

To:

NSW Department of Planning and Environment:

www.majorprojects.planning.nsw.gov.au

Westconnex Delivery Authority:

info@westconnex.com.au

cc: Duncan Gay, Minister for Roads and Ports, Parliament of NSW:

office@gay.minister.nsw.gov.au

cc: Mike Baird, Premier of NSW

manly@parliament.nsw.gov.au

cc: Rob Stokes, Minister for Planning, Parliament of NSW:

office@stokes.minister.nsw.gov.au

cc: Mark Speakman, Minister for the Environment, Minister for Heritage and Ass't Minister for Planning, Parliament of NSW:

office@speakman.minister.nsw.gov.au

cc: Luke Foley, Leader of the Opposition, Parliament of NSW:

auburn@parliament.nsw.gov.au

cc: Jodi McKay, Shadow Minister for Roads, Parliament of NSW:

strathfield@parliament.nsw.gov.au

cc: Penny Sharpe, Shadow Minister for the Environment, Shadow Minister for Heritage and Shadow Minister for Planning, Parliament of NSW:

penny.sharpe@parliament.nsw.gov.au

cc: Jo Haylen, Member for Summer Hill, Parliament of NSW:

summerhill@parliament.nsw.gov.au

cc: Anthony Albanese, Federal Member for Grayndler, Shadow Minister for Infrastructure and Transport:

A.Albanese.MP@aph.gov.au

Re: WestConnex M4 East Environmental Impact Study (EIS)

We are writing to voice our concern and opposition to the WestConnex M4 East Environmental Impact Study.

Our concerns in relation to the WestConnex project with particular interest in the Haberfield section of the route and that require your serious consideration are:

1. The M4 East Tunnel design is flawed and will not achieve its objectives.

The EIS states on page iii that the key objectives include –

- Support Sydney's long-term economic growth through improved motorway access and connections linking Sydney's international gateways (Sydney Airport and Port Botany), Western Sydney and places of business across the city

In fact the M4 East tunnel will not meet this objective as it does not establish a direct link to the CBD or Port Botany.

In particular, the tunnel exit at Wattle Street will cause three lanes of tunnel traffic to merge on to the two lane City West Link. Traffic will immediately encounter a set of traffic lights at

Waratah Street. This will be followed by seven sets of traffic lights at Mortley Avenue, James Street, Norton Street, Balmain Road, Catherine Street, The Crescent and James Craig Road prior to Victoria Road.

The M4 East tunnel should exit closer to Victoria Road along the Rozelle/Lilyfield train corridor (2003 long tunnel option). This would provide immediate access to The Crescent, Victoria Road and the ANZAC Bridge.

The current plan of dumping huge volumes of traffic at Haberfield will do nothing to alleviate the present daily traffic congestion on the City West Link.

- Relieve road congestion so as to improve the speed, reliability and safety of travel in the M4 corridor, including parallel arterial roads

The M4 East tunnel will fail in the objective to relieve road congestion, speed, reliability and safety of travel as the tunnel exit at Wattle Street empties on to the City West Link, a road presently close to capacity.

Even the most cursory investigation would show that traffic is at a standstill from 7^{am} to about 10.30^{am} each weekday morning. Traffic flow throughout weekdays and weekends is poor.

Avoiding the truth that this route will not achieve objectives is simply arrogant and ignorant. It also indicates that the NSW Government had determined the preferred route long before the release of the EIS.

2. Consideration of the cost benefit of a vastly superior alternative route.

The EIS states that three options were considered during the M4 East study option (RTA 2003):

- long tunnel option
- short tunnel option
- slot road option

and the following comments are made on page 4-12 -

The short tunnel option was preferred for a number of reasons. When compared to the long tunnel option, the short tunnel was considered to have lower costs both during construction and operation (ie lower tolls) and would require fewer ventilation stacks. The long tunnel option was considered to have the potential to increase congestion on the approaches to the Anzac Bridge, including unacceptable queuing back into the eastbound tunnels.

The slot option could be constructed at a similar cost to the short tunnel; however, it was considered to not provide the same level of traffic benefits as the tunnel option. The construction period for this option would be longer, due to the need to acquire a substantial number of properties. The impacts on the community and traffic on Parramatta Road during construction were also considered to make the slot option less attractive.

It must be agreed that a slot tunnel would be completely inappropriate for this project.

The long tunnel option would end in the goods yards in Rozelle/Lilyfield. This would most likely not require any home acquisitions at that portal. This option would also connect directly to Victoria Road, The Crescent and the ANZAC Bridge, thus facilitating connections with

Annandale, Sydney University, the CBD, city north via the Harbour Bridge and city east via the Cross City Tunnel.

There was concern that the long tunnel option had the potential to increase congestion on the ANZAC Bridge approaches, and result in queuing back into the tunnel. That concern should also be applied to the plan as released.

The tunnel exit at Wattle Street will almost immediately be stopped by the traffic lights at Waratah Street. As already stated, this will be followed by traffic lights at Mortley Avenue, James Street, Norton Street, Balmain Road, Catherine Street, The Crescent and James Craig Road prior to Victoria Road.

It is reasonable to opine that the released route will cause significant queuing back into the tunnel, resulting in unacceptable traffic delays and a possible build-up of motor vehicle exhaust pollution.

The excessive pollution caused by traffic blockages proposes a serious health threat to residents living at or near the tunnel portal.

During the 2003 options study it correctly identified *“direct impacts of the short tunnel option”* as **affecting those near the portals**. This was identified 10 years ago as a key issue and nothing has changed in the interim.

There has also been concern as to the length of a tunnel from Concord to Rozelle. If that is the case, perhaps the contractor selection could be questioned. The builders of the 18.2 km Yamate Tunnel in Japan seemingly had no such concern.

It was clear from the 2003 report that the short tunnel option was favoured by the then RTA because it was achievable at a lesser cost than the long tunnel option. The original SSI Application Report stated that *“the focus was to identify the most cost effective alignment.”*

COST EFFECTIVE DOES NOT EQUAL THE CHEAPEST OPTION.

The favoured short tunnel option mentions congestion being created at the ANZAC Bridge portal if the long tunnel option was used. By using the short tunnel option all that is being achieved is creating congestion at the City West Link portal.

It is not clear from the EIS as to how merging three lanes into two will result in good traffic flow. The increased traffic and associated noise is concerning to us as residents. The requirement for construction of a five metre noise barrier on the City West Link between Waratah Street and Crane Avenue confirms our concern over excessive noise.

It is obvious that the long tunnel option would produce a better outcome for motorists and residents over the longer term by delivering traffic directly to the ANZAC Bridge thus decreasing the effects of congestion, pollution and noise in built-up residential areas. The short tunnel option achieves nothing other than moving the bottleneck from the Concord Road interchange to the City West Link Haberfield interchange.

- Create opportunities for urban revitalisation, improved liveability, and public and active transport (walking and cycling) improvements along and around Parramatta Road

It is obvious that the revitalisation of Parramatta is a major part of the WestConnex project regardless of the contrary statement on page x. However, based on the belief that urban revitalisation is an important part of the project it is reasonable to suppose that the monies the State Government will reap in stamp duty from the 10,000 apartment complexes being planned will easily finance the long tunnel option in its entirety and result in an actual transport link with effective connectivity.

If it is an objective of the M4 East tunnel to remove traffic from Parramatta Road, leaving it available for redevelopment it will fail, as such redevelopment would simply replace, if not increase the surface traffic.

3. No genuine community consultation has ever been engaged in.

This project has been conducted in a secretive manner since its inception.

The Community Information Sessions held during December 2013 were farcical. They were held in totally inadequate venues and were designed to fracture opinion with the disjointed methodology adopted to present information.

Similarly the EIS displays have been poorly engineered.

It was originally stated that the EIS would be published at the end of 2014. In fact we have been kept waiting until October 2015.

Given the number of volumes and 5,000 plus pages of information and technical data, any submission will at best be superficial.

The fact that some works and property acquisitions commenced prior to the release of the EIS is also disgraceful. It would appear that the NSW Government has failed to follow the usual procedures in release of the WestConnex plan.

Considering the lasting and irreversible effects of the selected M4 East tunnel route, residents, property owners, tenants and business owners have been afforded scant time to prepare submissions.

To be given only to 2 November 2015 to write a submission is disgraceful.

4. Traffic congestion - City West Link is not capable of being the recipient of traffic outflow from the proposed tunnel.

The current traffic flow on the City West Link is already beyond its capacity. The road is already a virtual car park for at least 18 hours a day inclusive of weekends.

In section 8.2.2 the EIS contains a table setting out AM and PM traffic movements. The total of 63,255 daily traffic movements on the City West Link at Timbrell Drive is second only to Parramatta Road, yet the M4 East tunnel will place more vehicles into this situation on a daily basis.

Site 6: Dobroyd Parade, Haberfield, east of Timbrell Drive				
Eastbound	1,993	2,117	32,285	32,175
Westbound	1,534	1,825	30,670	31,080
Two-way	3,527	3,942	62,955	63,255

According to section 8.2.3 of the EIS the RMS initiates investigations into traffic congestion when levels fall to category D.

The EIS contains the following table setting out current road performance -

Dobroyd Parade north of Timbrell Drive - Haberfield	NB	2	F	F
	SB	2	E	F

Dobroyd Parade (City West Link) has already fallen to levels E and F, yet to date nothing has ever been done. The M4 East tunnel surfacing at Wattle Street will not alleviate the current problem. In fact it will exacerbate it by delivering traffic directly from western Sydney to an existing black spot.

The long tunnel option would deliver a better solution by linking motorists directly to Victoria Road and the ANZAC Bridge.

5. Unacceptable noise, vibration and dust levels and times during construction.

It is insulting to state that the standard hours (Table 10.3) would be kept to reasonable times Monday to Saturday, with no work on Sunday or public holidays, then at page 10-27 state that tunnelling and ancillary works will be carried out 24 hours a day, seven days a week.

Tunnel construction ancillary facilities

Tunnelling would be carried out 24 hours a day, seven days a week. In order for this to occur, some above ground tunnel construction ancillary facilities would also be required to operate 24 hours a day, seven days a week.

During the 24 hours a day, seven days a week construction period residents will be subjected to regular blasting, and a high number of heavy vehicle movements at and around the tunnel portals.

The resultant noise is simply unacceptable, as the late evening and early morning noise assessment far exceed the current noise levels.

Kingsford-Smith Airport is subject to a curfew between the hours of 11^{pm} and 6^{am}. It is a reasonable expectation that this project should also be subject to the same limitations.

It is accepted in many scholarly articles (such as the American Journal of Industrial Medicineⁱ) that noise and vibration can have short and long term health effects including effects on the nervous, digestive and reproductive systems.

Further, a study published in the Journal of Environmental Psychologyⁱⁱ found that construction noise caused: sleep disruption, difficulty relaxing and interference with daily tasks such as conversation and viewing television.

Further, an Arrow Energy EIS Noise and Vibration Impact Statement found “vibration-induced human discomfort and structural change.” With projections for this project estimating timeframes for the build phase in excess of 3 years, the potential level of exposure is of serious concern.

We have serious concerns about potential damage to our property from the constant vibration of heavy plant and machinery.

We have accepted the offer of a property condition survey prior to commencement of the project. As this will be conducted by the tunnel contractors Leighton Samsung John Holland Joint Venture (LSJH), it can hardly be considered independent. The fact LSJH will not pay for residents' independent assessments confirms that opinion.

In addition, many of the properties identified for acquisition were built in periods where asbestos was a primary building material. The health effects of exposure to asbestos and asbestos fibres are well documented. With many residences and several schools in the area as well as several aged care facilities, it increases the level of concern relative to health impacts of this project.

6. Health issues.

We have major concerns about the effect on air quality as a result of this project.

It is an accepted fact that vehicle emissions produce a range of pollutants including carbon and other particulate matter.

By adopting the short tunnel option, ventilation stacks and tunnel portals would be located in built-up residential areas. This is unacceptable.

The position of the ventilation stack at Wattle Street will likely have serious health impacts for Haberfield and surrounding areas.

Likewise, there is concern over the quality of the air emitted from the Wattle Street tunnel portal. A serious decrease in air quality is likely due to queuing of traffic back into the tunnel during the morning peak.

We are concerned at possible future health effects that the emissions from the Wattle Street ventilation stack and tunnel portal will have on us, particularly myself, as I already have a respiratory condition.

The position of the Wattle Street ventilation stack potentially affects thousands of people. This includes local residents, school children, employees and customers of Bunnings, local child-care employees, Haberfield shopkeepers and customers, as well as the extensive clientele of the suburb's restaurant precinct.

We are also concerned for the large proportion of the population of the Haberfield area that is elderly – those with cardiac or respiratory issues will be concerned at the effect the extra pollution a tunnel ventilation stack will emit.

At the 11th International Symposium, Transport and Air Pollution, the publication 'Atmospheric Environment – Roadside measurements of particulate matter size distribution'ⁱⁱⁱ describes how, when heavy traffic occurs the level of emission particles in the air is cumulative and do alter significantly from those recorded in urban ambient air. It specifically noted that even small particles begin to accumulate and stack up causing measurements to differ significantly from the ambient air. Further, the Australian Government's National Health and Research Council document, "Air quality in and around Traffic Tunnels"

published in 2008 confirms that “...*air quality is slightly worsened in the immediate vicinity of the portals.*”^{iv} This will be an obvious occurrence at both the sites of ventilation stacks and also at the tunnel portals as the air within the tunnel is forced out with the traffic flow.

7. Road closures during and post-construction.

The closure of access to some streets in Haberfield from Parramatta Road is of concern to local residents. Closure of such streets as Northcote, Walker will affect access to Haberfield. The plans for Alt and Bland are not clear. Traffic diversion to Wattle, Rogers and Dalhousie Streets will test traffic capacity and increase noise to residents.

We are concerned that due to the location of our home being in close proximity to the Wattle Street tunnel portal, our street will become a pseudo-construction compound and parking area. This would be of major inconvenience in accessing our property.

Whilst we have been assured this will not occur, the WestConnex Delivery Authority (WDA) has no apparent plan to ensure it does not occur.

With the large number of construction workers and limited on-site parking, Dobroyd Parade will become a parking area for construction workers. **This is not acceptable.**

As this project will proceed 24/7, the constant arrival and departure of construction workers and their vehicle will lead to an unacceptable increase in noise, especially in the hours between 11^{pm} and 6^{am}.

Further, as bus commuters, we are also concerned that the disruption caused by this project will affect the routing of bus routes operating in the area.

The 406 route which currently uses Orpington Street at Ashfield will be adversely affected throughout construction. It appears likely that the bus route may change, but there is no information available in the EIS as to any such plan.

The 438/439 route, which currently traverses the intersection of Wattle Street and Ramsay Street at Haberfield, will be adversely affected throughout construction. The new alignment of Wattle Street will also adversely affect the timetable post-construction.

8. Acquisition of homes.

The entire acquisition process has been poorly handled by the WDA. The fact that properties were acquired prior to the release of the EIS casts a shadow over the integrity of this project.

Addressing letters to “the home owner” is a sad commentary on impersonal approach and level of care that has been exhibited by the acquiring authority.

It is apparent that neither the WDA or the NSW Government have followed due process. The project development phase was to say the least, superficial. The fact that the full business case has not been released is a disgrace.

The apparent lack of integrity also extend to residents' dealings with WDA representatives who have attempted to limit the acquisition costs in direct contradiction to the spirit of the Land Acquisition (Just Terms Compensation) Act 1991. Many affected residents have found it necessary to seek legal advice in their battle from proper compensation.

As residents on the fringe of the project area and who will be affected by surface road re-alignments and construction compounds, it is unacceptable that we do not know what the future holds with regard to our property.

The Land Acquisition (Just Terms Compensation) Act 1991 contains no compensation for residents not subject to acquisition.

In fact, per the legal principles of "touch and concern" we are in the unenviable position of being required to wait until the project is complete to assess any affects to our property.

Even then we are lead to believe we will have no entitlement to financial compensation. **This is not acceptable.**

9. Loss of amenity and significant devaluation of our property located along the route with no compensation from the Government

"Amenity" is defined in The Free Dictionary^v as, *"a feature that increases attractiveness or value."*

'Loss of amenity' is defined by the Oxford Dictionary^{vi} as, *"loss or reduction of a claimant's mental or physical capacity to do the things he / she used to do."*

This project will cause a serious loss of amenity for us. Our home and lives will be impacted by substantial noise and traffic movements, changes to access to our property and the devaluation of our home.

Our loss of amenity is not perceived as the Government may purport. If we have to cube ourselves in our home, cannot enjoy our outdoor areas or have windows open, we will have lost amenity that we had prior to this project.

We can highlight specific instances that will be directly affected by this project that fit this definition. Due to increased traffic noise and pollution, we will be unable to:

- utilise our double pane, double-hung windows for ventilation;
- have our front door open;
- enjoy our front balcony;
- enjoy our outdoor pool and entertainment area;
- enjoy undisturbed access to our home as our street will have restricted to the City West Link.

Our loss of amenity is further confirmed by the plan to construct noise barriers along the City West Link. Contrary to claims that traffic and associated noise will not increase, section 5.8.6 of the EIS states that –

5.8.6 Noise barriers and low noise pavement

Noise barriers would be constructed at several locations to reduce the impacts of traffic noise. In addition, some existing noise barriers on the existing M4 near the Homebush Bay Drive interchange would be relocated, generally closer to the road reserve boundary. A number of other existing noise barriers on the existing M4 would be retained in their current location, and some of these would be increased in height.

Table 5.4 states that a noise barrier 246 metres long and 5 metres high will be constructed along the City West Link between Waratah Street and Crane Avenue Haberfield.

Location	Barrier number	Details	Type	Length	Height
Wattle Street	WATTLE_01A	A new noise barrier would be provided on the eastern side of the realigned Wattle Street, between the eastern ventilation facility and Ramsay Street	New	374 m	5.0 m
	WATTLE_01B	A new noise barrier would be provided on the eastern side of the realigned Wattle Street, between the Ramsay Street and Martin Street	New	94 m	5.0 m
	WATTLE_01G	A new noise barrier would be provided on the eastern side of Wattle Street (which is not realigned at this location) between Waratah Street and Crane Avenue	New	246 m	5.0 m

That such a structure has not been necessary until this point in time, must be considered an admission that traffic and the associated noise will increase substantially.

This structure will effectively block our pleasant view of Timbrell Park. Construction will also necessitate the destruction of a number of fine established trees on the nature strip.

We have identified some major issues in regard to our loss of amenity, and the resultant devaluation of our property. However, there is no indication as to who will be responsible for compensating us for this devaluation.

As the Land Acquisition (Just Terms Compensation) Act 1991 does not compensate residents whose homes have not been acquired, we are left with a property devalued by the effects of the project and no claim for compensation.

This is unacceptable.

10. Safety

Due to the location of our house, we have serious concerns about our own safety, the safety of pedestrians and the safety of cyclists in the area both during construction and post-construction.

Reg Coady Reserve will be utilised as a turning bay for heavy vehicles involved in the 24 hour a day, seven days a week tunnelling works. This is an area used by local children, cyclists, joggers and is a walking route from Waratah Street to Five Dock.

As residents we use Reg Coady Reserve both for leisure and a direct connection to Timbrell Park and Five Dock.

This is of serious concern. Taking into account local road closures or re-directions, motorists will be lost and confused and their attention to the detail of driving compromised therefore increasing the safety risk of pedestrians and cyclists.

Further, these pedestrians and cyclists include staff and students at the Haberfield Public School and Dobroyd Point Public School.

These safety issues will be exacerbated by the use of Dobroyd Parade as a parking area for construction workers 24 hour a day, seven days a week for the duration of the project.

11. Dislocation of Haberfield and Ashfield including Impact / Loss of parks.

This project will have serious impacts on local parks and reserves. We are particularly concerned about the effect on Reg Coady Reserve.

As residents directly opposite Reg Coady Reserve, we have serious concerns over the proposed use as a turning bay for heavy vehicles due to its proximity to the Wattle Street tunnel portal.

Section 6.5.10 is of great concern. The destruction of established trees and parkland for a turning lane in Reg Coady Reserve is unacceptable. The loss of many old established trees which cannot be replaced is ill-considered.

The modification of the traffic signals at Waratah Street will have repercussions for us as local residents who regularly use Waratah Street to access our property.

Heavy vehicle access to and egress from the site would be via Wattle Street and Parramatta Road, through the eastern ventilation facility site. A dedicated construction vehicle turning lane would be provided on the western side of Wattle Street, in part of Reg Coady Reserve, to enable construction vehicles travelling eastbound on Wattle Street to turn around. The existing traffic signals at the intersection of Wattle Street and Waratah Avenue would be modified to allow construction vehicles to turn right from the dedicated turning lane onto Wattle Street and travel westbound to either enter the Wattle Street and Walker Avenue civil site, or continue to Parramatta Road.

Reg Coady Reserve is an area used by local children, cyclists, joggers and is a walking route from Waratah Street to Five Dock. The danger should be obvious.

Also of concern is plan would also allow for other undetermined uses of the reserve during the construction period.

In the section *What are the key issue associated with the project* at page ix, the following is stated -

- Reg Coady Reserve at Haberfield: temporary lease during construction of about six per cent of the total area of the reserve south of Dobroyd Canal (Iron Cove Creek), and permanent partial acquisition of about an additional 12 per cent to accommodate widening of Wattle Street.
- All public reserves leased during construction would be rehabilitated and returned to their owners for use as open space following construction.

Many old established trees will be lost. Whilst the area may be rehabilitated, established trees cannot be replaced. The permanent acquisition of 12% of the park to accommodate a lane widening further proves the short-sightedness of the project.

Residents driving down Wattle Street will be unable to turn right onto Waratah Street. We will be required to turn right at Ramsay Street and then left into Alt Street as the most direct route.

The section of Alt Street between Ramsay and Martin Street is not conducive to traffic use due to the narrow nature of that section.

Any increase in traffic in that section of Alt Street will compromise the safety of pedestrians, residents, restaurant patrons and users of Algie Park.

The increase in traffic using Ramsay Street as a thoroughfare will also have a serious impact of the Haberfield village shopping strip. The increased rat-run traffic will propose a danger to pedestrians, especially the elderly and young children.

The loss of business to shopkeepers and restaurateurs will not be compensated.

The closure of roads and resultant traffic chaos will lead to the isolation of Haberfield and its residents.

This is unacceptable.

As a result of the release of the WestConnex M4 East Environmental Impact Study we request the following:

1. The full business case for the project **must** be released to the public **immediately**.
2. All property acquisition **must cease** until the full business case for the project is released to the public.
3. Further construction **must cease** until the full business case for the project is released to the public.
4. The 2003 the long tunnel option **must** be adopted as the route for the M4 East tunnel.
5. Noise and vibration levels **must** be delivered within the EPA guidelines during the construction phase.
6. Noise and vibration levels **must** be maintained within the EPA guidelines following completion of the project.
7. Maximum noise abatement measures **must** be installed prior to construction commencing.

8. Maximum dust abatement / screening measures **must** be used throughout the construction period.
9. Operational periods during construction **must** be limited to reasonable hours of 0600 to 2300 at an absolute maximum. This would be in line with the Kingsford-Smith Airport curfew times.
10. No construction, related traffic movements or activities associated with construction are to occur between 2300 and 0600.
11. A commitment from the NSW Government to ongoing monitoring of air quality both during and post-construction to ensure compliance with regulatory requirements.
12. Confirmation that the tunnel will be fitted with carbon monoxide monitors; air visibility monitors and air velocity monitors as per the Sydney Harbour Tunnel.
13. Confirmation that ambient (outdoor) air quality monitors as per the M5 East tunnel^{vii} will be installed and use maintained both during and post-construction.
14. Confirmation that this project will follow recent road tunnel construction in being designed to avoid portal emissions^{viii}
15. Maximum filtration measures **must** be installed prior to operation.
16. Information on the future re-routing of 438, 439 and 406 bus routes to be released to the public for comment prior to construction commencing.
17. That future correspondence be addressed to the actual owners of affected properties by name.
18. Full, appropriate, fair and just compensation as affected property owners – inclusive of the difference between the value of our home prior to the announcement of this project and the perceived value post-announcement, and any costs associated with buying / selling (such as stamp duty, commissions, fees, etc. *(It should be noted that affected residents such as ourselves were not contemplating re-locating until the EIS was finally released. It is fitting that our costs of re-locating be compensated).*
19. Provision of details of any proposed architectural improvements (or cubing) that will be provided to affected residents such as us who are not being acquired but will be severely affected.
20. That safety issues need to be fully reviewed by independent consultants and the full reports **released to the public.**
21. Speed restrictions on local roads must be limited during construction and policed.

22. Details of how pedestrian access will be maintained at Reg Coady Reserve both during and post-construction.

In summary, the M4 East tunnel project should not proceed until the NSW Government publically releases the full business to support the project.

As it is clear that the NSW Government is proceeding with this project, we request that the long tunnel option be technically reviewed and supported with a cost benefit report released publicly.

It must be adopted as the preferred route as it is superior to the current flawed design. It is far more suitable for the movement of traffic from Sydney's west to the city, enabling future expansion, and ensuring sustainability.

The current flawed route is simply designed to facilitate the redevelopment of Parramatta Road and the White Bay precinct. Moving the Concord bottleneck three kilometres to Haberfield will not deliver a decent outcome for motorists.

The current level of property acquisition, coupled with destruction of parkland, increased noise, increased pollution and fractured connectivity of Haberfield is unacceptable.

It is apparent that the NSW Government's main reasons for continuing with this flawed plan are based on cost cutting and the redevelopment of Parramatta Road and White Bay.

With over 5,000 pages of the EIS to digest, it was difficult to make a reasonable submission by 2 November 2015.

Residents have been forced to wait months for the EIS to be delivered, and were left with little time for response. This project has been a disgrace since its inception.

Yours faithfully

Tracy Rowles and Graeme McKay
67 Dobroyd Parade Haberfield NSW 2045

29 October 2015

ⁱ American Journal of Industrial Medicine

ⁱⁱ Journal of Environmental Psychology

ⁱⁱⁱ Atmospheric Environment - Roadside measurements of particulate matter size distribution – 11th

International Symposium Transport and Air Pollution

^{iv} "Air quality in and around Traffic Tunnels," Australian Government National Health and Medical Research Council Executive Summary, page xvii

^v The Free Dictionary

^{vi} Oxford Dictionary

^{vii} "How air quality is managed in Sydney's road tunnels" Roads and Maritime Services publication 12/178

^{viii} Linking Melbourne Authority – East West Link – Eastern Section – Comprehensive Impact Statement October 2013