

Director, Major Project Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

Submission: WestConnex M4 East EIS (SSI 6307)

I wish to express my objection to the WestConnex M4 East motorway proposal in the strongest possible terms.

I am dismayed and appalled that an archaic project of this dimension and expense is being contemplated. It is clear from the Environmental Impact Statement that the environmental, economic and social costs far outweigh the perceived 'benefit' of a 6 minute travel time saving.

I particularly object to the corrupting of the EIS process by the granting of tenders for construction

- (a) without a published business case
- (b) *before* the EIS has been published or planning approval granted

For more than 35 years a fundamental tenet of the NSW legislation to protect the environment has been the option to reject a development proposal if it fails to meet relevant criteria. That this requirement has been blatantly ignored by the government makes me feel ashamed to call myself a citizen of Australia.

I also object to the proposal on the basis that the EIS fails to address:

- The impact on estimated traffic flows of the proposed additional 40,000 apartments along Parramatta Road promoted by the WestConnex Delivery Authority and Urban Growth NSW as part of justification for the proposal.
- The long term sustainability of the proposed development with respect to:
 - the decreasing need or desire for car ownership among younger city and urban dwellers of Sydney
 - the rapidly changing transport needs of current and future generations: a fast, clean and efficient public transport system befitting a 21st century city
 - energy and environmental cost of operating tunnel ventilation and illumination systems continuously (24/4) in comparison to operating costs of an enhanced rail/metro system servicing the same corridor
 - demand for rail services is forecast to increase 37 per cent over the next 20 years (Infrastructure NSW, State Infrastructure Strategy 2012)

For the \$15.4 billion estimated cost Sydney could be transformed with a truly welcoming, efficient and low emission public transport system that would be the envy of the world. Instead taxpayers are

to be lumbered with a gargantuan labyrinth of concrete and bitumen to service the fossil-fuelled motor vehicle: a mode of transport that is rapidly diminishing in relevance in the 21st century.

Should this project proceed future generations will shake their heads in bewilderment and anger at such profligate and senseless waste of resources and missed opportunity.