

28 October 2015

The Secretary
DP & E Project No. SSI 6307
NSW Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

This is a submission in response to the Environmental Impact Statement exhibition for the Westconnex M4 East Tunnel Project (SSI 6307).

I strongly object to the Westconnex project proceeding. It represents an irresponsible waste of taxpayers' money.

This fact is re-enforced by the State's refusal to release a proper business plan for the project.

The history of financial failures of road tunnels built in Australia would suggest that a strong business case should be presented before such a project is embarked upon: No such case has been made for this project.

Arguments that these financial details are "Commercial in-confidence" must be rejected when such a high risk, high cost project is considered, to do otherwise is un-democratic. It is after all, the people's money being squandered.

Given that the project is now to be managed by a private company can only suggest that the government wishes to further cloud the entire project in secrecy, further suggesting the financial weakness of the business case.

I am concerned that the detailed design of the Westconnex released in the EIS does not make any concession to improve cycling facilities. One particular example is at the intersection of the current city west link and Waratah St. This intersection is part of an Ashfield Council Cycling Route, a fact that Westconnex was apparently unaware of when I contacted them in early June. The fact that this was unknown to Westconnex would suggest that the design has not been completed with any consideration to existing council facilities. I would suggest that a bicycle crossing should be included in the design at this intersection, to allow access to the well-used cycling infrastructure around the Iron Cove Bay. No provision at all has been made for cycling along the east-west corridor north of Parramatta Road.

The Westconnex M4 East State Significant Infrastructure Application Report, November 2013, page 11, section 2.2 Core Project Objectives states that one of the "core objectives of the project is to create **active** transport improvements along and around Parramatta Road". In no way does the proposed project address this objective.

On contacting the then Westconnex organisation, I was told that facilitating cycling was not part of the scope of the project. How, in this day and age can ANY transport infrastructure project of this scale NOT HAVE cycling as part of its scope?!

The EIS discusses the number of truck movements during construction of the road, but does not describe the nature of these vehicles.

I would suggest that the use of truck and dog trailer combinations be disallowed, as these vehicles present an unacceptable level of danger to other road users. These vehicle combinations have been banned in many urban environments in overseas jurisdictions. At the very least, such vehicles should be fitted with side guards to reduce the chances of pedestrians, cyclists and cars going beneath the wheels.

The project will subject the residents of Haberfield and Ashfield to the concentrated exhaust of four additional lanes of traffic, via the proposed unfiltered exhaust stacks located in the vicinity of a large primary school, and three childcare facilities.

In summary, I object to this project as it represents a probable financial disaster that will do little to improve the living environment for the majority of Sydneysiders. It entirely fails to make any improvement to public or active transport.

Yours sincerely,

Andrew Marwood
18 Denman Avenue
Haberfield NSW 2045

Email: marwood@bmail.com.au