

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

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

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

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

Since 2013 Government publications have implied that Westconnex was needed firstly to improve the Parramatta Road corridor by removing the trucks heading toward the western suburbs from Port Botany. It would also reduce the commute from the Western suburbs to the airport and in the process open up the Parramatta Road corridor to increased residential density.

The proposal fails on all these counts and for innumerable additional reasons including those mentioned below. The current plans for the Tempe interchange show only two lanes heading towards the airport / Port Botany, and do not include any safety lanes. This is hardly an improvement on what currently exists. Any improvement in the first two core promises would only be achieved with an additional (unfunded) tunnel under Sydney airport. The remaining core promise fails in that the current plans for the M4 east will not assist in promoting development along Parramatta Road as there is no additional public transport nor any reasonable vehicular access to the tunnel from the proposed high density development areas.

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.

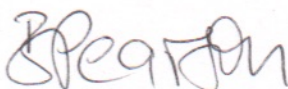
I object to this proposal as it:

- 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. In the words of the EIS the design accepts the destruction of many heritage buildings in in the historic suburb of Haberfield



- Fails to compare this project against alternative public transport projects.
- Is not justified by any publicly-released business case.
- The proposal raises a number of serious safety concerns as there do not appear to be any safety lanes in the current design. Almost any kind of breakdown will bring traffic to a halt and I believe any sane person who might be caught 2-3 km from a tunnel portal and survived such an incident would never allow it to happen a second time. There is also very limited information in the EIS regarding ventilation (in the case of fire) - nor the location of fire exits and travel distances to the exits.
- the need for the M5 duplication should raise alarms as to any future expansion of Westconnex. If the current design does not solve the Sydney's traffic problems, is there any provision in the design for duplication of the tunnel along this corridor. Given the complexity of gradients and connections, I would imagine it would be next to impossible!
- The Minister has regularly stated that Westconnex was not designed to go to the city and yet we have a proposal which at the moment only goes to the City centre and via an already overcrowded Anzac Bridge. Before committing to any design for the M4 east it would be only reasonable to show the long term traffic plans for the inner city and should include how each part will be integrated into a future road network. and how this will effect all the suburbs along the route. This would require designs for the airport/Port Botany tunnel, the interchanges at Rozelle and Camperdown, the new under-harbour tunnel at Balmain and the effects of traffic on the Redfern and Green Square area.
- Of equal concern is the design in relation to any tram / light rail / metro system along Parramatta Road. Although there are regular statements that they will be catered for, the space alongside the portals at Ashfield would suggest it has either not been considered, or that the authority has decided it is not needed for the proposed additional 100,000 plus residents along the Parramatta Road corridor.

Yours faithfully,



Bettina Pearson