and retains its well-kept parks and quiet tree-lined streets. Known locally as 'the school among the trees', Dobroyd Point provides a small, peaceful learning environment for our children.

We are very alarmed about the impacts of the increased traffic will have on our school and our community.

Traffic

As stated in the *RTA Guide to Traffic Generating Developments, October 2002* roads are designed and constructed in order to provide a service to existing and planned developments rather than promoting inappropriately located development, such as the M4 East traffic onto Waratah Street.

Haberfield's roads can be broadly categorised as minor roads: relatively low overall volumes of traffic and low volumes of through traffic. The traffic generated by WestConnex will cause Waratah Street and the adjacent Haberfield roads to be forced into performing a function of higher road classification.

The relevant government legislation and planning instruments that determine policy for traffic generating developments are:

- State Environmental Planning Policy No.11, Traffic Generating Developments (SEPP11).
- Environmental Planning and Assessment Act 1979, Section 90 Matters for Consideration.

The provisions of Section 90 of the Environmental Planning and Assessment Act 1979 that are relevant to traffic and safety and applicable to the proposed right turn into Waratah Street are:

(Provisions b and j – relating to the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect of that traffic on the movement of traffic on that road system.

Provision o - relating to the existing and likely future amenity of the neighbourhood.

The EIS does not provide adequate information to cover the above items. With reference to Section 90 of the Environmental Planning and Assessment Act 1979, please address the following points:

1. The current number of vehicles using Waratah Street (turning from Dobroyd Parade) in peak morning, afternoon and peak afternoon times.
2. The number of vehicle movements likely to be generated on Waratah Street (turning from Dobroyd Parade) at completion of the project (2021).
3. The effect of traffic turning right onto Waratah Street on the local Haberfield road system.
4. The amenity of the neighbourhood along Waratah Street, at and adjacent to Dobroyd Point Public School and surrounding streets, at completion of the project (2021).

Traffic Impact Studies

Traffic impacts, in particular impacts on road safety and traffic noise to Waratah Street and the surrounding area have not been addressed in the EIS. Please address the following in regard to traffic impacts to Waratah Street:

5. The current annual average daily traffic on Waratah Street.
6. The estimated annual average daily traffic at completion of the project (2021)
7. The likely peak period (time of day) traffic volumes and any congestion levels on Waratah Street at completion of the project (2021).
8. The safety and efficiency of Waratah Street to cope with the projected traffic volumes determined in 6 and 7 above.
9. Provide the relevant guideline reference (eg. Austroads) and the criteria used to ensure Waratah Street complies with the required safety and other specifications associated with the projected increased traffic flow.
10. The impact of generated traffic from Dobroyd Parade on key intersections at Empire and Rawson Streets, adjacent to the Dobroyd Point Public School.
11. Safety impacts from increased traffic on Waratah Street to children and parents during short term pick up and drop off at Dobroyd Point Public School.
12. Impacts on street parking provisions.
13. Analysis of any projected queuing on Waratah Street at peak morning hour at completion of the project (2021).
14. Analysis of current and projected (at completion of the project) daily traffic flows on Waratah Street and surrounding streets near Dobroyd Point Public School and their expected effect on the environment (specifically air quality and pollution, emissions, safety, etc).
15. An analysis of current traffic noise compared to predicted traffic noise on Waratah Street and adjacent to Dobroyd Point Public School at completion of the project (2021).

We look forward to receiving the above information (Points 1 to 15) that were not addressed in the EIS and should be available for further consultation with the Dobroyd Point Public School, residents of Waratah Street and the local Haberfield community before any decision is made confirming the right hand turn into Waratah Street for the M4 East off-ramp traffic.

Yours faithfully,

The Residents of Waratah Street, Haberfield

Contact: Michael Zengovski (0408 953 500) and Fiona Blades
109 Waratah Street
Haberfield NSW 2045

Attachment: Petition: Residents of Waratah Street, Haberfield against WestConnex M4 East Tunnel; Right hand turn to Waratah Street.

Sent: Saturday, 31 October 2015 2:35 PM
To: Brent Devine
Subject: Submission Details for '
Attachments: WestConnex M4East EIS ref cf 31102105.pdf

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Submission: SSI 6307 WestConnex M4 East EIS

I am writing to express my strong objection to the SSI 6307 WestConnex M4 East EIS and to formally request a response to my concerns.

In regards to this **WestConnex M4 East proposal**, I strongly object to the following points, and I ask you to respond to each in your reply:

- I strongly object to the wholesale destruction of heritage homes and precincts within the **Haberfield Conservation Area** and the impact of the construction of the tunnel, ramps and exits in Haberfield.

The EIS itself has found that the impact on Haberfield and the Haberfield Conservation from the M4East will be significant and not reasonably able to be mitigated. Haberfield and the Haberfield Conservation Area are of national significance as a rare conserved Federation garden suburb. The impact of the M4East on Haberfield is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

- I strongly object to the wholesale destruction of homes and precincts within Haberfield and other inner west communities with the attendant social, health and economic impacts, which are not acceptable.
- I strongly object to their being no disclosure in the M4East plans or the EIS, nor any analysis or review in the EIS of the works and connections at Haberfield for the future **Stage 3 of WestConnex**, nor of the location for the Stage 3 tunnel, yet the EIS recommends these connections and works be done as part of Stage 1/2 to save further later substantial impact on Haberfield from the subsequent works. This represents a complete lack of transparency and failure to disclose where these works and the Stage 3 tunnel are to be located- somewhere beneath the residential homes of Haberfield, Leichhardt and Annandale.
- I object that if **Stage 3 does** not proceed however, the EIS discloses and other traffic commentators predict, that the inner west of Sydney will be condemned to *"rat running through suburban streets"* (Duncan Gay prior to March 2015 election) , yet the viability of Stage 3 must be highly questionable, no funding having been allocated and other such tunnels such as the Cross City Tunnel, being commercially unviable.
- I strongly 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. In addition, AECOM has been sued for being negligent in relation to its past traffic studies, and has already paid more than \$250m in settlement costs.

The conflict of interest of AECOM in participating in the EIS is unacceptable and further indicative of the complete failure of proper process characterised by the WestConnex project.

- I strongly object to having each section of the WestConnex assessed separately. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.
- I strongly object to the failure to consider total negative impacts against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.
- I strongly object to the failure to provide enough data to allow independent experts to verify the M4 East EIS's traffic analysis. For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.
- I strongly object to spending \$15.4 billion 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, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.
- I strongly object to the poor analysis of alternatives undertaken in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than a roundabout way of saying that the M4East tunnel project is preferred by WestConnex.
- I strongly object to the huge impact of the flow of cars and trucks out of tunnel exits, including from the tunnel exits on Ramsey and Waratah streets Haberfield. This will gridlock local roads throughout the Inner West. Duncan Gay before the March 2015 election admitted that if Stage 3 does not proceed, 120,000 cars per day will be *"spewed into the streets of Newtown, Balmain, Leichhardt and Eskinville"*. He failed to mention Haberfield. The EIS also admits the additional traffic on local roads if Stage 3 does not eventuate.
- I strongly 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 strongly object to the health risk and air quality analysis, which fails to assess the true impact of the M4 East. The claim is even made that WestConnex will improve local air quality – which will surely make it the first motorway in history to do so.
- I strongly object to the total inadequacy of the M4 East biodiversity assessment. This 'analysis' 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 strongly 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 also object to the entire WestConnex for a number of reasons.

1. Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. It is not a long-term solution to Sydney's congestion problem.
2. 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 and shows a complete lack of due process.
3. Failure to abide by the Major Projects Assurance Framework and employ best practice governance from project inception has also greatly reduced community confidence in WestConnex, including the M4 East EIS. The Community is being asked to comment on an EIS that is deficient in analysis of project justification.
4. A condition of consent for the M4 East should include adherence to the NSW Government's Major Projects Assurance Framework. Vital gateway reviews which should have been undertaken before the preparation of the EIS (and certainly before awarding construction contracts) should be commissioned, completed and made publicly available before any further approvals are issued.

I therefore call on the Minister for Planning to reject this proposal on grounds including that:

- The impact on Haberfield and the Haberfield Conservation Area, a conserved jewel within Australia of national importance, cannot be justified;
- The impact on other inner west communities of Sydney for the saving of maybe a few minutes in commute time from the western suburbs of Sydney cannot be justified;
- Even the M4 East's inadequate traffic analysis shows that WestConnex will be at capacity by 2031;

- AECOM has not even met the basic Planning Secretary's requirements in its assessment; and
- This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and liveability of cities.

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

I call on the Minister to reject the proposal for the WestConnex M4 East and the WestConnex.



Submission: Westconnex EIS public consultation

Thank you for the opportunity to make a submission on the Westconnex motorway project. I am a long term owner resident of a property on Walker Avenue Haberfield. It is directly across the road from the proposed construction Wattle Street/Parramatta Road site. I have appreciated in recent weeks the contact the selected construction company has made with me.

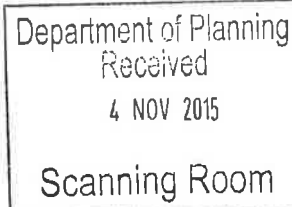
I seek genuine opportunity for further and ongoing active involvement in planning and design decisions that will impact directly on my street and neighborhood during construction and after.

I was drawn to the suburb because of its unique community feel, history and significant urban design principles that have guided its development over a very long time. I consider myself very fortunate to live in Haberfield and have every intent to continue doing so. I contend that any future development that will impact on Haberfield must adhere to and pay respect to the suburb's history, development and its unique and important place in Australia's urban development.

While I don't advocate against the Westconnex project I believe its scale, impact and potential to detrimentally change my quality of life and that of the place I live in will be potentially significant in the immediate, medium and long term.

In relation to the breadth of impacts I specifically bring to your attention the following.

- Air quality and the venting stacks
- Noise from traffic and congestion
- Streetscape and community environment
- Traffic management



AIR QUALITY AND VENTING STACKS

The Environmental Impact Statement (EIS) details the venting stacks for the eastbound lanes of the motorway as being unvented. There is much international debate and unknown science about the immediate community health and wellbeing impacts of this limited design feature – I therefore argue strongly for full filtration of the venting system. I live less than 100 meters from this proposed structures which are close to a large primary school and a number of substantial pre-school facilities. Our local neighborhood is within the plume

radius of the stack facility. This is a critical ongoing issue for me and my immediate community.

The two stack buildings are scoped to be around 8 stories in height – 5 stories higher than any existing structure in our local community. Their construction details are yet to be finalized and released and their design and environmental appearance will be a key focus for me as the project progresses. My house will front the structures directly.

I further note from the EIS the construction site fronting Walker Avenue and across the road from my house will post construction be made available as a development site. Without any information on what this may deliver I strongly oppose this and seek that Ashfield Council be given responsibility for determining the future use of this site following local community engagement and within the context of the heritage significance of Walker Avenue and the suburb of Haberfield.

I seek to have further genuine local community consultation on design, development and associated environmental impacts prior to any planning being finalized and progressed.

NOISE FROM TRAFFIC AND CONGESTION

The intersection of Parramatta Road and Wattle Street is one of the busiest in the inner west. Its flow of traffic, screeching air brakes from heavy vehicles, regular sirens and supercharged motor bikes punctuate the quietness of Walker Avenue throughout the day and into much of the night, all to begin again in the early predawn hours of each new day. The cycle of noise is also marked by the seasons with August and September being of particular note when the strong prevailing south westerly winds bring into our houses the roar and energy the western transport corridor generates.

Until now I attribute much of the noise abatement in our immediate community coming from the substantial residential and commercial structures in and around Parramatta Road and on the fringes of Haberfield. Substantial 3 storied 1970s unit buildings on Wattle Street mixed with very solid brick federation structures provide layered noise and environmental buffering within our immediate environment. The demolition of these structures will directly expose many of us to potential and significant increases in ongoing noise pollution during and post construction. This will be further exacerbated by the construction itself, especially in Walker Avenue and in particular my section of the street closest to Parramatta Road.

In order to maintain our existing environmental amenity there is a need for substantial sound insulation walling not only around the construction site but longer term around the motorway's service facility, bounding Parramatta Road and Wattle Street. This will need to extend to the City West Link and Parramatta Road tunnel portals and will be specifically important for residents that will border the motorway and its immediate construction sites.

The best option to further mitigate this issue however would be the proposal from Ashfield Council to move the city west link tunnel portal to Lilyfield close to the approaches to the Anzac Bridge where the impact on existing residential precincts would be greatly reduced. If this change were adopted the need remains to clarify and strongly address the noise and walling issues around the Parramatta Road and Wattle Street intersection. At this time, the detailed design and impact of such remain unknown to the local community.

As design and construction of the motorway is progressed I seek further local community consultation and input into noise mitigation and walling solutions for the areas adjacent to Walker Avenue.

STREETSCAPE AND COMMUNITY ENVIRONMENT

Haberfield has been regarded as the garden suburb for many decades. Its unique Federation and architectural heritage and community focus further enhances its significant place in Sydney's inner west. Any destruction or diminution of this is very strongly opposed. The potential detrimental environment impact of the motorway on Haberfield is an increasing cause for significant community concern and unrest.

There needs to be very active and effective community engagement by the Motorway Authority with the local community over how the environmental landscape will be protected during construction and how it will be returned post construction. Landscape design, including the use and selection of trees and other vegetation needs to be in keeping not only with our local European cultural heritage and identity but also that of our local Aboriginal community. We don't want a few eucalypt sapling replacing a significant local flora and fauna eco-system that has grown and matured until this time. The local eco-system has been well documented in the submission from Ashfield Council.

I seek direct and further community engagement and input into the development and finalization of landscaping and environmental protection planning where it will impact on ongoing residencies along Walker Avenue and its immediate streets.

TRAFFIC MANAGEMENT

Walker Avenue is valued as a quiet, safe and accessible residential precinct. The arrival of the motorway and its infrastructure threatens this significantly. The EIS proposes making Walker Avenue north of Allum Street a cul de sac. I live on Allum street and oppose this proposal. Like most residents in Walker Avenue I enter and leave the street from Ramsay Road. I support strongly making Walker Avenue a cul de sac but at the southern end onto Parramatta Road rather than in the middle of the street.

It is not clear why the southern end of Walker Avenue should remain open. This raises questions about the potential ongoing need for heavy and emergency

vehicles post construction to access the motorway service facility from Walker Avenue.

I seek ongoing opportunity for the residents of Walker Avenue to meet with and discuss with the construction authority the reasons underpinning the planning for the proposed traffic changes to Walker Avenue.

I also seek further local community discussion and participation into options for further addressing noise mitigation and insulation in and around the construction site on Walker Avenue and post construction along Parramatta Road.

I trust my submission will be considered seriously and in the context of seeking to find ways forward to progress development while addressing the immediate and ongoing issues emerging from a concerned and cohesive local community. I will await contact from the construction authority regarding the personal and community issues I have raised.

2346



PCU062454

1st Nov. 2015.

80 O'CONNOR ST.
Haberfield 2045.
N.S.W.

Attention Director.
Infrastructure Project.
Department of Planning Environment.

Dear Sir.

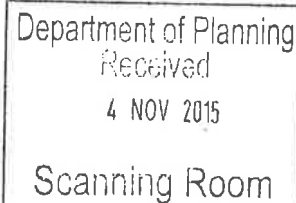
I Giuseppe Mazzeo am in great
Concern of my property. 151 P'H Road Haberfield 2045
which is a Block of 4 flats. How its going to effect
my tenants driving in and out of the property. if theres
nothing done about it my property will loose
value + possible not able to rent, the place, is
there been any though done about this or will
I be compensated for lost of value.

I would like a reply on this matter

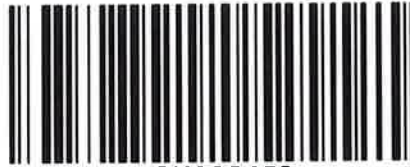
Yours Faithful

Mr. Giuseppe Mazzeo

97970014.



MAKE YOUR VOICE COUNT ON WESTCONNEX



PCU062458

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

I also object to the short exhibition period for public responses to this proposal. I am studying full time & making and this is the first chance I have had to respond so please accept this as a late submission.

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.
- ▲ Will make our air dirtier and impact on our health and our children's health and wellbeing.
- ▲ Will divide local communities and force hundreds of people out of their homes and neighbourhoods.
- ▲ Will contribute to greenhouse gas emissions and global warming by increasing fuel consumption and air pollution.
- ▲ Will pollute local waterways and ground water, and mean our community loses precious green space and parklands.
- ▲ Fails to compare this project against alternative public transport options.
- ▲ Is not justified by any publicly-released business case.

Further comments

I strongly object to this proposal because I believe it is an ineffective and grossly expensive project that will not achieve its stated objectives & claims, and will wreak destruction to communities, contribute negatively to traffic congestion, increase dangerous ~~pollution~~ pollution via unfiltered vents, and is not a vision for the future.

Yours sincerely,

NAME ISABELLA LAMBERT
ADDRESS 43 VICTORIA RD MARRICKVILLE
EMAIL isabella.lambert.smith@gmail.com
PHONE 9516 5815
SIGNATURE Isabella Lambert

SEND BACK BY 2 NOVEMBER

Jenny Leong MP
383 King Street 2204
NEWTOWN NSW 2042

or scan and email to
jenny.leong@parliament.nsw.gov.au

or complete online at
www.jennyleong.org/m4east

JENNY LEONG MP
MEMBER FOR NEWTOWN

Department of Planning

RECEIVED

4 NOV 2015

Scanning Room

**CLEAN ECONOMY
FAIR SOCIETY**



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

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

MARY-ANN O'MALLEY

20/10/2015

105 MAY STREET, ST PETERS, N.S.W

m2zomalley@gmail.com

POSTCODE 2044

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

I am concerned that this project doesn't make all that much sense in a city that faces severe congestion. More roads will induce demand for more cars. Yet car sales are on the decline. I would strongly encourage long term thinking around practical transportation solutions that will serve the community better for many years to come. I would not like to see taxpayer money used on what

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

ANDREW A. DEANE

DATE

2/11/2015

ADDRESS

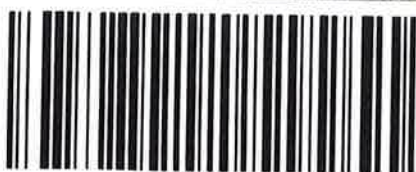
303/27 MARGARET ST ROZELLE

EMAIL

deane - a@hotmail.com

POSTCODE 2039

PLEASE PRINT CLEARLY



PCU062460



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:

I am so worried about the Stack near my 3 grand children's School. They are all asthmatic and struggle every day - how bad is this going to be - would the pollution be like this near their children, as grand children

Yours sincerely

Susan Carrabott

(SIGNATURE)

Also - where are all these cars going to go when they all converge in our area - it is busy now -

YOUR DETAILS

NAME: Susan & Laurence Carrabott

ADDRESS: 32 Pembroke St
Ashfield NSW

PHONE: 02-9798 7000

MOBILE:

EMAIL:

NO STAMP REQUIRED



Please return in an envelope to:

JO HAYLEN MP

Member for Summer Hill

Reply Paid 88146

Marrickville NSW 2204

Department of Planning
Received
4 NOV 2015

Scanning Room



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I also want addressed:

Yours sincerely

Harold Brown
(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:

ROBERT B. BROWN

ADDRESS:

54 OAKHURST STREET
HABERFIELD NSW 2045

PHONE:

(02) 9798-4809

MOBILE:

0411.411.127

EMAIL:



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:

Assurance that there will still be access to Haberfield via Dalhousie Rd from both sides of the Parramatta Rd and likewise, access to Orpington St, Ashfield from Dalhousie Rd, Haberfield

Yours sincerely,
Sincerely, C.M. Jackson
(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 CATHERINE JACKSON

ADDRESS: 16 OAK ST
ASHFIELD NSW 2131

PHONE: MOBILE: 0427724992

EMAIL: cathandjohn@ophusnet.com.au



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:

*The absence of the business plan - in its entirety -
for proper public scrutiny.
Recognition that efficient rail - heavy & light - will
improve productivity by itself improving traffic*

Yours sincerely

[Handwritten Signature]
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: *RICHARD J. A. SERGI*

ADDRESS: *3A Hansen Street,
Summer Hill*

PHONE: *9223 1522*

MOBILE:

EMAIL: *richard.sergi@statechambers.net*



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:

The lack (absence) of due process in commencing this project before conducting an EIS

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:

Paul Cutlan

ADDRESS:

*200 Old Canterbury Road
Summer Hill NSW 2130*

PHONE:

0438 627 093

MOBILE:

EMAIL:

paulcutlan@hotmail.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:

Hands off local councils - no changes to boundaries or council amalgamations

Yours sincerely

Leanie Gilmer
(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: *Leanie Gilmer*

ADDRESS: *7/401 Marrickville Rd
Dulwich Hill*

PHONE:

MOBILE:

EMAIL: *leo72au@yahoo.com.au*

Jill Lush

133 Sydenham Rd Merryville,

Westconnex M4 East Tunnel (SSI 6307)
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001

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):

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I also want addressed:

Yours sincerely,





6 Nepean Gardens Place,
Glenbrook NSW 2773
28th October 2015

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

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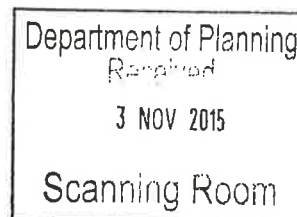
The fact that the State Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

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,


David Payne





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

28th November 2015

Submission: WestConnex M4 EIS (SSI 6307)

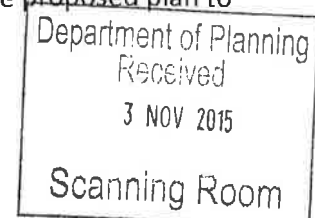
I am extremely concerned generally about the contents of the Environmental Impact Statement for WestConnex M4, and specifically about the construction of unfiltered stacks along its route.

I object to the lack of transparency surrounding the whole project, to the government awarding tenders before a business case was released and the lack of justification for spending \$15.4 billion on one infrastructure project when there are urgent needs for spending in areas such as education, health and social welfare. I also object to the blatant lack of community consultation regarding such a large, taxpayer-funded project. As a major stakeholder, communities are being ignored. I note the serious concerns made by the Auditor General ".....that the business case fell well short of the standard required".

I am further registering my objection to the late release of the EIS after major decisions have already been made. It is an outrage that due process has not been followed. Further, this huge document does not, in a satisfactory manner, address the social and environmental impacts of the project. Constructing unfiltered stacks on the WestConnex M4 route on Parramatta Road at Haberfield, Strathfield and Homebush where toxic emissions will be exhausted and distributed into heavily populated areas, is nothing short of unconscionable.

What is of grave concern is that the Haberfield stacks will affect children less than 500 metres away at Haberfield Public School, other schools in the area, child centres, and the elderly in nursing homes. Stage 3 of the project will see even more pollution introduced into that environment from the stacks with the proposed Haberfield-St Peters section of WestConnex. The health of residents, together with workers (Bunnings employees and shoppers for instance) will be compromised. This is not an empty assertion. It is based on my experiences as a strong advocate for the installation of filtration in the MSE tunnel.

The MSE and its exhaust stack were sold, just as WestConnex is being sold, as "world's best practice" with assurances that the emissions from the stack would meet the NSW Environment Protection Authority's strict guidelines. However, the air quality goals were never intended to be used for point source outlets. What people got was a tunnel acknowledged as the world's dirtiest, which opened at capacity and which induced traffic so that vehicle movements quickly exceeded 100,000 a day – hence the proposed plan to widen the motorway.



At the time, Minister Duncan Gay labelled the road as the “worst piece of infrastructure in NSW”. It is also cynically known by users as the parking lot. I note that the EIS modelling shows that the M4E will reach capacity by 2031 but this may well prove wrong given the underestimation of vehicles using the M5E (probably so that air quality goals would not be breached). It should be acknowledged that predictions are all too often proven to be wrong a fact made crystal clear recently in AECOM’s miscalculations on traffic predications for Brisbane’s Clem 7 RiverCity tunnel.

The M5E air quality monitoring stations were supposed to pick up exceedances of the air quality goals. However, these stations only recorded PM10 data, not the dangerous ultrafine particles below 2.5 microns per cubic metre which lodge permanently in the lungs, so recorded breaches of the goals were few and then put down to other sources than the stack. Air monitoring stations recording emissions from the WestConnex M4 stacks will use the same standards and the effects of the smaller particles on health will remain hidden.

Soon after its opening, people around the M5E complained of offensive odours emanating from the stack and of sore eyes and ears and respiratory problems. Some people were forced to move out of the area because of the odours or because of ill health. In 2012 the Health Department reported a cluster of cancer cases in the area and that this was the only area in the state where the incidence of lung cancer had increased rather than decreased. In its report, Health acknowledged the association between cancer rates and pollution but stated that, given that the average latency period from exposure is between 20 to 30 years, the impact of cancers caused by the stack would be unlikely to be appearing yet. (Health Report, July 2012 p.59).

While it may be too early to point the finger at the M5 stack as a contributing factor to the cancer cluster, the fact that around 40 kg of particles have been emitted daily from the stack for some years demands that cumulative impacts on health be investigated. What the unfiltered stack did - just as the stacks on the M4 will - was add concentrated toxic matter to already polluted ambient air and thus jeopardized the health of residents and workers even further. Emissions from stacks concentrate pollutants up to 50 fold - an atmosphere which the National Health and Medical Research Council says is “clearly dangerous to health”. It is also obvious that air quality goals will not be met in the future when the proposed national standard of 8 microns per cubic metre of air is introduced.

I am also concerned about the probable use of emissions from the portals on the M5E. While portal emissions are prohibited except under extenuating circumstances, the history of the M5E shows that they were often used without the knowledge of residents living around them. Residents often complained of ill health which they suspected were caused by emissions but were ignored or assured the tunnel was not the culprit. Often, the use of portal emissions was not reported to the Department of Planning or to the Health Department. During 2003 when Health was researching the effect of stack emissions on

residents' health, it was unaware that the portals were being used. Thus, the data collected did not represent the true picture and could not be relied on.

The EIS promises that the WestConnex M4 will alleviate traffic congestion and reduce travelling time but history has shown that this is not the case but rather that motorways increase traffic congestion by inducing traffic and because of the additional traffic, travelling time increases rather than decreases. While a motorway may solve problems in one spot, local roads and feeder roads are impacted upon and choke points created further along the route.

The EIS states that less pollution will occur due to free-flowing traffic. This is dependent on the inevitable traffic jams which will occur in peak times on M4E with drivers then opting to use local roads or choosing them rather than pay tolls. What the EIS does not address is how the increase in exposure to a concentrated combination of particulate matter, nitrogen dioxide and other toxic emissions will impact on the health of those using the tunnel especially during slow/stop traffic conditions.

No consideration has been taken of transit times through the tunnels or of daily exposure to pollutants. Drivers using the tunnel daily and on more than one occasion may be exposed to toxins for well in excess of 15 minutes. In the M5E, Health has acknowledged the negative health effects on drivers using the tunnel and recommended winding up windows and closing vents and for asthmatics to not use the tunnel at all. As it is, drivers constantly complain about the visibility and odours in the tunnel.

Diesel is recognised as a Class 1 carcinogenic by the World Health Organisation and while diesel emissions may be falling there is more danger to health as the particles are smaller. Modern diesel exhaust consists of mostly particles sized PM0.5 and smaller. Fine particulate matter has been deemed as being in the same class of carcinogenic as asbestos, causing severe health effects including premature death, cancer and heart disease and impaired lung development in children. There is no measurement in the EIS of the quantity of these particles that a driver using the tunnels will be exposed to. Why?

The EIS shows the air quality for a large sector of Sydney will be about 25% worse in the next six years than the target air quality standard. This is totally unacceptable and will inevitably lead to increased strain on the already burdened health sector. Rather than encourage more vehicles onto Sydney's road, the government should be looking to cleaner, safer and more sustainable alternatives.

The delivery authority have argued that trials of tunnel filtration have shown they do not provide value for money. Seeing that trial filtration was introduced into the M5E, it could be assumed that this is its point of reference. Certain points need to be clarified. The trial was set up to fail. The units were too small to process the large volume of air in the tunnel: they were installed by a company with no experience in tunnel filtration and a tender was accepted, four years after it was first submitted. Other tenderers with filtration experience

were ignored. At the time, Deloitte commented that the RMS should have re-tendered to take into consideration the changes in technology which had occurred during those four years. Having said that and against all odds, the filtration system did decrease the amount of pollution from the stack by up 15% when it was turned on.

I note that Leightons Contractors as part of the consortium Leighton Contractors, Samsung, C & T and John Holland has been awarded the contract for the M4E. It is interesting to note that this company, as part of the Leighton-Dragados-Samsung Joint Venture, is also involved in the delivery of the Hong Kong Central Wanchai-Bypass project. This includes twin 3.7 km lane tunnels and "will boast a raft of eco design features, not the least of which is a state-of-the-art air purification system (APS) and tunnel ventilation system (TVS). The design will be based on a Madrid system which will include 3 in-stack systems with both particle filtration and nitrogen dioxide removal". This type of filtration not only reduces pollution but also the huge annual electrical costs in the millions of running the tunnel ventilation system.

Overseas countries in Asia and Europe have recognised the efficiency and cost-effectiveness of filtration. Why is the government continuing to hold its outdated mind-set on filtration? Any reduction in the amount of particulate matter and other toxins within the tunnel or being released outside through stacks has to have health benefits for drivers, workers or residents.

I call upon the Minister for Planning to reject this flawed proposal, to acknowledge community opinion and concerns, and to consider more sustainable and safer solutions to Sydney's traffic congestion.

POLITICAL DISCLOSURE DONATION

I have not made any donations exceeding \$1000 in the requisite period.

Yours sincerely,



Georgina Briers,

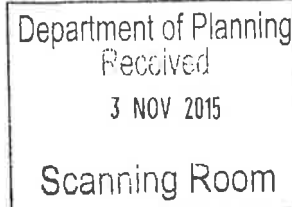
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30 th October 2015

PCU062423

Westconnex M4 East Tunnel (SSI 6307)
NSW Department of Planning and Environment
GPO Box 39, Syney NSW 2001



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 follow addressed from the EIS.

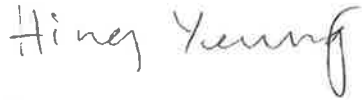
- Martin Street residents will face difficulty driving into Haberfield. Residents will only be permitted to turn left from Martin Street at Wattle Street, forcing us on to the City West Link. The first opportunity we will have to turn right will not be until Leichhardt, effectively cutting us off from the rest of Haberfield. This is not acceptable if the preferred designs for Westconnex go ahead as planned. Please closed Martin Street at Wattle Street and reopened at Ramsay Street.
- Pedestrian, Baby-pram and children's crossing at Ramsay and Wattle Street intersection must provide.
- Filter the smokestacks and relocate away from schools and childcare centres.
- Build a noise wall for properties in Ashfield and Haberfield 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.
- Offer voluntary acquisitions and WDA-funded dilapidation reports for those properties near construction site in Northcote, Wolseley, Wattle, Walker, Ramsay, Chandos and Loftus Streets.
- Restrict tunnelling and truck movements to standard construction hours - no 24/6 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

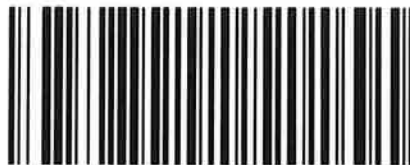
M4

better spent investing in Public Transport. Please consider my concerns and address them in your response to the community's submissions to the EIS.

Your sincerely,

A handwritten signature in dark ink, appearing to read "Hing Yeung". The signature is written in a cursive, flowing style.

Hing Yeung - Haberfield Resident

M4 EAST EIS SUBMISSION

PCU062422

General Statement

Whilst we are not against projects of this type in general we have to raise our strenuous opposition due to number of serious concerns with the "preferred option".

There is no clear business case for this proposal. Likewise there is no clear coordinated plan as to how this proposal integrates with the Parramatta Rd corridor. Contracts have been signed prior to the release and consideration of the EIS. There is also no clear direction as to what happens to the "grey spaces" in this proposal. Hence, the process is extremely flawed and needs to be addressed.

The transferring of control of the project to a private entity only confirms that the lack of transparency is deliberate and needs to be reversed.

We are of the firm view that the Haberfield Heritage Conservation Area (HHCA) should not have a "major impact" as indicated in the EIS. The HHCA should be left intact due to its significant heritage value as identified by the EIS. There are clear options to achieve this without significant alterations.

The priorities identified by the "preferred option" are disproportionate. The HHCA is a significant heritage item and its houses should be respected above Ashfield Park or Yasmar, as they are an intrinsic part of the heritage value in its totality and not simply singular items. Ashfield Park and /or Yasmar would only be partially affected with the original or other options available.

Haberfield is clearly the most impacted suburb by this proposal and this is totally incongruous with the heritage value of the suburb. Residents have abided by a very strict building code for decades only now to find that this is being totally ignored in this proposal.

Wattle St and Walker Ave will be decimated by this proposal as the EIS confirms. Walker Ave unlike Wattle St and Parramatta Rd has never been a major thoroughfare and as such should be left intact. The expectations of residents who live in quiet streets as opposed to

Department of Planning Received 3 NOV 2015 Scanning Room

major roads are clearly different. This is not respected by this proposal and needs to be addressed.

Other options are clearly available that do not impact on the HHCA, specifically the Bunning's site, Brescia site and multiple areas on Parramatta road.

Adverse impacts on a park, singular non residential buildings and industrial areas on Parramatta Rd should be prioritised over the use of residential areas as they are shared areas which if partially affected would dilute the impact on specific individuals whose houses, streets and suburbs are currently proposed to be affected.

In particular, the Parramatta road corridor should be used instead of ANY encroachment into residential areas as it is generally underused by commerce and industry. There are multiple empty lots currently not in use in close proximity to the current design that could be used for multiple purposes instead of levelling Federation houses and very mature trees in the HHCA for a works area which is simply an abhorrent proposal.

Specific Issues

HHCA

Residents in the HHCA have abided by a very strict development code over many years. This code has clearly served to enhance the Heritage value of the suburb. It has additionally contributed to increasing the actual dollar value of homes in the suburb. Like many we have significantly developed our house abiding by the code, which is now, being totally ignored by the State Government and West Connex,

The code imposes a number of restrictions on developments. You cannot change your streetscape but only return you house to its original design where possible. You cannot build another story due to its visual impact on the amenity of others in the HHCA. Any development must be Federation as identified by the code.

To acquire house in the HHCA for this project shows clear contempt for the preservation of Heritage and culture in general as there are multiple options available to respect the heritage value of Haberfield.

The EIS clearly identifies the impact on the HHCA to be “major adverse” at table 19.26. It clearly sets out significant impacts to the “legibility of the original layout”, visual impacts, fragmentation of the suburb, ventilation outlets and other works that are not sympathetic to the current area, destruction of houses and trees that “disturb the rhythm” of federation house in Walker Ave amongst other major issues.

The mitigation measures proposed are simply unacceptable and achieve nothing of merit.

At NAH27 (pg. 19-49) there is no detail on ventilation design whatsoever. No diagrams, no detail on height or orientation, but this is then deemed to be “somewhat effective”. How can one form a view with no detail? A ventilation outlet of 20 metres in height clearly would have a different impact to one of 40 metres and as such renders the mitigation strategy as absurd and meaningless. Any buildings within or that impact the HHCA must apply with the current HHCA code.

At NAH28 the planting strategies are deemed to be “moderately effectively”, The most effective strategy would be not to take the trees from the streets such as Walker Ave as they would provide an immediate barrier to any future works. The time for trees to grow to their current heights would be decades and hence unacceptable.

At NAH29 the mitigation to the levelling of Federation houses in the HHCA is “photographic archival recording of the affected areas” and is deemed to be “least effective” in reconstructing streetscapes. It is therefore not possible to replace original federation houses as the EIS clearly sets out and as such they should be left intact or at a minimum returned to parkland.

It is clearly summed up unequivocally in the EIS on page vii of part H Non- Aboriginal Heritage Impact Assessment that “Although localised in the section of the HHCA around Wattle, Northcote, Wolseley streets, the impact of the proposal on the heritage significance of the Haberfield HCA and individual heritage items within it would be significant and unable to be effectively mitigated.”

Likewise we require that any ventilation/utilities be designed so as not to visually or environmentally impact on our lives. Only by doing this will we have any confidence in reducing the significant impact that has been put upon us.

The noise from the proposed works will have a significant on our lives. As an Airline Pilot employed by Qantas Airways I am regularly required to obtain rest prior to and after work in daylight hours. The proposed works and associated noise will make it basically impossible for myself to obtain proper rest prior to any flying duties. This means that it is highly likely I will not be fit for work as required by the relevant legislation. I will take appropriate action to address this if required.

Therefore the use of Walker Avenue for heavy vehicles is completely unacceptable.

SUMMARY

The EIS confirms a number of serious concerns that must be addressed,

- Ensure transparency of the whole process. Release the business case and keep the project open to public scrutiny.
- Respect the HHCA and the residents who have abided by its code. Modify or use other options to preserve the HHCA.
- Give clarity to what will happen to the "grey spaces". Ensure they are returned to green spaces.
- Ensure Ventilation outlets are filtered, located away from schools and the like and are sympathetic in height and design to the local amenity.
- Ensure that suburbs such as Haberfield are protected from rat running that will occur. Close off entries from Parramatta road.
- Ensure that noise mitigation is extremely effective and that heavy vehicles are not on residential streets.
- If the mitigation measures identified in the EIS are not effective then find solutions that are.
- Ensure that streets like Walker Avenue are not disproportionately affected by adverse outcomes.

This process has taken significant amount of our time to address and has already had significant adverse impact on our lives. The stress and financial disadvantage this process has placed upon us is very real and as such we implore to consider this submission, as the impact of this project on us will continue for some time to come.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'AHM' with a stylized flourish at the end.

Albertina Hill

A handwritten signature in black ink, appearing to read 'BH' with a long horizontal flourish extending to the right.

Bradley Hodson

THE RANCH
CONSERVATION AREA

PAGE AVENUE, EARLE AVENUE AND HENRY STREET ASHFIELD



8 Page Avenue,
Ashfield, NSW, 2131.

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

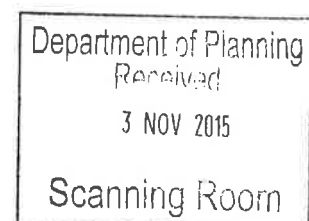
30 October 2015

re: WestConnex M4 East EIS (SSI 6307)

We live in The Ranch Conservation Area (The Ranch) in Ashfield, which is at the eastern end of the M4 East. The Ranch is an Ashfield Municipal Council designated area made up of Page Avenue, Earle Avenue and Henry Street.

We request that the Tunnel Project be stopped, due to the following reasons:

1. This project is devastating for our local area and will cause eight years of disruption to local residents and a nightmare for people living in the Inner West.
2. There has been no sound business case established for the WestConnex and no traffic modeling that establishes the case for the project.





PAGE AVENUE, EARLE AVENUE AND HENRY STREET ASHFIELD

3. A total of 182 homes will be razed to the ground in the process to make way for the motorway and an unfiltered emission stack which will be built between Wattle and Walker streets — 500m from Haberfield Public School and several preschools.
4. We are shocked and angry that the State Government has bulldozed through plans with no sound business case for a motorway that will rip through the very heart of our neighbourhood.
5. Nobody knows whether Stage 3 of the project will ever see the light of day given it is contingent on revenue financing from tolls. Given no toll road in Sydney to date has ever met its projected figures, whether the project will ever be completed is highly questionable, making the destruction of our habitat a waste of taxpayer money for no appreciable gain.
6. We are deeply concerned that our local area is going to be damaged by a short sighted plan that will offer no real long term solution to our congested road system.
7. What were you thinking when the ventilation stack set for Haberfield will not only spew emissions from the tunnel to be built in Stage 1 of the project, it will also double up to dispose of the emissions from the major tunnel extension to be built in Stage 3 of construction?



PAGE AVENUE, EARLE AVENUE AND HENRY STREET ASHFIELD

8. To suggest that information originally omitted from the EIS (covering human health risks, urban amenity, visual impacts, flooding, drainage and groundwater impacts) is not important in this process shows a complete disregard for the community and the impacts that, in Ashfield in particular, the community will be forced to bear during construction and eventually operation of the motorway.
9. We have consistently asking for a "Business Plan" to assure us that the project will be viable and successful. This plan has not been forthcoming! How is it possible to go as far as awarding contracts and producing a complex EIS without having a Business Plan in place?
10. The EIS is approximately 5,000 pages of often quite technical jargon. We, the residents of the affected areas were given just 45 days to respond, which shows everyone that this entire project is nothing more than 'lip-service' in a political scam.
11. On October 29, 2015, we heard on the radio that the operators of the Cross City Tunnel want the State Government to subsidise the tolls so that they can reduce the toll for travel via this tunnel to \$2.00, thus encouraging more people to use the tunnel! This is a clear indication that tunnel toll roads do not work! What makes you think that this Project will work, when all others have failed?



PAGE AVENUE, EARLE AVENUE AND HENRY STREET ASHFIELD

12. What we need in Sydney is a better Public Transport system. We currently only have one unreliable bus service to the city (the 461). We have asked for more, but the reply is that we will not get more bus services because we live close to Ashfield Railway Station. For a disabled person, 2 kilometres is not close and the Tunnel will not help us at all!
13. We recently discovered that the tunnel has been rerouted so that will run directly under our home! Nobody wants this. Nobody from the Westconnex Authority would tell us why the tunnel has been rerouted. All they said was that the new plans have been available since June this year! Of course, nobody told us that when the plans "became available".
14. We have only recently learnt that a temporary access tunnel, running from the surface at Parramatta Road, along the length of Page Avenue to tunnel depth under our home is to be constructed. There has been no mention of the impact that tunnel will have on the residents of Earle Avenue and Page Avenue during the long construction period.
15. We need honesty and transparency from our government and we are not getting it. Stop this ridiculous project now!

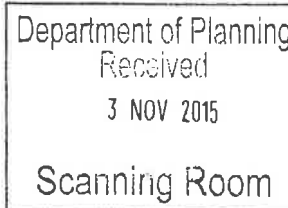
Sincerely,

Anne and Wayne Newton.



17th October 2015

Resident of:
11 Taylor Street
Canada Bay 2046 NSW



Attention Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 6307
GPO Box Sydney NSW 2001

As a resident directly adjacent to Cintra Park we and our neighbours have a number of major concerns with the post construction design of the zone. We have no issues with the 3 year construction phase. We will highlight these issues in priority order.

1) Water Treatment Plant and Sediment Pond – VISUAL IMPACT

We were totally shocked when we viewed the artist impression of the recreation area in Cintra Park on completion of final works. How can you possibly think that putting structures in front of our beautiful age old Morton Bay Fig Trees would look aesthetically pleasing to any locals in the area? This artist impression makes it look like an industrial space with grass in the centre surrounded on 3 sides by different structures. Surely you must be able to see that if you placed the Water Treatment Plant and Sediment Pond on the same side as the canal we would be left with access to our lovely shady area under these trees which many of us and our families seek out during the hot summers to enjoy a game of cricket etc along our back boundary fences.

Again, there are no detailed plans available showing the level (RL) of the final "recreation space" compared to our property boundary line. In this respect we have no idea of the final height of the proposed buildings with respect to our current outlook. At present we enjoy a lovely long reaching view of the hockey field and it would obviously be detrimental to us to place these new structures on our boundaries. We fear this will be replaced with an oppressive and domineering wall, taking away everything we have enjoyed for so long. This is to us totally disregarding residents, we can be so bold as to ask ***"Would you like these structures placed here if you were us, especially knowing they could have been placed on the canal side?"***.

2) Water Treatment Plant and Sediment Pond – LOITERING/SAFETY ISSUES

We are very concerned with the space between the "Water Treatment Plant and Sediment Pond" and our back fence. This zone used to be a real issue prior to the Hockey field being built with young teenagers loitering in the darker hours dealing drugs etc. Once the Hockey field was established this loitering activity ceased due to

the amount of activity on the field day and night as well as lighting in this zone. Our concern is that with the new buildings and pond this area would return to an alley way, right on our back fences providing the ideal conditions for the space to return back to loitering and drug activity of the past. In addition, prior to the current hockey field, several residences were burgled many times in 10 years, however never burgled again since the hockey field was built. Our concern is that the proposed new building would provide cover for criminal theft activity and other antisocial activities to return. ***Again if these structures were placed on the canal side this would not be an issue.***

3) Water Treatment Plant and Sediment Pond – NOISE

With limited, though some experience regarding noise generated by “Water Treatment Plant” stations, we are concerned with any intermittent or ongoing noise generated continually or from time to time from the plant. Given the close proximity to both our boundary line and all adjacent property boundary lines. ***Again if these structures were placed on the canal side this would not be an issue.***

4) Water Treatment Plant and Sediment Pond – ODOURS

At present, there are no detailed plans available regarding the actual design of the “Water Treatment Plant or Sediment Pond” and the various processes involved. We are therefore concerned regarding the treatment process and if any chemical will be involved or stagnant water issues that will produce odours depending on winds, heat or turn around times of the pond water. ***Again if these structures were placed on the canal side this would not be an issue.***

5) Water Treatment Plant and Sediment Pond – MOSQUITO'S & RATS

Our final concern is regarding both mosquitos and rats. Rats have been an ongoing issue from the existing stormwater canal for all time. We fear this proposed “Sediment Pond” will only encourage more unwanted activity, which has been such a big problem for so long. We already have an issue with mosquitos and again the proposed position of the “Sediment Pond” we fear will increase mosquito numbers. ***Again if these structures were placed on the canal side this would not be an issue.***

6) Water Treatment Plant or Sediment Pond – REAR PROPERTY ACCESS

Like many other residencies backing onto Cintra Park, we have enjoyed being able to access the park from our back gates. We have raised our family being able to utilise and view our children playing in the park under these large old trees like so many others. The proposed position of these buildings and pond would take away this valued enjoyment for choosing to live where we do “the parkland suburb”. ***Again if these structures were placed on the canal side this would not be an issue.***

In summary, as long standing residents of Taylor Street for 30+ years, we have accepted many changes to the surrounding environment including the Hockey field which has turned

out to be the best development mitigating crime from the local area. The many issues highlighted above would impact on our Safety, Community and Living Standard in only a negative manner. We fully accept the new tunnel project and how this will better Sydney commuters; however, locally the change to our home environment will be in no way a positive change with the current design layout of the "Water Treatment Plant and Sediment Pond".

We have no idea why these structures would be proposed to be positioned directly adjacent and along our boundary line considering the vast space available along the stormwater canal side. We see two options for repositioning of the "Water Treatment Plant and Sediment Pond" as follows.

A Adjacent to the Stormwater Canal

This seems like the most logical position for the "Water Treatment Plant or Sediment Pond" for a number of reasons:

- a) This is the furthest location from any residential homes.
- b) Aesthetically, will not look out of place and will allow the current long reaching views of the new recreational space to be viewed by Taylor Street.
- c) The treatment plant will have direct adjacent access to discharge treated water to the stormwater canal.
- d) There would be no concern for loitering, safety or any increased criminal activity.
- e) There would be no concern for noise, odours, increased rat activity or mosquitos.

B Adjacent to Queen Street

This location would also reduce impact on any Taylor Street Residencies in a similar way as described above and would be our second choice for positioning and location the "Water Treatment Plant and Sediment Pond".

We trust the above clearly outlines our many concerns with the current proposed location of the "Water Treatment Plant and Sediment Pond" and hope one of the above relocation solutions is adopted to ensure we continue to be safe and enjoy our current standard of living.

Regards

The image shows two handwritten signatures in black ink. The top signature is 'W.R. Rogers' and the bottom signature is 'K. Rogers'. Both are written in a cursive, flowing style.

Wayne and Keren Rogers
11 Taylor Street, Canada Bay

To the Secretary, Dept Planning & Environment

SSI 6307 WestConnex M4 East EIS



It appears there is pressure on several NSW Departments, including Planning and Environment, to approve this project. As a resident of the Local Government Area of Ashfield I wish to remind public servants of their obligation to us. I, along with many, many other residents of Ashfield/Haberfield and other Inner West areas, are concerned at the potential social, health and economic costs of WestConnex.

I strongly urge the Minister for Planning to reject this proposal. I strongly object to the entire WestConnex due to the lack of transparency and lack of accountability of government and also in particular for the reasons identified from (a) to (n) below:

- (a) **The cost of the project - \$15.4 billion - far outweighs its advantages.** It is an unconscionable waste of money and provides no solution to Sydney's transport needs.
- (b) **The detrimental impacts on the health of residents and workers in our community** is a real threat due to increased air pollution and traffic
- (c) **The lack of genuine consultation (instead of 'spin' at local venues)** as the State Government has in fact already signed contracts for the project before an EIS was exhibited. This 'oversight' has undermined what could have been an opportunity for the residents to have a say in the process. It seems as though the very real possibility that the objections of residents would have been (and is) so great that the project would have not reached fruition. Billions of dollars of contracts have been let without a full business case having been released. It is disgraceful that only 55 days was given in which to respond to the EIS (given that the document runs to nearly 5,000 pages). This is of extreme concern particularly in view of the fact that the Minister for Planning was inundated with emails and telephone calls requesting an extension.
- (d) **The company that has been a key player in preparation of the EIS - AECOM - has been awarded other WestConnex contracts.** This means that it has a vested interest in approval of the project. The document which purports to be an Environmental Impact Statement was written by this company **which is not independent**. Not only this, but AECOM has been found to be negligent for its deficiencies in relation to its past traffic studies.
- (e) Each section of the WestConnex has been assessed separately which is an adhoc and ineffective way to plan such a major project. Vague rationales for the whole project are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.
- (f) **There has been a failure to measure the total negative impacts** against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex when arguing for the project, it fails to consider the negative impacts of the whole project - such as loss of housing, heritage and biodiversity.
- (g) **There is a lack of data to allow independent experts to verify the M4 East EIS's traffic analysis.** For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Rd, Victoria St and many local roads. The M4 East EIS claims it will improve traffic, but offers very little data that would allow experts to objectively assess this analysis.
- (h) **The present cost (which will no doubt blow out) of \$15.4 billion for very small savings for a relatively small number of commuters.** Instead of spending this 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 infrastructure which will benefit a far greater number. We need public transport, traffic management solutions, and regional city centres to address traffic congestion and boost NSW's economic prosperity in the long term.

- (i) **There has been a dearth of real analysis of alternatives undertaken** in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than an endorsement of the project planners advising us that the M4East tunnel project is preferred by WestConnex.
- (j) There will be gridlock on local roads particularly in and around Bland, Alt, Julia streets which will directly impact myself and my neighbours. The gridlock will flow from cars and trucks coming out of tunnel exits. This gridlock on our local roads will be felt throughout the Inner West.
- (k) **The impact of hundreds of residents being forced from their homes and businesses** for the M4 East, has not been adequately assessed in the EIS. 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.
- (l) **There has been an inadequate response to the potential health risk and air quality threats** and to add insult to injury it has been claimed that WestConnex will improve local air quality!
- (m) **The destruction of heritage homes and precincts is a travesty** given that the Garden Suburb of Haberfield is a national treasure and will be severed for this project. This - for a road that will not resolve but add to Sydney's traffic congestion.
- (n) **Business owners have not been consulted as to how they will be impacted** and their livelihoods compromised.

I request that you respond to the points above.

Yours faithfully



Barbara Casey

Michael Doyle
PO box 160 Hurlstone Park 2193

29th October 2015

To the Secretary,
Department of Planning & Environment
23-33 Bridge Street, Sydney NSW 2000
information@planning.nsw.gov.au

Dear Sir/Madam,

Re: SSI 6307 WestConnex M4 East EIS



I strongly object to the entire WestConnex due to the lack of transparency and lack of accountability of government. I object for the reasons identified from (a) to (n) below:

- (a) **The cost of the project - \$15.4 billion - far outweighs its advantages.** It is an unconscionable waste of money and provides no solution to Sydney's transport needs.
- (b) **The detrimental impacts on the health of residents and workers in our community** due to increased air pollution and traffic
- (c) **The lack of genuine consultation (instead of 'spin' at local venues)** as the State Government has in fact already signed contracts for the project before an EIS was exhibited. This 'oversight' has undermined what could have been an opportunity for the residents to have a say in the process. Billions of dollars of contracts have been let without release of a full business case. Only 55 days was given in which to respond to the EIS (given that the document runs to nearly 5,000 pages) despite the Minister for Planning being inundated with emails and telephone calls from residents and businesses requesting an extension.
- (d) **The company that has been a key player in preparation of the EIS – AECOM - has been awarded other WestConnex contracts.** This means AECOM has a vested interest in approval of the project. The document prepared by AECOM is purported to be an Environmental Impact Statement but this company is **not independent of the project**. AECOM has been found to be negligent in relation to its past traffic studies. This firm settled a major lawsuit over forecasts made for another toll road in Australia, paying \$280 million to creditors.
- (e) **Each section of the WestConnex has been assessed separately** which is an adhoc and ineffective way to plan a major project. Vague rationales are used to justify the serious negative impacts of each stage. Projects such as the Southern motorway F8, which are not even at a planning stage, are included in the argument for the project without explanation.
- (f) **There has been a failure to measure the total negative impacts** against the total claimed positive aspects. While the M4 East EIS repeatedly makes references to the positive impact of the entire WestConnex, it fails to consider the negative impacts of the whole project – such as loss of housing, heritage and biodiversity.
- (g) **There is a lack of data to allow independent experts to verify the M4 East EIS's traffic analysis.** For example, a detailed study undertaken by SGS Economics & Planning for the City of Sydney concluded that WestConnex would make traffic worse on Parramatta Road, Victoria Road and

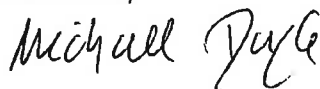
29th October 2015

many local roads but the M4 East EIS claims it will improve traffic, without offering adequate data that would allow experts to objectively assess this analysis.

- (h) **The present cost estimate of \$15.4 billion will provide very small savings for a relatively small number of commuters.** Instead of this project, the NSW Government should be investing in infrastructure which will benefit a far greater number of people. We need public transport, traffic management solutions, and regional city centres which will reduce traffic congestion and boost NSW's economic prosperity in the long term.
- (i) **There has been a dearth of real analysis of alternatives undertaken** in the M4 East EIS. This section of the EIS is superficial and amounts to nothing more than an endorsement of the project planners advising us that the M4East tunnel project is preferred by WestConnex.
- (j) **There will be gridlock on many local roads including in and around Bland, Alt and Julia streets** which will directly impact myself and my neighbours. The gridlock will flow from cars and trucks coming out of tunnel exits. This gridlock on our local roads will be felt across the Inner West.
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- (l) **There has been an inadequate response to the concerns of the community regarding health impacts related to reduced air quality.** (The EIS states WestConnex will improve local air quality whilst providing no real data to back this up!)
- (m) **The destruction of heritage homes and precincts is a travesty** given that the Garden Suburb of Haberfield is a national treasure and will be irreparably damaged/severed/sacrificed for this project - - for a road that will not resolve but add to Sydney's traffic congestion.
- (n) **Business owners have not been consulted as to how they will be impacted** and their livelihoods compromised.

It appears there is pressure on several NSW Departments, including Planning and Environment, to approve this project, however, as a resident of the Inner West, I wish to remind public servants of their obligation to the public. I, along with many, many other residents of Ashfield/Haberfield and other Inner West areas, are concerned about the potential social, health and economic costs of WestConnex and I strongly urge the Minister for Planning to reject this proposal. I request that you respond to each of the above objections.

Yours faithfully



Michael Doyle

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

When the M5 was built we were told it would take traffic off local roads. After its opening it lasted six months and then the roads became congested again. Forest Road has become a nightmare again. When you speak with friends and family they all acknowledge roads are NOT the

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

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

K Simonet

Karen Simonet

30.10.15

78 Turrell Street Turrella NSW POSTCODE 2205

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

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ADDITIONAL COMMENTS

*Listen to the
Community!*

POLITICAL DONATION DECLARATION

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

[DETAILS](#)

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

Natalie Vlies
 NATALIE VLIES

28.10.15

59 Pritchard St

natalievlies@aol.com. Annandale.

POSTCODE *2038*

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

Just like Sydney tram, it's a disgrace.
 How much money did you guys get from these developers to approve such projects?

POLITICAL DONATION DECLARATION

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

[DETAILS](#)

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

Natalie Chabin
 NATALIE CHABIN

SAT 31 / 10 / 15

2/99 BRIGHTON ST - PETERSHAM POSTCODE 2049

natchabin@gmail.com

NATCHABIN @ GMAIL . COM

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

I do not endorse the aggressive language of this letter, but it allows me to register my objection to the WestConnex in the limited time left.

Essentially paragraph 1 summarises my views, but I guess the EastConnex people have some points

SIGNED

NAME

Doreen Hart

DATE

31 October 2015

ADDRESS

49/171 Wollongong Rd Arncliffe

EMAIL

-

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 *2205*

PLEASE PRINT CLEARLY

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

I am incredulous that the NSW State government can go down the same worn out path of more freeways at the expense of public transport, in spite of the amount of evidence which shows this path is short term, foolhardy & unbearably expensive!

POLITICAL DONATION DECLARATION

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

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[DETAILS](#)

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

D Mansfield
DENISE MANSFIELD

30.10.15

8 BARTON Ave HARBORFIELD

POSTCODE 2045

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

Public transport is
 the only way to deal
 with the bottlenecks and
 traffic problem in inner west.
 WestConnex is a huge abomination
 of the Haberfeld + Inner West region.

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

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

CM Moriarty
 Christie MORIARTY

28. 10. 15

145 BLAND ST, HABERFIELD

cmoriarty@iinet.net.au

POSTCODE 2045

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
THE CURRENT TOLLWAYS
ARE A TOTAL FAILURE - EACH IS, PEAK HOUR,
TOTALLY CONGESTED. AS SYDNEY'S
POPULATION EXPLODES NOTHING IS MORE
CERTAIN THAN THE CURRENT PROPOSAL WILL
BE A TOTAL, BILLION DOLLAR, FAILURE.
THE OWNERS WILL WISH, FOR THEIR PROFIT,
A MAXIMUM OF TRAFFIC. THEY DO NOT WISH
FOR ANY EFFECTIVE OPPOSITION. WHOSE
REAL INTERESTS ARE BEING SERVED?

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

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

John Malicki
JOHN MALICKI

29/10/15

5 BARELLAN AVE TURRAMURRA

john.malicki1950@gmail.com

POSTCODE 2074

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

I'm surprised at the short-sightedness of the West Connex proposal. Sydney is renowned for poor transport facilities from the city's beaches to the outer suburbs. While we expand, celebrate new developments and new communities, we don't put in place transport infrastructure that supports a sustainable future and that helps people in their daily lives.

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

POSTCODE 2050.

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

I want fast efficient public transport, and I object to WestConnex taking up communities' environments to put more traffic & pollution on roads to places where there is no parking anyway. The light rail on George St shows that people are willing to adapt to a car-free public transport model & that's what the city needs - walkability, interchanges between transport nodes & intact communities.

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

Nicola Taffer
 Nicola Taffer
 27/10/15
 144 Elswick St Leichhardt
 nicola@tefferwang.com

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

Build the White Bay Green Link!! Look at how popular the Light Rail has been - this will be even better.

POSTCODE 2090

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.

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- 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 agree with the opinions expressed above. Light rail and trains worked perfectly when I was young. Cars and buses are polluting. New inventions will replace what and how we have used cars in the not so distant future. Go back to the drawing board and try again.

SIGNED

ET Middleton

NAME

ENA TERESA MIDDLETON

DATE

29-10-15

ADDRESS

3/45 TRARALGAR ST, ANNANDALE POSTCODE 2038

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

NO

DONATIONS

How to make a submission to the Environmental Impact Statement for the WestConnex M4 East EIS

Submissions close Monday 2 November

Download the EIS and make your submission online ...

1. Go To: majorprojects.planning.nsw.gov.au/

2. Select **On exhibition** and click **view projects currently on exhibition**

3. Select **WestConnex M4 East**

4. Type your submission directly into the email form provided and/or attach a submission as a PDF file. If you wish to use the form of words in the form submission at right, it can be copied and pasted from westconnex.info.

5. Under the 'Your comments' box there's a required box titled 'Your view on the application'. We recommend you select 'I object to it'.

6. Indicate whether you have made a 'reportable political donation'.

NSW law requires persons who make written submissions objecting to, or supporting, a relevant planning application to make a declaration disclosing political donations.

There is a link to a page detailing this requirement and you can download the requirements as a PDF document. You should read this section.

Broadly speaking, a 'reportable political donation' is a donation exceeding \$1000 to a party, elected member, group or candidate. However, if separate donations to any one of these, when added up, exceed \$1000 in the same financial year they must also be disclosed. If in doubt please check the requirements. These are downloadable from the email submission page.

Submitting by mail

If you wish to make a submission objecting to the proposal, you can use the form letter on this page. **Better still, write your own.** It should be headed **Submission: WestConnex M4 EIS (SSI 6307)**. Make sure you use the words "I object" otherwise your submission will be treated as just 'comment'.

At the end of your submission, under a heading 'Political donation disclosure', state whether or not you have made donations exceeding \$1000 (see above).

Mail to:

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

Feel free to mail a copy to:

Ecotransit Sydney
PO Box 630
Mills Point NSW 1565
or email to:
contact@ecotransit.org.au



The EIS is on exhibition at ...

- Department of Planning Information Centre, 23-33 Bridge Street, Sydney
- Roads and Maritime Services (Head Office): Level 9, 101 Miller Street, North Sydney
- Ashfield Council: Customer Service Centre, 260 Liverpool Road, Ashfield
- Auburn City Council: Civic Precinct Centre, 1 Susan Street, Auburn
- Burwood Council: Suite 1, Level 2, 1-17 Elsie Street, Burwood
- City of Canada Bay Council: Civic Centre, 1A Marlborough Street, Drummoyne
- Strathfield Council: Customer Service Centre, 65 Homebush Road, Strathfield
- Ashfield Library: Level 3, 260 Liverpool Road, Ashfield
- Auburn City Library: Civic Place, 1 Susan Street, Auburn
- Burwood Library: 2 Conder Street, Burwood
- Concord Library: 60 Flavell Street, Concord
- Five Dock Library: Level 1, 4-12 Garfield Street, Five Dock
- Strathfield Main Library: 65-67 Rochester Street, Homebush
- Nature Conservation Council of NSW: Level 2, 5 Wilson Street, Newtown

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

Please redirect funds to public transport - this addresses congestion but also carbon emission and other long term issues.

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

POLITICAL DONATION DECLARATION

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

DETAILS

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

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

[DETAILS](#)

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

John Jurd
 John Jurd

31.10.2015

36 Barnsbery Grove Bexley North

jjurd@tpg.com.au

POSTCODE

2207



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

- How is it possible that the Govt can consider demolishing heritage listed properties in a unique & historic founding garden suburbs?
- Where is the business case???

POLITICAL DONATION DECLARATION

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

[DETAILS](#)

SIGNED

NAME

DATE

ADDRESS

EMAIL

Robert Meyers

MR ROBERT MEYERS

28/10/2015

30 KEGWORTH ST, LEICHHARDT

rob.meyers@optusnet.com.au

POSTCODE

2040

PLEASE PRINT CLEARLY

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

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ADDITIONAL COMMENTS

*De-centralisation & renewal
of country & regional centres
must be implemented by the govt.
This would equal cheaper housing
& reduce the need for this ridiculous attack on our urban
environment. It would also reduce the money going to developers*

SIGNED *Karen Campbell*

NAME *Karen Campbell*

DATE *31.10.15*

ADDRESS *14 Macarthur Pde Dulwich Hill* POSTCODE *2203*

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.
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DETAILS

*& further impact on our
urban environment via the
SYDENHAM to BANKSTOWN URBAN RENEWAL
CORRIDOR.*

Government must represent the people, their welfare & the environment.

Director, Major Project Assessments
 Department of Planning
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 Sydney NSW 2001

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ADDITIONAL COMMENTS

Spend the money on the development of regional centres. A far more sustainable concept.

POLITICAL DONATION DECLARATION

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

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

SIGNED

NAME

DATE

ADDRESS

EMAIL

PLEASE PRINT CLEARLY

A. Campbell
 Allen Campbell

2 Nov 2015

14 Macarthur Pde Dulwich Hill

POSTCODE 2203



The Director
Major Projects Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

28th October 2015

SUBMISSION: WestConnex M4 East EIS (SSI 6307)

I wish to express my concerns regarding the expenditure of further public funds on a project that in the government's own assessment, is likely to increase the congestion along Parramatta Road, and add to an already polluted urban environment. As a consequence, I object strongly to the M4East proceeding when its value in an overall infrastructure plan for Sydney is questionable.

I believe the people of Australia deserve a better deal in terms of investment in infrastructure.

Sydney's congestion can only be solved by a raft of measures that would include a mix of roads, public transport, a change in people's behaviour and better planning that provides a mix of residential, recreational and work opportunities in nodes across the city. It makes little sense to continue to funnel thousands more vehicles into the Sydney CBD when public transport options are already available, there is limited capacity for parking there anyway, and what is available is expensive.

What has happened to the Metro City plan that recommended the development of centres such as Parramatta and Liverpool and the creation of work opportunities that negated the need to travel to the central Sydney CBD?

Is there no overall plan for the development of this great city?

Are the Ministers at the mercy of whatever lobby group graces their doors?

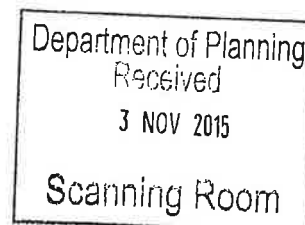
Please, give us well-researched, independently assessed projects that truly take Sydney into the future rather than poorly planned, expensive projects that transfer public funds into shareholders' pockets but achieve little of positive value for this city.

The people of Sydney and Australia deserve better.

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

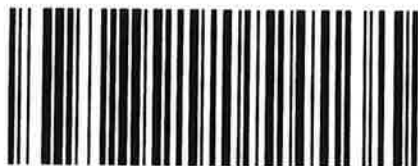
Judith M. Rossi

Judith M Rossi
3 David Street
EARLWOOD NSW 2206
judi.r@optusnet.com.au



Attention Director – Infrastructure projects
 Planning Services
 Department of Planning and Environment
 GPO Box 39
 Sydney NSW 2001

JOHN CLIMASON
 19 SUNBEAM AVE
 CREYDON. NSW. 2132
 0414 695212



Dear Sir

PCU062431

Department of Planning
 Received
 3 NOV 2015
 Scanning Room

RE: Application number SSI 6307 Submission regarding M4 East Motorway

We are writing to express that we object to the M4 East Motorway being constructed under homes. We feel The State Government has let us down as we were led to believe the M4 East Motorway was being constructed under Parramatta Rd, as that was the design we were originally shown and commented on. We have great concerns for our property being damaged under construction of the M4 East Motorway. Consultations were vague and did not answer our concerns. There has been a lot of secrecy behind this project and it has left us the property owners feeling disrespected. Our main concerns are:

1. Potential damage to property

We object to the M4 East Motorway as there will be tunnelling near our house which has no footings, this may lead to internal and external structural damage. We object to 21 days of drilling and blasting. Chapter 18 subsection 18.3.3 page 18-15 indicates that 50mm settlement after drilling could be expected under Dobroyd Canal area and we object to tunnelling as we have concerns to our property being located so close to the canal. *The motorway should be constructed under an existing road i.e. Parramatta Rd not homes.*

2. Loss of property value

We object to the M4 East Motorway as there will be potential loss of value to our properties. Volume 2E Appendix D Page D Strathfield Council consultations of 1st July suggests that those who assumed that they could fund their retirement through the sale of their homes, are likely to expect a decrease in the value as a result of the WestConnex project. We are now faced with the prospect of an easement on our property. We object to this as we did not purchase our property with an easement and our property will be worth less.

3. Aecom Lawsuit

We object to the M4 East motorway as Aecom who wrote the EIS has recently settled a lawsuit regarding the Brisbane tunnels for \$280 million for deceitful conduct regarding traffic forecasting. This leaves us feeling very concerned about the information in the EIS.

4. Tunnel Collapse

We object to the M4 East motorway as there will be potential risk of Tunnel collapse. Chapter 25 subsection 25.1 page 26.6 relates to tunnels at other locations and risks encountered at those areas. The EIS does not address the issues encountered by residents above the Brisbane Clem 7 and the Lane Cove Tunnel collapse. We feel there is a lack of information in the EIS which does not satisfy our concerns. We were advised by a tunnel expert that tunnel collapse is a possibility. We object to this risk to our property.

5. Tender has been accepted before approval.

We object to the M4 East motorway as the tender has been accepted before it has been approved. We find that extremely unacceptable.

6. Anxiety caused by project

We object to the M4 East Motorway as it has caused the residents lots of anxiety and stress. Some have not slept since discovering the tunnels will go under their home. There has been no empathy. We object to the M4 East motorway as there are many residents who do not speak English and cannot read the EIS as it is not printed in other languages and these people cannot make an informed decision.

7. We object to Homes being sacrificed

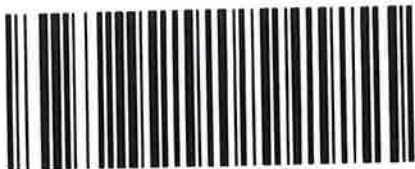
We object to the M4 East motorway as Seven hundred homes along the proposed route will be affected it is a shorter route and therefore the State Government will be putting cost savings and associated impacts before homes.

Political Donation

We have not made a political donation.

Privacy Statement

We have read the terms of the privacy statement on the website www.planning.nsw.gov.au/privacy



PCU062436



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:

*Not data rat races
through Haberfield.*

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

Caroline West

ADDRESS

*40 O'Connor Street Haberfield.
NSW 2045*

PHONE

0404 925 625

MOBILE

0404 925 625

EMAIL

caroajwest@gmail.com

Department of Planning
Received
3 NOV 2015
Scanning Room



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:

*tunneling & vibration issues on
heritage properties above and
around the tunnel & construction*

Yours sincerely

NO STAMP REQUIRED



Please return in
an envelope to:

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

YOUR DETAILS

*David Goodman
48 Waratah St
Haberfield NSW 2045*

0411888 267

davidgoodman81@gmail.com



HANDS OFF HABERFIELD & ASHFIELD

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I also want addressed:

weekend bus timetables to be abolished and a 7 day timetable implemented.

Yours sincerely

[Handwritten Signature]
(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:

AMANDA FAZIO

ADDRESS:

*31 LIVERPOOL RD
SUMMER HILL*

PHONE:

MOBILE:

0409121595

EMAIL:



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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:

Yours sincerely

Karen Storcheneegger
(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: *Karen Storcheneegger*
ADDRESS: *26 Wallace St*
Ashfield 2131

PHONE:

MOBILE:

0413 470 686

EMAIL:



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.

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I also want addressed:

Yours sincerely

Kevin Lucas
(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:

KEVIN. LUCAS

ADDRESS:

7 MORTLEY AVE
HABERFIELD

PHONE:

MOBILE:

04 00491344.

EMAIL:

KEVLUCAS46@gmail.com.



HANDS OFF HABERFIELD & ASHFIELD

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I also want addressed:

Yours sincerely

T. Haylen
(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:

THIA KYRAZIS

ADDRESS:

2 DEAKIN AVE.
HABERFIELD . NSW 2045

PHONE:

MOBILE:

0401693210

EMAIL:

thia@steggall.com.au



HANDS OFF HABERFIELD & ASHFIELD

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I also want addressed:

Yours sincerely

Kim Campbell
[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

Kim Campbell
4/6-8 Beatrice St
ASHFIELD NSW 2131

029799 6714
Kim a campbell @ optinet.nsw



HANDS OFF HABERFIELD & ASHFIELD

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I also want addressed:

Yours sincerely

Maria Bruno
(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: *MARIA BRUNO*
ADDRESS: *134 HAWTHORNE RD*
HABERFIELD
PHONE: _____ MOBILE: _____
EMAIL: *maxiabruno@diamondconvey.com.au*



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

Wenay Moh

ADDRESS

323 A'Beckett Ave
Ashfield NSW 2131

PHONE

0411 388 342

MOBILE

EMAIL



HANDS OFF HABERFIELD & ASHFIELD

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I also want addressed:

Yours sincerely

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:

Quen Gray

ADDRESS:

3123 A'Beckett Ave
Ashfield NSW 2131

PHONE:

02 9

MOBILE:

0411080910

EMAIL:



HANDS OFF HABERFIELD & ASHFIELD

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I also want addressed:

FILTERING THE SMOKE STACKS IS ABSOLUTELY VITAL TO THE WELL-BEING OF RESIDENTS LIVING NEARBY. UNFILTERED STACKS WILL IMPACT ON OUR HEALTH

Yours sincerely

MJ Haylen
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: MARY & ROGER HARTLEY

ADDRESS: 12 EARLE AVE

ASHFIELD

2131

PHONE: (02) 9798 9981

MOBILE: 0423 624 220

EMAIL: mazz51@hotmail.com.



HANDS OFF HABERFIELD & ASHFIELD

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I also want addressed:

I support the tunnel but urge you to seek the environmental protection you have listed above.

Yours sincerely

Robert Clatten
(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:

ROBERT CLATTEN

ADDRESS:

227 ALEXANDER ST

ASHFIELD

2131

PHONE:

MOBILE:

EMAIL:



HANDS OFF HABERFIELD & ASHFIELD

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I also want addressed:

- Unfair compensation for acquisitions
- relocate the stacks
- An additional Fund is necessary to support people relocated in their old age.

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

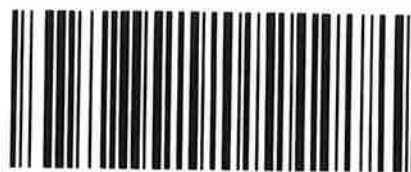
NAME: Mathew Howard
ADDRESS: 182 Addison Rd
MARRICKVILLE NSW 2204

PHONE:

MOBILE:

EMAIL:

I WANT MY VOICE TO COUNT ON WESTCONNEX



PCU062435

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

Department of Planning
Received
3 NOV 2015

Scanning Room

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 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 Road and Victoria Road.
- ▲ 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.

Further comments

traffic was
BECOM has been fined \$280 million for
wildly inflated for the failed Brisbane tollway
and are completely discredited ∴ so are the
predictions for Westconnex.

Yours sincerely,

NAME

NIC BEARD

ADDRESS

12 EWELL ST, BALMAIN

EMAIL

PHONE

0425 234 807

SIGNATURE

Nic Beard

SEND BACK BY 2 NOVEMBER

(no stamp needed)

Jamie Parker MP
Reply Paid 84125
GLEBE NSW 2037

or scan and email to
jamie.parker@parliament.nsw.gov.au

or complete online at
www.jamieparker.org/westconnex

JAMIE PARKER MP
MEMBER FOR BALMAIN

CLEAN ECONOMY
FAIR SOCIETY



I WANT MY VOICE TO COUNT ON WESTCONNEX

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

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

Further comments

- CONSIDER WHAT WILL BECOME OF HABERFIELD, A
HERITAGE SUBURB WHICH HAS TO BE PRESERVED!

Yours sincerely,

NAME MR ROBERT MEYERS
ADDRESS 30 KEGWORTH ST, LEICHHARDT
NSW 2040
EMAIL rob.meyers@optusnet.com.au
PHONE 0417229422
SIGNATURE Robert Meyers

SEND BACK BY 2 NOVEMBER

(no stamp needed)

Jamie Parker MP
Reply Paid 84125
GLEBE NSW 2037

or scan and email to
jamie.parker@parliament.nsw.gov.au

or complete online at
www.jamieparker.org/westconnex

JAMIE PARKER MP
MEMBER FOR BALMAIN

CLEAN ECONOMY
FAIR SOCIETY



MAKE YOUR VOICE COUNT ON WESTCONNEX

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

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

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

I object to this proposal as it:

- ▲ Encourages more cars instead of public transport, and fails to provide a long term solution to traffic and congestion.
- ▲ Will make our air dirtier and impact on our health and our children's health and wellbeing.
- ▲ Will divide local communities and force hundreds of people out of their homes and neighbourhoods.
- ▲ Will contribute to greenhouse gas emissions and global warming by increasing fuel consumption and air pollution.
- ▲ Will pollute local waterways and ground water, and mean our community loses precious green space and parklands.
- ▲ Fails to compare this project against alternative public transport options.
- ▲ Is not justified by any publicly-released business case.

Further comments _____

Yours sincerely,

NAME

JUDITH BARRY

ADDRESS

12 Prospect St Erskineville

EMAIL

houston.barry@bigpond.com

PHONE

95174241

SIGNATURE

Judith Barry

SEND BACK BY 2 NOVEMBER

Jenny Leong MP
383 King Street
NEWTOWN NSW 2042

or scan and email to
jenny.leong@parliament.nsw.gov.au

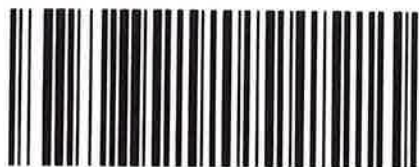
or complete online at
www.jennyleong.org/m4east

JENNY LEONG MP
MEMBER FOR NEWTOWN

CLEAN ECONOMY
FAIR SOCIETY



23918



PCU062434

BEKHARETTE SPENGLER

18/25-27 PULWICH ST

PULWICH HILL 2203

Westconnex M4 East Tunnel (SSI 6307)
NSW Department of Planning and Environment
GPO Box 39, Sydney NSW 2001

To whom it may concern,

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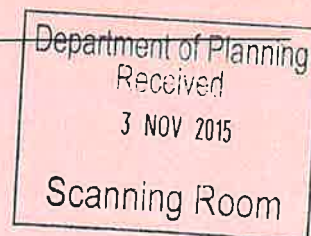
I want the following addressed from the EIS:

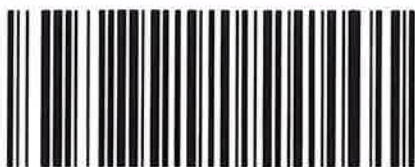
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This project will not solve Sydney's traffic problems and NSW taxpayers money is better spent investing in Public Transport. Please consider my concerns and address them in your response to the community's submissions to the EIS.

I also want addressed:

Yours sincerely,





PCU062433

 PETER GREEN

 41 Kintore St

 Dulwich Hill 2203

Westconnex M4 East Tunnel (SSI 6307)
 NSW Department of Planning and Environment
 GPO Box 39, Sydney NSW 2001

To whom it may concern,

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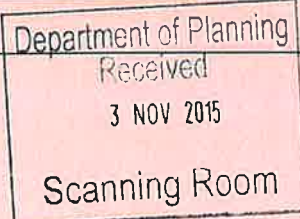
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I also want addressed:

EMPHATIC ABOUT THE NEED TO
 PRIORITISE PUBLIC TRANSPORT facilities
 over "enhanced" and grid lock creating
 vehicle thruways

Yours sincerely,



Attention Director – Infrastructure projects
Planning Services
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

MR R. D'AVERSA
3 SUNBEAM AVE
CROYDON NSW 2132

29 OCTOBER 2015



Dear Sir

PCU062432

Department of Planning
Received
3 NOV 2015
Scanning Room

RE: Application number SSI 6307 Submission regarding M4 East Motorway

We are writing to express that we object to the M4 East Motorway being constructed under homes. We feel The State Government has let us down as we were led to believe the M4 East Motorway was being constructed under Parramatta Rd, as that was the design we were originally shown and commented on. We have great concerns for our property being damaged under construction of the M4 East Motorway. Consultations were vague and did not answer our concerns. There has been a lot of secrecy behind this project and it has left us the property owners feeling disrespected. Our main concerns are:

1. Potential damage to property

We object to the M4 East Motorway as there will be tunnelling near our house which has no footings, this may lead to internal and external structural damage. We object to 21 days of drilling and blasting. Chapter 18 subsection 18.3.3 page 18-15 indicates that 50mm settlement after drilling could be expected under Dobroyd Canal area and we object to tunnelling as we have concerns to our property being located so close to the canal. *The motorway should be constructed under an existing road i.e. Parramatta Rd not homes.*

2. Loss of property value

We object to the M4 East Motorway as there will be potential loss of value to our properties. Volume 2E Appendix D Page D Strathfield Council consultations of 1st July suggests that those who assumed that they could fund their retirement through the sale of their homes, are likely to expect a decrease in the value as a result of the WestConnex project. We are now faced with the prospect of an easement on our property. We object to this as we did not purchase our property with an easement and our property will be worth less.

3. Aecom Lawsuit

We object to the M4 East motorway as Aecom who wrote the EIS has recently settled a lawsuit regarding the Brisbane tunnels for \$280 million for deceitful conduct regarding traffic forecasting. This leaves us feeling very concerned about the information in the EIS.

4. Tunnel Collapse

We object to the M4 East motorway as there will be potential risk of Tunnel collapse. Chapter 25 subsection 25.1 page 26.6 relates to tunnels at other locations and risks encountered at those areas. The EIS does not address the issues encountered by residents above the Brisbane Clem 7 and the Lane Cove Tunnel collapse. We feel there is a lack of information in the EIS which does not satisfy our concerns. We were advised by a tunnel expert that tunnel collapse is a possibility. We object to this risk to our property.

5. Tender has been accepted before approval.

We object to the M4 East motorway as the tender has been accepted before it has been approved. We find that extremely unacceptable.

6. Anxiety caused by project

We object to the M4 East Motorway as it has caused the residents lots of anxiety and stress. Some have not slept since discovering the tunnels will go under their home. There has been no empathy. We object to the M4 East motorway as there are many residents who do not speak English and cannot read the EIS as it is not printed in other languages and these people cannot make an informed decision.

7. We object to Homes being sacrificed

We object to the M4 East motorway as Seven hundred homes along the proposed route will be affected it is a shorter route and therefore the State Government will be putting cost savings and associated impacts before homes.

Political Donation

We have not made a political donation.

Privacy Statement

We have read the terms of the privacy statement on the website www.planning.nsw.gov.au/privacy

A handwritten signature in black ink, consisting of a large capital 'R' followed by a stylized, cursive 'te'.