

31<sup>st</sup> October, 2015

Dear Sir/Madam,

**Re: WestConnex M4 East Project – EIS Submission**

We are writing to state our objections to the WestConnex M4 East Project as set out in the Environmental Impact Statement (EIS) documents for the project.

We have a number of objections to this project. They are as follows:

1. We don't agree and nor do we think that a compelling case has been made within the EIS that this project provides the best way of dealing with the traffic problems affecting this part of Sydney. We have seen what has happened from the extension of the M5 East, where traffic issues particularly at peak times do not seem to have improved at all with this work. 'Build it and they will come' appears to be what has happened with the M5 East and we are very concerned that this will simply happen again.
2. The pay-off for largely destroying significant parts of Haberfield and Ashfield and spending \$15.4 billion appears to be a 6-8 minute improvement in travel time on routes from Western Sydney to the Sydney CBD. This is incredibly underwhelming given the damage the project will do.
3. Our understanding of this stage of the project is that the freeway is being extended from its current termination near Concord Road down to Wattle Street and the Parramatta Road interchange at Ashfield/Haberfield. Whilst the EIS refers to these works ultimately improving traffic conditions on Parramatta Road between Concord Road and Wattle Street, it appears that this solution simply moves the problem closer to the CBD. Traffic on the City West Link and Parramatta Road beyond Wattle Street is currently very heavy, particularly during the morning and afternoon peaks. We expect that this will become significantly worse once this project is completed in 2021. We are also very concerned about the increased 'rat-running' through our local streets in Ashfield and surrounding suburbs, which seems to be the inevitable consequence of this project.
4. One of our major objections concerns the siting of the eastern ventilation stack at the corner of Parramatta Road and Wattle Street. We are not comforted by claims within the EIS that the increase in emissions from the stack will be 'negligible'. We are very concerned that this ventilation stack will not only service the current project included within this EIS but also the proposed M4-M5 link. The ventilation stack is situated very close to Haberfield Public School. We are extremely concerned about the potential health impacts our child and her fellow students will suffer from the vehicle emissions from thousands of vehicles each day being dispersed close to the school.

5. We strongly support the requests made within the submission provided by the Haberfield Public School P&C Association, that an air quality monitoring station be installed at or very close to Haberfield Public School prior to the M4East tunnel operations commence, and this monitoring station remain operational after the tunnel opens.
6. We also object to the non-filtering of this ventilation stack. Given the massive cost of this project, we don't understand the cost argument being used as the rationale for this non-filtration. Surely reducing potential long-term health issues within the densely populated Ashfield/Haberfield area is worth the additional investment required to filter these stacks.
7. We also are concerned about the proposed height of this stack. We believe that the stack (wherever it is situated), ought to be considerably higher, so that the emission impact can be dissipated across a much wider area.
8. We are also very concerned about the impact of the construction and tunnelling works will have on the education of our child and all of her fellow students at Haberfield Public School, given the proximity of the school to the Parramatta Road interchange work site. We note from the EIS that the school site (NCA19 in the Noise and Vibration report) is expected to have 'high worst -case NBM exceedances during the daytime' from demolition and construction works.
9. Once again, we strongly support the Haberfield Public School P&C's request regarding noise alleviation strategies, including the conduct of a noise assessment prior to commencement of construction and the execution of noise mitigation strategies including double-glazing of windows and the provision of air conditioning in class rooms. We can't over-emphasise just how important this issue is to us. Our children only get once chance at this early part of their schooling which is so crucial to the success or otherwise of the rest of their education. They certainly don't deserve to have this compromised by the noise, dust and other issues generated from this project.
10. Overall, it is very difficult not to object to this project. Whilst the EIS includes references to the WestConnex being complementary to other transport initiatives, particularly public transport. We believe that there needs to be massive public transport investment in order to ensure that Sydney is able to be considered a world class and competitive city. Given the scarcity of public and other funds, such investment seems to be less and less likely, when these monies are spend simply on a road project of dubious long term value.
11. We also object to the non-release of the business case supporting this project. If this project really is so vital to Sydney's development, then it would be reasonable to expect that this business case would be central to

this submission and trumpeted everywhere. The fact that this has not been the case simply adds to our suspicion that this project really is a 'road to nowhere'.

We thank you for allowing us the opportunity to express our views regarding this project.

Yours sincerely,

Jane and David Morris  
PO Box 590  
Haberfield NSW 2045