Introduction

The NSW Division of the Planning Institute of Australia (PIA NSW) welcomes the opportunity to provide comments on the M4 East Environmental Impact Statement. This submission has been prepared on behalf of the Institute by members of the Transport Chapter.

In the course of reviewing the EIS, members have discussed concerns regarding the WestConnex proposals and appreciate the opportunity to make this submission. In particular, we seek consideration of the following matters:

Process

We understand that the NSW Government has already signed contracts for the works to which the EIS relates. We therefore stress the importance of carefully considering community feedback and input to the EIS and that any warranted changes are able to be incorporated in the construction of WestConnex.

Comprehensive Plan

The history of motorway development in Australian cities has been of missing links and stubs that terminate in local streets. The rationale for WestConnex is to some degree rectifying these mistakes, such as the M4 motorway terminating at Strathfield. However, there is a real risk that this history will be perpetuated unless the NSW Government is clear about a comprehensive long term transport plan for Sydney, including what it considers to be a comprehensive motorway network plan. That motorway network would then be supplemented by a public transport system and emerging technology such as road pricing and Intelligent Transport Systems including smart cars. Without an overall plan, each new segment of motorway is likely to generate more than necessary community
anxiety. Part of that comprehensive plan will be to encourage the vital arterial flow of freight onto railways and motorways 24/7 by technology and attractive toll pricing for trucks.

**Protection of Local Streets**

Again, there is a history of not locking in the benefits of road tunnels to local residents. For example, the Sydney Cross City Tunnel is under-used and the potential reductions of traffic in city streets not fully realised. The EIS does not appear to contemplate the difficult measures required to protect local streets from traffic, and to ensure that the increased development density proposed in the corridor will be adequately served by public transport.

**Further Inquiry**

If these matters, and other matters such as 24-hour noise and emissions cannot be adequately resolved in the response to the EIS, we suggest that a further iteration in the design development process may be required to improve local amenity during the staged construction and after project completion and future stages. This is particularly important with the growing recognition of the importance of attractive inner city technology innovation precincts to the global competitiveness of Sydney. Whilst we understand that the government may consider it has a mandate to extend the motorway tunnels, there is still time to improve many of the details of the scheme that will seriously affect the community.

PIA NSW would be pleased to discuss any aspect of the points raised in the Submission with the relevant agencies. Please do not hesitate to contact the Institute via the NSW Executive Officer at nswmanager@planning.org.au or phone 02 8904 1011 if you have any questions regarding this submission.

Yours Sincerely

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Planning Institute of Australia