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22 September 2018

Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

To Whom It May Concern:

Re: WestConnex M4-M5 Link, Mainline Tunnel – Modification

With reference to the documentation presented on the Department's Major Project Assessment's website and specifically: WestConnex M4-M5 Link Mainline Tunnel Modification Report, I provide the following commentary.

Overall I support the project however I believe that the report is flawed and inconsistent with the government's stated objectives, in relation to constructing the tunnel network including the M4 East Tunnel, to:

- Take 10,000 trucks per day off Parramatta Road
- Provide more reliable trips for businesses and freight
- Return local streets to communities
- Bypass up to 22 sets of traffic lights

(Reference: <https://www.westconnex.com.au/projects/m4-east>)

The Modification Report's Executive Summary, page xxii, first dot point states " Two spoil haulage routes from the site (Northcote Street civil site) are proposed, Route A (Wattle Street / Ramsay Street / Fairlight Street / Great North Road) and Route B (Wattle Street / G-Loop).

Figure 6.2 expands on the above to include:

- Spoil Haulage Route A
- Spoil Haulage Route B (surface)
- Spoil Haulage Route B (tunnel)

Considering the \$3.8 Billion being spent on a tunnel to get trucks off Parramatta Road, I find it incredulous that the proponent (RMS) and their consultant (AECOM) are even considering Spoil Haulage Route A and Spoil Haulage Route B (surface) for the transport of hundreds of thousands of tonnes of spoil over many years. The use of local streets (Ramsay Street, Fairlight Street and Great North Road) is just not acceptable and will

have significant impacts on these already busy roads. Use the tunnel – that is why it is being built!

The RMS has already identified that the Great North Road, Parramatta Road intersection is constrained as planning has commenced to upgrade this intersection.

I believe that it must be a condition of consent that:

“All haulage trucks carrying spoil from the Northcote Street Civil Site must use Wattle Street, the G-Loop and the M4 tunnel.”

Although all empty trucks returning to the Northcote Street Civil Site should also use the M4 tunnel, it would appear that there is not a sensible traffic route to support this approach, consequently the empty trucks are likely to use Parramatta Road. But they will only use Parramatta Road and not local streets.

The Traffic assessment and analysis in 6.3.1 has determined that a number of the intersections are already at the poorest operating condition (LoS F) and further makes the comparison between the Modification and the M4-M5 SPIR noting that the intersection relative performance is limited. This comparison is irrelevant as better alternatives are available (M4 East Tunnel) and they are comparing one bad solution with another bad solution and confirming that there is no change. I would expect better understanding and analysis from the experts preparing the report

One final comment. The community of Leichhardt have been very successful in preventing the use of the Darley Road site. Great for them. The Modification proposes to continue to impose massive truck movements in and around the Northcote Street site, including Five Dock, Ashfield and Haberfield, resulting in another four years of significant impacts on top of the three years of truck movements during the construction of the M4 East Tunnel.

Please ensure that all trucks use the new M4 East Tunnel!

If you have any further questions in the mean time, please do not hesitate to contact me.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Phil Carbins', written in a cursive style.

Phil Carbins