

Attention Director Infrastructure Projects,
Planning Services Department of Planning and Environment
Application number SSI 6307 (Westconnex M4 East).
GPO Box 39 Sydney NSW 2001

1/11/15

To whom it may concern,

Please find below my submission on the M4 East Environmental Impact Statement regarding:

Proposed Design of the M4 East Concord Rd Interchange.

General concerns Concord Rd interchange:

1. There is significant destruction of heritage area homes in the proposed plan. Earlier plans had significantly less impact on these areas. We request that alternatives which have less impact on heritage areas of the city be assessed prior as alternatives to this proposal.
2. There has been limited information provided as to the use of land taken for construction purposes after the construction is completed. These are frequently shown as parkland in maps but it unclear whether these may be reutilised as residential housing and if they are to be left as green space who will look after them and whether there will be park-style infrastructure (playground, park benches, BBQs included in the plan). We request that this information be provided to the public for comment prior to any approval going ahead.
3. There has not been an analysis of the value of this project compared to a project utilising rail to transport freight and passengers. While mentioned very briefly in the EIS there is not a compelling case brought for the proposed project over other alternatives and very little information on these comparisons has been made available to the public. We request that an appropriate comparison of this project with a project increasing public transport capacity and freight capacity is made prior to any approval for work on this project. This should include a full public release of cost-benefit analysis and a full business case. The limited transparency surrounding the choice of projects and particularly the individual plans severely undermines public confidence in the project.
4. The design of the Concord Rd interchange is overly complex and it is unclear from the EIS why this option has been selected over the others mentioned. The EIS clearly states this is a more expensive option than those which do not require new on and off ramps, but the value to the tax payer for the increased cost is not clearly articulated.

4.1 Of particular worry is the claim that one or other option is beneficial as it allows greater high rise development along Paramatta Rd – in this case at the expense of existing housing. If this is too be seen as a benefit, and major reason for choosing one design over another, there should be a full public consultation on the aim to create large stretches of high rise along Paramatta Rd prior to this project being approved.

4.2 The new westbound entry to the M4 from Paramatta Rd is a very large and expensive piece of infrastructure. This type of flyover is not common in residential areas and severely detracts from the atmosphere of the area. We request a full cost-benefit analysis of new on and off ramps also be performed as these large pieces of infrastructure do not appear to provide significant benefits.

4.3 Traffic modelling for the impact on Concord Rd is insufficient to claim that any design is preferable at this stage. Real life traffic data near the corner of Concord Rd and Paramatta Rd appears to be very limited. We request that better modelling of traffic flows including major north-south routes be assessed prior to approval of any specific design.

5. Given the various points against the complexity of this interchange we propose that the original design of the M4 at Concord Rd (2003) or a model where traffic does not directly access Concord Rd from the M4 would be preferably to the proposed project.

Yours sincerely,

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