

November 1, 2015

To whom it may concern

I make the following submission to the Environmental Impact Statement (EIS) exhibition for the WestConnex M4 East Tunnel Project (Project) (SSI 6307):

I live in Ashfield, about 500m from the proposed eastern pollution stack, and my children attend Haberfield Public School. My community will be greatly impacted for decades to come by WestConnex. I object in the strongest terms to both the M4 East section and the entire WestConnex project. Here is a summary of my reasons:

I object to \$15.4 billion of taxpayers' funds being spent on WestConnex – this is a poor use of our dollars that will provide no value-for-money. WestConnex benefits a very small percentage of drivers in Sydney (saving them only a small amount of travel time) and, even according to the EIS, does very little to fix traffic congestion in many of the areas it passes through (including the major intersection near my house – Parramatta Road/Wattle St) which remains at Level F with increased traffic numbers.

I object to the complete lack of transparency in the entire WestConnex process. The full business case has not been released and yet billions of dollars' worth of contracts have been let and preparation work has begun in some parts of the route, before this so-called 'community consultation' has been completed. It is an insult to taxpayers in general, my community and a complete snub to proper process.

I object to the failure in the EIS to adequately assess alternatives to this road 'solution'. The EIS does not satisfactorily explain the modelling it used to brush off improved public transport and rail freight improvements as inadequate. I believe the most efficient way to accommodate the transport and accessibility needs of Sydney's growing population is through mass transit and better land use-transport integration. Urban motorways are a very inefficient way of moving people around – it has been proved over and over again that building more roads induces more vehicle traffic. In the 21st century with strong action required to combat climate change, we should be doing everything we can to encourage public transport use (and active transport for lesser distances) instead of encouraging vehicle use.

I object to the 55-day timeframe to respond to the EIS for the M4 East. This is not enough time to properly read and understand a very technical, repetitive and badly-structured document that runs to nearly 5,000 pages. I also do not believe there was adequate assistance/translated materials provided for the very high number of people from a language background other than English in our community (Ashfield has one of the highest levels of Chinese background in Sydney).

I object to the loss of so many heritage homes and other properties in the Haberfield Conservation Area and other zones along the WestConnex route. I note that the Heritage report in the EIS makes it clear that the project is quite incompatible with the heritage values of Haberfield, Australia's first planned garden suburb. The EIS says the project would 'effectively fragment the suburb' and that the proposed new landscaping around the Wattle Street interchange is inconsistent with Haberfield's landscape character. Further, it says: "The new motorway infrastructure and associated elements would not be sympathetic to the existing built environment or landscape character of the conservation area. The orientation of the ventilation facility would be at odds with the established subdivision pattern, and its height and materials inconsistent with the architectural character of the

HCA.” This is an outrageous level of damage to do to one of Sydney’s loveliest suburbs, with nothing apparent in way of acknowledgement or compensation to the community.

I object to WestConnex because of the massive social impact it causes to the Ashfield/Haberfield community. Many families at my children’s school are losing their homes as a result of this road project and the compensation offered to date has been pathetically inadequate to allow them to purchase a new property in the same area. It is insulting for the EIS to suggest that the impact on these families will be ‘short-term’ – it creates more than a short-term effect for them to lose homes they thought their children would grow up in over the next decade or two, or to have to move suburbs and potentially schools. Driving past the construction zones and then, when in operation, the stack, portals and associated facilities once the road is in operation will be a constant reminder of the disruption to the community’s social cohesion.

I object to WestConnex because of the impact it will have on my children’s school, Haberfield Public School. I share the concerns of many parents about the air quality that will result from this project and insist on the following action:

- Install an air quality monitoring station at the school or very close by well before the M4 East tunnel begins operation to take baseline measurements of pollution, including PM2.5 and all emissions for which there are air quality standards.
- Leave the monitoring station operating after the M4 East tunnel opens to monitor emissions at the school. We request this data be provided frequently to the school and the P&C and that action is taken immediately if there is a measurable impact on pollution levels.
- Increase the height of the ventilation stack to reduce the impact of emissions on the local area and increase the likelihood that emissions will be dispersed more widely.

I am especially concerned about the heavy vehicle movements in the vicinity of the school, especially from the construction zone at the Brescia site. I note that heavy vehicles will be leaving the site on to Bland St – this is a narrow and congested road at the best of times, and one heavily used by students and their families traveling to and from Haberfield Public School. I also am concerned about the increase in rat-running that may occur as a result of WestConnex. As per the request of the school’s P&C, I seek the following action be taken:

- Take base-level data on traffic volumes on the following Haberfield streets:
 - Dalhousie (between Parramatta Rd and Ramsay St), Rogers, Chandos, Bland, Alt, Walker, and Ramsay (before and after the Haberfield shopping area, and also between Marion and Sloane Streets).
 - On Denman Ave outside Haberfield Public School.
- Take base-level data on traffic volumes on the following Ashfield streets:
 - Church, Frederick, Elizabeth, Alt, Julia and Bland Streets
- Monitor the above streets in Haberfield and Ashfield during construction and for a period of at least 12 months after construction.
- If any streets exceed acceptable increases, take steps to return the streets to acceptable levels (eg blocking access, speed bumps) and consider pedestrian safety measures (eg crossing, bridges).

During construction

- For the whole period of the closure of the southern footpath on Parramatta Rd between Chandos and Bland Sts, have lollipop people in attendance at the Dalhousie St/Ashfield Park traffic lights to ensure those children who walk to school alone are guided across Parramatta

Rd safely. The lollipop people must be present at these lights for both the morning & afternoon 'school zone' times.

- For the whole period that the Bland St overpass is unable to be used, have lollipop people be present at the Parramatta Rd/Bland St traffic lights (both to cross Bland from the east and to cross Parramatta Rd) for the morning & afternoon 'school zone' times.
- Install traffic lights at the corner of Alt St and Parramatta Road for at least the construction phase, to provide a crossing away from Bland St where there will be heavy truck movements. This may also require the installation of traffic lights at Church St/Alt St, as that intersection is already busy and difficult to negotiate because of poor sightlines.
- That any truck movements made during morning & afternoon school zone times are made under the supervision of a 'spotter' (i.e. a person on the ground whose job it is to be the driver's 'eyes & ears' as visibility from a high cab is often poor), who ensures the safe passage of the children on the footpaths of and when crossing Bland St, Wattle St and Parramatta Rd.
- Declare a quarantine zone at an agreed distance around the school to ensure construction staff's parked vehicles do not restrict parking for parents in the streets near the school during pick-up and drop-off times.

I also request extensive noise mitigation measures be taken at the school to ensure children's learning and play are not disrupted by construction noise, or noise associated with the road's operation. The school needs to be regularly consulted to ensure noisy construction works are not undertaken at times that may negatively affect the school day, and work must be shut down if noise complaints are made by the school.

I object to the loss of vegetation that will occur as a result of the project.

I object to the complete failure of the WestConnex developers to create more and improved pedestrian and cyclist amenities as a part of this project. If this road is to go ahead, I believe there is an opportunity to create a number of better overpasses/signalised crossings to link Haberfield and Ashfield/Five Dock over Parramatta Road and Wattle Street. These are completely missing from the EIS or any plans I have seen, despite M4 East project director Terry Chapman's reassurances at a recent school information night that 'once we are out of here and gone, there will be good amenity'.

I note that when asked at that meeting what would happen if the results outlined in the modelling did not come to fruition during and after construction, Mr Chapman said the road developers would 'fix it'. I am not sure how increased traffic congestion, rat-running, poorer air quality or a damaged sense of social cohesion and belonging will be fixed and am not satisfied by this response.

In conclusion, I strongly object to WestConnex as I believe it will cause far more damage to my community and the many other communities it affects without the necessary benefits for Sydney's transport problem that would make that damage anywhere near worthwhile. I ask that work cease on the project until the government and developers adequately respond to these concerns.

Regards

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