

Attention:  
Director Infrastructure Projects  
Planning Services  
Department of Environment and Planning  
Application No SSI6307  
GPO Box 39  
Sydney 2001

Megan Moulton  
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Dear Sir/Madam

**Subject: Environmental Impact Statement for the WESTCONNEX M4 East Tunnel Project (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.

The heritage of Haberfield was one of the reasons we purchased in this suburb. This heritage value will be significantly diminished by the demolition of **53** properties from the estate known as the Haberfield Conservation Area. Our own property is part of four semi-detached properties built in 1916 around the corner from Walker Avenue. These properties are listed with the National Trust.

Without releasing a business Case the Government is proceeding with this massive Infrastructure Project. Where is the traffic modelling to demonstrate the efficacy and value for public money of the Project. The proposed M4 East tunnel will simply funnel and spill out traffic onto the already congested City West Link where are at Haberfield, cars will be met with 7 sets of traffic lights to the Anzac Bridge all for a saving of only 6 minutes.

Our property and adjoining properties will be significantly affected in the construction phase and we will be faced with increased congestion and cars rat running through our quiet residential streets to avoid the toll.

Our home will be 100 years old next year – the risk of structural damage to homes of heritage vintage has not been addressed. Vibration from tunnel dig will have an impact on these homes.

1. What will replace the houses being acquired from 156 Ramsay to the corner of Wattle Streets?
2. There will be major increases in traffic movements during the construction phase and an unknown increased volume after construction is complete. What is the traffic plan for local residents to lead relatively normal lives? What noise and other mitigation will be provided during and after construction?
3. The air quality issues have not been addressed. The ventilation stacks will be close to Haberfield Public school, the infants Home and residents of Walker Avenue, Ramsay Street and Denham. What scientific proof will be provided that air quality will not be considerably affected for the worse during and after construction is complete?
4. Access into and out of our driveway will be impeded increasing risk of accidents and damage to property, How will residential entry into and exit from driveways be managed?
5. Tunnelling work around the clock will mean increased stress for residents from traffic movements and noise generated.

I add these concerns to those of other objectors to the WestConnex Infrastructure Project, M4 East Tunnel.

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

Yours Sincerely

*M Moulton*

**Megan Moulton**

28.10.15