

Address withheld  
Haberfield  
NSW 2045

Westconnex M4 East Tunnel (SSI 6307)  
NSW Department of planning and Environment  
GPO Box 39  
Sydney NSW 2001

Via web submission

2 November 2015

To whom it may concern

### **Response to the Environmental Impact Statement**

I make the following submission in response to the Environmental Impact Statement (EIS) exhibit for the Westconnex M4 East Tunnel project SSI 6307 (the Project).

I am opposed to the Project.

The Project will not deliver the outcomes proposed and will significantly impact a number of areas which have not received due consideration in the EIS. I do not believe spending \$15.4 billion to accommodate a reduction in travel time of 6 minutes is justifiable use of public funds.

#### *Heritage Impacts*

This project is disproportionately impacting the suburb of Haberfield.

Haberfield has been identified as a high sensitivity area within the M4 East EIS with two separate entry and exit locations, an unfiltered smoke stack and potentially an extension tunnel at some stage in the future which will burrow under most of the suburb.

Haberfield is the world's first garden suburb and the suburb is listed on the National Heritage Trust. It is also governed by a conservation zone with numerous properties holding a heritage listing.

By the EIS's own admission, the Project is not in keeping with the heritage and conservation order of the suburb. What a disgrace to the world's first garden suburb. The heritage consequences will be felt in a number of areas, from the eastern filtration facility to the noise barrier design. Residents of Haberfield have purchased into this suburb for the very restrictive

heritage and conservation rules which preserved the aspects of the suburb's character, the Project will have dire consequences on this.

### *Traffic Impacts*

Haberfield is bounded on its east by Hawthorne Canal and on the west by Iron Cove Creek Canal with Parramatta Road and Dobroyd Pk/Wattle Street as its road boundaries. Given the limitations in and out of the suburb as a consequence of the various canals and waterways, the Project is projected to offload considerable traffic to both of Haberfield's only boundary roads with entry and exit portals planned for both.

As a resident of Haberfield who works in Sydney's CBD and drives the 8km required for 1 hour 5 days a week, I believe I can appropriately comment on the extent of traffic on the City West Link at Dobroyd Parade Haberfield.

Dobroyd Parade will not be able to handle the increased traffic flow generated by the proposal, it is already a bottle neck. Despite my close proximity to Dobroyd Parade, I undertake a rat run through the back streets of Haberfield and Leichardt to specifically avoid this section and join the City West Link at Lilyfield. The EIS does not take into account the current traffic congestion, the Project will merely move the bottle neck. This is not a sufficient reason to spend \$15.4 billion. The proposed right hand turn on Waratah Street Haberfield from Dobroyd Parade will only increase the inter suburb rat run.

It would be inappropriate to dismiss this issue with the suggestion of the 2<sup>nd</sup> stage extension of Westconnex to the Anzac Bridge (which is already at capacity in any event). There is no combined EIS for the Project and Westconnex as a whole, further there is no guarantees of an extension to the Project, as a result the Project DOES NOT WORK.

Additionally there is no public transport plan in the EIS, ironically I choose to spend 1 hour in my car each way, rather than 1 hour on a bus. The Project will do nothing to change the situation that is prevalent for so many residents of the surrounding suburbs who would gladly take their vehicles off the road for a viable solution. Why does it take 1 hour on public transport for an 8km journey? There is a distinct bias in the Project to the expense of those that live in the Inner West and closest to the CBD.

### *Acoustic Impacts*

Noise barriers are proposed to minimise operational noise, however no details have been provided, again how will these impact on the heritage character of the suburb.

There will be significant acoustic impacts to homes in the vicinity of the Wattle Street Haberfield portals. This is illustrated by the data provided within the EIS. The noise logging station L21 is expected to experience noise intrusiveness which is unacceptable.

### *Air Quality Impacts*

The EIS does not provide sufficient information on the Eastern Ventilation Facility at Haberfield. The air quality impacts of the Eastern Ventilation Facility have not been adequately addressed in the EIS.

Analysis within the EIS indicates how it is anticipated that there will be a build-up of air pollutants (such as PM2.5) around the intersections and traffic lights along Wattle Street and Dobroyd Parade Haberfield. This has not been identified and addressed within the EIS which is unacceptable. It is not appropriate for the Project to improve air quality on a commercial zoned area such as Parramatta Road at the cost of air quality in suburbia near parklands and homes.

### *Conclusion*

It is unacceptable that the impacts of the additional traffic, noise, air quality and heritage significance impacting this one suburb in particular Haberfield have not been given greater consideration in the project and the EIS.

I oppose Westconnex.

Yours faithfully

*Name Withheld*