

1 November 2015

Secretary of DP&E  
Project number SSI 6307  
NSW Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

By email: [information@planning.nsw.gov.au](mailto:information@planning.nsw.gov.au)

Dear Sir / Madam,

### **WESTCONNEX M4 EAST TUNNEL EIS SUBMISSION**

I live on Waratah Street, Haberfield and my children attend Dobroyd Point Public School on Waratah Street. I strongly object to the proposed right turn onto Waratah Street for the M4 East off-ramp traffic and the direct impacts on Waratah Street, the local road network, the amenity of the Haberfield community and the impacts on our local school.

I have reviewed the *WestConnex M4 East Environmental Impact Statement (EIS)*, dated September 2015 and have significant concerns that the EIS does not address the impacts of the increased traffic on Waratah Street and the other streets around Dobroyd Point Public School. These local streets will become rat-runs as east bound drivers from the M4 East off-ramp avoid the congestion of Dobroyd Parade caused by the seven sets of traffic lights on the City West Link between Waratah Street and the Anzac Bridge, a distance of approximately 3.6 km.

#### **Dobroyd Point Public School**

Dobroyd Point Public School, established in 1937, is situated on Waratah Street, a typically quiet street in our heritage listed, Federation suburb. Haberfield was dubbed 'the garden suburb' in the early 20th century and retains its well-kept parks and quiet tree-lined streets. Known locally as 'the school among the trees', Dobroyd Point provides a small, peaceful learning environment for our children.

I am very alarmed about the impacts of the increased traffic will have on our school and our community.

#### **Traffic**

As stated in the *RTA Guide to Traffic Generating Developments, October 2002* roads are designed and constructed in order to provide a service to existing and planned developments rather than promoting inappropriately located development, such as the M4 East traffic onto Waratah Street.

Haberfield's roads can be broadly categorised as minor roads: relatively low overall volumes of traffic and low volumes of through traffic. The traffic generated by WestConnex will cause Waratah Street and the adjacent Haberfield roads to be forced into performing a function of higher road classification.

The relevant government legislation and planning instruments that determine policy for traffic generating developments are:

- State Environmental Planning Policy No.11, Traffic Generating Developments (SEPP11).
- Environmental Planning and Assessment Act 1979, Section 90 Matters for Consideration.

The provisions of Section 90 of the Environmental Planning and Assessment Act 1979 relevant to traffic and safety applicable to the proposed right turn into Waratah Street are:

(b) (j) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect of that traffic on the movement of traffic on that road system.

(o) the existing and likely future amenity of the neighbourhood.

The EIS does not provide adequate information to cover the above items.

Yours faithfully,

Fiona Blades  
109 Waratah Street  
Haberfield NSW 2045