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WestConnex Delivery Authority
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Submission to Stage 1 of the WestConnex Project

To Whom It May Concern,

Thank you for the opportunity to make a submission on Stage 1 of the WestConnex Motorway project. In my capacity as a Member of Parliament, I have been talking with communities throughout the Inner West and Western Sydney about the impacts of the WestConnex toll road, and they have expressed enormous concerns regarding the impacts this project will have on their homes, suburbs and across Sydney. The community has also raised concerns about the lack of a meaningful community consultation process and the lack of transparency in not releasing the full business case for WestConnex.

WestConnex planning has not been transparent.

- Large government projects such as WestConnex need to be planned and built with a genuine commitment to transparency and accountability. The government's delay in releasing the full business case for WestConnex only serves to diminish community confidence in this project. Government records show that the WestConnex Business Case was tabled in Cabinet in July 2013. The public has still not been informed of what traffic projections, strategies and assumptions are currently justifying the government's decision to build WestConnex as a priority transport project.
- The information that has been released, most notably the Business Case Executive Summary and the Strategic Environmental Review documents, has not substantiated the environmental, social or economic "case" for WestConnex.
- No details of any alternatives to WestConnex that may have been considered during the planning stage have been made available to the public.
- In addition, no Environmental Impact Statement (EIS) has yet been released. The environmental impacts must be considered and put before the community before any further plans are finalised and approved.



WestConnex is not an integrated transport solution.

- Integrated transport planning is underpinned by different travel modes complementing each other to reduce the need for travel and the impact of journeys made. It is also about incorporating social, economic and environmental elements to provide ecologically sustainable development outcomes. Widening the M4 and M5 roads and building a tunnel does not allow integration of different travel modes such as walking, cycling or public transport with private car use.
- Investing billions of dollars in one urban toll road is wasteful and will starve regional NSW communities of much needed improvement in transport.
- Cheaper, more effective and sustainable alternatives to the WestConnex include park and ride facilities, light rail and cycleways on Parramatta road, and a public transport plan for Western Sydney (as proposed by Parramatta Council). These must be considered as part of an integrated transport plan for Sydney.

WestConnex has significant impacts on the environment and our community

- WestConnex's Strategic Environmental Review estimates that running the WestConnex tunnels alone will use the equivalent electricity of that used to power up to 45,000 homes. This wasteful use of energy will contribute to global warming and harm air quality through related carbon pollution.
- Constructing WestConnex alongside "urban activation" will open up the Inner West to new threats of overdevelopment in our community. The precincts around major arterials such as Parramatta Road will be particularly affected by this.
- The installation of exhaust stacks will also affect air quality throughout metropolitan Sydney and result in a less liveable, more polluted city.
- Noise and vibration impacts over multiple years of construction will have a detrimental effect on communities in their work and recreation.
- Compulsory acquisitions of properties and public spaces will threaten the ongoing liveability and health of our city. Local residents and businesses do not want to be forced out of their homes and premises, nor have their environment ruined, for the sake of a new toll road.

The direct impacts of Stage 1 development

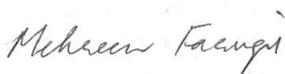
- The concept plan has just three access points to the motorway – Concord Rd, Wattle St and Ashfield Park.
 - 1) Westbound traffic coming from the South will be channelled through Liverpool Rd Ashfield an already busy suburban road in the middle of a fractured shopping precinct ill prepared for any further increase in traffic.

- 2) In the Concord area, the proposed ramps act to isolate the community around Ada St from their local amenities, including schools, parks and shopping areas, with residents on Daly Ave and Franklyn St anticipating a significant loss of connection and community by having their streets fractured by the proposed portals.
- To date there has been no public announcement on the location of ventilation/exhaust stacks for Stage 1. The community is very concerned that these stacks will be located near portals in Homebush/Strathfield North, Concord and the Haberfield/City West Link feeder area. All of these are densely populated suburbs. Of particular concern is that these ventilation stacks will be located near schools, such as Haberfield Primary and Homebush Public School and on heritage listed sites. The increased pollution in these areas will lead to a decrease in air quality and impact on public health and wellbeing.
 - At least 100 Sydney properties have already been planned to be purchased for the WestConnex project, the majority being residential. The expectation that those householders affected will be able to buy like for like housing in the area when they will most likely lose value on their properties is both unreasonable and unfair. This project comes at considerable personal cost to local residents and the local environment. Another major issue is that this project will erode community cohesion forcing long term residents to relocate for little gain.
 - Historic Ashfield Park, a popular location for families and the local community, is under threat from this project. Residents are still unsure about how to respond through community consultation when they do not exactly know what part of the Park will be retained, if any. The government's inability to confirm or deny the use of this vital public green space for staging of this project is quite unacceptable.

WestConnex in any of its stages is not the solution to Sydney's transport problems. The government needs to invest in the health of our communities and our environment by proposing 21st century integrated public transport solutions that connect our communities, protect our environment and generate long-term economic benefits and well-being.

Again, thank you for the opportunity to comment and outline the reasons for my opposition to this project. If you have any questions, do not hesitate to contact my office.

Yours sincerely,



Dr Mehreen Faruqi MLC
Greens NSW MP