

Director, Major Project Assessments  
Department of Planning  
GPO Box 30  
Sydney, NSW, 2001

**Submission: WestConnex M4 East EIS (SS1 6307)**

I wish to express my strong objection to the WestConnex M4 East motorway proposal. If built, it will generate extra traffic, funnelling it into heavily congested middle-ring and inner city roads, requiring the demolition of hundreds of homes and businesses to make way for road widenings on the surface road network to distribute traffic from the motorway.

I also wish to register my objection to the government awarding tenders before a full business case has been publicly released and before the EIS had been published and the public has exercised its right of participation.

The EIS process is supposed to allow for genuine public input and to result, potentially, in approval, non-approval, or approval with modifications, of the project. The present procedure makes a mockery of that right.

Government funding for this proposal – as part of the whole WestConnex proposal – will claim an extraordinary proportion of the state transport budget for years to come. This being the case, I am outraged that the EIS has failed to honestly and fully discuss its social, environmental, and economical impacts or to explain why it is preferable to other, alternative public – and active transport solutions.

In particular I draw attention to the EIS's failure to:

- Factor into the traffic modelling the very large increase in apartment construction – and therefore of population – that has been promoted by the Westconnex Delivery Authority and other agencies as a major rationalisation for the proposal.
- Honestly discuss public transport and freight rail alternatives.
- Publish a robust business case to justify expenditures of billions of dollars worth of taxpayers' funds.
- Consider more sustainable public and active transport options that will produce a lower level of greenhouse gas emissions.

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

***I have not made any donations exceeding \$1000 in the requisite period.***

Signed  
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