WestConnex
M4 Widening environmental overview
August 2014
WestConnex
Building for the future

Almost
10,000
jobs created

Better and more
reliable trips
for people, businesses and freight

$20b
economic benefits
to NSW
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Section 1. WestConnex overview

1.1 Overview

Sydney’s population will increase by 1.5 million over the next 20 years.

This poses unique and pressing challenges for how our city’s public transport and motorway systems will cope with this extra demand.

To meet the demand of this growth, the NSW Government is investing billions of dollars in the most comprehensive urban transport and infrastructure programs in our history.

This includes building multi-billion dollar public transport projects such as the new North West Rail Link, South West Rail Link, Inner West Light Rail and the CBD & Eastern Suburbs Light Rail.

It is also upgrading our motorway system to improve capacity and ensure the city’s road arteries are more reliable. Sydney-siders use our road system for three-quarters of their daily transport needs.

WestConnex will remove more than 140,000 vehicles per day from local roads and put them on free flowing motorways with no traffic lights, building capacity to help move the extra 1.5 million people that will live in Sydney by the time it is complete.

It is the missing link in Sydney’s road network, connecting the city’s motorways for the first time. This means that motorists will have the choice to drive on motorway standard roads, free of traffic lights, across Sydney.

It will provide certainty for commuters and businesses that rely on our motorways – the white vans, the sales reps, tradies, the semi-trailers carrying our consumer goods – businesses that are vital to the city’s economy and help create and support jobs for us all.

WestConnex will provide Sydney motorists with shorter trips, saving 40 minutes on a journey from Parramatta to Sydney Airport, allowing more time with families, and inject $20 billion economic benefits to NSW through more efficient transport of goods and services.

When WestConnex is complete, the M4 Widening will lower travel times by 74 per cent from 19 minutes to only five.

In the M4 East section, everyday more than 4,600 trucks and 20,000 cars are expected to use the new tunnel under the inner west that offers a traffic-light free motorway alternative to the congested road surface.
Key benefits

WestConnex will be built in stages over 10 years. Its benefits will be fully realised when the entire motorway is operating, because each section is designed to operate as part of the broader network, rather than in isolation.

When fully constructed WestConnex will:

- Cut travel times by up to 74 per cent on the M4 Motorway between Parramatta and Homebush Bay Drive
- Save motorists $1 million a day on vehicle maintenance
- Cut forecast travel times between Parramatta and Sydney Airport by up to 40 minutes
- Bypass up to 52 sets of traffic lights
- Almost halve bus travel times between the Inner West and the CBD
- Remove 3,000 trucks a day from Parramatta Road and put them underground, leading to revitalised neighbourhoods on the surface
- Improve north-south times across Parramatta Road for public buses accessing the Western rail line at Burwood and other stations
- Provide the environment for 25,000 new jobs and 25,000 residences to be created over the next 20 years along Parramatta Road
- Deliver more than $20 billion in economic benefits to NSW.

During construction it is expected to create 10,000 jobs including hundreds of apprenticeships.

Purpose

Poor infrastructure investment decisions in the past have contributed to a $30 billion infrastructure backlog in NSW, leading to the state’s relatively poor economic performance compared with the rest of Australia over the last decade.

Currently, congestion costs the NSW economy an estimated $5.1 billion each year or nearly $1,100 for every person living in Sydney. By 2020, the cost of congestion is expected to rise to $8.8 billion as Sydney’s population grows and travel demand increases.

Sydney’s population is set to increase by 1.5 million over the next 20 years, and the city’s transport infrastructure needs to improve in order to cater for this growth.

Much of this growth is likely to occur in Western Sydney, which has grown to become the third largest economy in Australia.

Jobs growth

WestConnex will link Sydney’s population centres and employment corridors. More than one million people currently live along the M4 and M5 corridors, supported by 460,000 local jobs. Over the next 20 years, almost a quarter of a million more people are likely to live along the M4 and M5 corridors than do so today, with the addition of 145,000 jobs.

In contrast, the CBD to Sydney Airport corridor currently supports 330,000 residents and 550,000 jobs. Over the next 20 years the addition of 144,000 new jobs is expected to outstrip the rise of 86,000 new local residents.

To support this growth residents of Western Sydney will need enhanced transport options to access employment opportunities throughout the greater Sydney basin, the west and east of the city.

About 55 per cent of Western Sydney residents currently travel to jobs east of Parramatta by car, and this is likely to change significantly in the foreseeable future.

The economic significance of Sydney’s international gateways spans well beyond the immediate sites. Sydney Airport and Port Botany generate more than $10.5 billion of output and handle close to $100 billion of freight each year, supporting 19,000 direct jobs and a further 45,000 in their immediate surrounds.

On the M5 corridor, jobs growth is forecast to be particularly strong between Sydney’s CBD and the airport, including Rosebery, Green Square and Redfern.

Other robust employment markets include the suburbs surrounding Sydney Airport, together with Sydney’s south-east suburbs such as Kensington and Randwick.
Section 1. WestConnex overview

1.2 Building for the future – Strategic planning

Currently, Sydney’s major transport arteries are congested with a combination of cars, vans, buses, motorbikes, trucks and semi-trailers vying for limited space.

This results in the M4 and M5 corridors being congested for up to 13 hours per day. This lowers productivity, limits Sydney’s ability to compete with other Australian cities and comparable international alternatives, and ultimately constrains jobs growth and impacts our standard of living.

While Sydney’s commuters largely use public transport to travel to and from work, the city’s road network is crucial for drivers who perform multiple trips a day, for tradespeople criss-crossing the city between multiple jobs and to service the $58 billion in freight and logistics transported throughout NSW every year.

The M4 currently finishes at North Strathfield, forcing all traffic onto the congested section of Parramatta Road with traffic lights between Concord Road and Camperdown.

Consequently, inconsistent travel times on this section of road affect reliability. They have a negative impact on business productivity and freight efficiency, that push up the cost of goods and services for consumers.

Road congestion creates unnecessary stress for drivers. Combined with a limited retail presence and few housing developments, urban decay has had a devastating impact on a section of Parramatta Road that was once brimming with life, energy and community.

The NSW Long Term Transport Master Plan 20-year vision for the Sydney motorway network
Greater travel time certainly means motorists will save time, reduce their fuel consumption and maintenance costs, and improve their quality of life.

Western Sydney is currently home to 47 per cent of Sydney’s residents but only 37 per cent of Sydney’s jobs. This disparity is due to a complex mix of factors including greater housing affordability in Sydney’s west, and the existing infrastructure that support stronger business investment in Sydney’s east.

Despite forecast substantial job growth in Sydney’s west, the imbalance of jobs to resident workforce is not expected to improve due to strong population growth that will occur in Sydney’s west.

With a significant number of jobs fragmented in Sydney’s east and airport/port areas, there will be ongoing demand for access to these jobs by private vehicle, as public transport is less well-suited to more disperse trips. About 55 per cent of residents in Sydney’s west access a job in the east currently by car.

Population and jobs growth in Western Sydney

<table>
<thead>
<tr>
<th></th>
<th>Now</th>
<th>2031</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>People</strong></td>
<td>594,000</td>
<td>627,000</td>
<td>21%</td>
</tr>
<tr>
<td><strong>Jobs</strong></td>
<td>289,000</td>
<td>322,000</td>
<td>32%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Now</th>
<th>2031</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>People</strong></td>
<td>443,000</td>
<td>554,000</td>
<td>26%</td>
</tr>
<tr>
<td><strong>Jobs</strong></td>
<td>174,000</td>
<td>226,000</td>
<td>30%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Now</th>
<th>2031</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>People</strong></td>
<td>331,000</td>
<td>435,000</td>
<td>31%</td>
</tr>
<tr>
<td><strong>Jobs</strong></td>
<td>549,000</td>
<td>693,000</td>
<td>25%</td>
</tr>
</tbody>
</table>
Section 1. WestConnex overview

1.3 Key challenges for Sydney’s growth

Servicing Sydney freight

There are four times more light commercial vehicle trips on the network as there are heavy truck trips.

The nature of truck usage means freight activity precincts tend to form clusters and hubs, notably around Sydney’s motorways, the highway network and the airport and port precincts.

The M7 and associated land use changes are a prime example of this. This pattern will be reinforced over the next 20 years.
Population growth and transport use

Sydney’s population is forecast to grow by 1.5 million over the next 20 years. To meet this challenge, a greater range of housing and transport options is needed.

New housing developments will continue to occur in the North West and South West growth centres. It will also be delivered through the renewal of established urban areas around existing and planned transport and infrastructure.

Jobs are also forecast to grow from 2.2 million today to 2.8 million by 2031. As a result of these factors, the total number of daily trips in Sydney will increase by about 30 per cent from 16 to 21 million by 2031 and three quarters of these trips will be by road.

Sydney’s transport network needs to serve a larger number of long distance trips between the city’s west and east. For journeys to key job centres, such as the CBD or North Sydney, travel will continue to be mainly by public transport.

As a significant number of jobs are located outside these centres, private cars will remain dominant.

Due to the diverse transport needs of Sydney-siders, the NSW Government is investing in a range of transport improvements including:

- North West Rail Link
- South West Rail Link
- Inner West Light Rail
- CBD and Eastern Suburbs Light Rail
- WestConnex
- NorthConnex

These integrated transport improvements support a range of travel options including private cars, public buses, trains and light rail, allowing Sydney-siders the choice to use the option that best suits their circumstances.

Number of Sydney trips by main mode for 24 hour average work day

Proportion of increased travel demand in Sydney 2011 – 2036

<table>
<thead>
<tr>
<th>Mode</th>
<th>Proportion of Increased Travel Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car*</td>
<td>73.9%</td>
</tr>
<tr>
<td>Taxi</td>
<td>0.6%</td>
</tr>
<tr>
<td>Walk</td>
<td>16.0%</td>
</tr>
<tr>
<td>Rail</td>
<td>6.5%</td>
</tr>
<tr>
<td>Bus</td>
<td>3.2%</td>
</tr>
<tr>
<td>Bicycle**</td>
<td>0.5%</td>
</tr>
<tr>
<td>Light Rail**</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

* Includes motorcycles, cars, 4WDs, vans, utes and trucks.
** Forecast includes the Inner West and the CBD Light Rail extensions and not the South East Light Rail.
Section 1. WestConnex overview

1.4 Scope

Original WestConnex design

WestConnex is designed to:
• Ease congestion
• Connect communities
• Create jobs.

It will be a $14.9 billion (actual) investment and will be delivered in three stages over 10 years.
• **Stage 1:** M4 – Parramatta to Haberfield
• **Stage 2:** M5 – Beverly Hills to St Peters
• **Stage 3:** M4-M5 Link – Haberfield to St Peters.

The 33 km route includes about 14 km of surface roads and up to 19 km of tunnels.

It will take thousands of cars and trucks off surface roads, and provide a motorway free of traffic lights from Parramatta to the city, the airport and the city’s south west.

It will provide six lanes along most of WestConnex, with eight lanes in some sections.

Up to 52 sets of traffic lights will be avoided on a journey from Parramatta to Sydney Airport, while trucks and cars will be able to avoid the congested Parramatta Road corridor completely.

During the construction phase alone, WestConnex is expected to generate up to 10,000 jobs, including hundreds of apprenticeships for young workers in western Sydney.

WestConnex is expected to generate economic benefits to NSW of more than $20 billion.

The NSW Government will invest $1.8 billion in the project and the Australian Government has committed $1.5 billion over the next four years. These government contributions will be supplemented through tolling.
WestConnex Delivery Authority is also examining the viability of new northern and southern extensions to WestConnex.

The extensions, on either side of the M4 and M5, would create a new northern route from Sydney’s south on the F6 corridor to the ANZAC Bridge in the north.

The extensions are:

- **South** – linking towards the Sutherland Shire
- **North** – from Camperdown to the ANZAC Bridge, and Victoria Road.

Both extensions were identified in the NSW Government’s 2012 Long Term Transport Master Plan as vital to Sydney’s infrastructure and would provide an uninterrupted motorway corridor from Sydney’s south to: the ANZAC Bridge; the CBD at Darling Harbour; and North Sydney.

They would make travel from Kogarah, Sutherland, Cronulla and Wollongong to Sydney’s CBD quicker and more reliable, bringing those areas closer to the job rich centres in Sydney’s CBD and North Sydney.

WDA is expected to report back to the government by the end of the year.

**Overall benefits**

- Travel from Sydney CBD to Kogarah, Sutherland, Cronulla and Wollongong would be quicker and more reliable, bringing those areas closer to the job rich centres in our city.
- Delivers first section of the F6 after 65 years of planning
- Provides an uninterrupted motorway from Sydney’s south to the ANZAC Bridge and Victoria Road. CBD at Darling Harbour and Sydney’s north
- Avoids 33 sets of traffic lights
Section 1. WestConnex overview

1.5 Key benefits

WestConnex will transform Sydney by making it easier for cars and trucks to move between employment hubs and the vast residential suburbs and growth centres that house millions of people. It will:

- Cut forecast travel times between Parramatta and Sydney Airport by up to 40 minutes
- Effectively halve bus travel times between the Inner West and the CBD
- Create 10,000 jobs during the construction phase, including hundreds of apprenticeships
- Bypass up to 52 sets of traffic lights
- Remove 3,000 trucks a day from Parramatta Road and put them underground, leading to revitalised neighbourhoods on the surface

- Improve north-south travel times across Parramatta Road for public buses accessing the Western rail line at Burwood and other stations
- Provide the environment for 25,000 new jobs and 25,000 residences to be created over the next 20 years along Parramatta Road
- Deliver more than $20 billion in economic benefits to NSW
- Save motorists a combined 100,000 hours per day
- Save motorists $1 million a day in vehicle maintenance costs
- Save local councils $25 million a year in road maintenance.

### Travel time savings by car with WestConnex 2031

<table>
<thead>
<tr>
<th>Entry Point</th>
<th>Exit Point</th>
<th>Traffic lights avoided</th>
<th>Time taken (mins)</th>
<th>Average time saved (mins)</th>
<th>% time saved</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Ruse Drive</td>
<td>Sydney Airport</td>
<td>52</td>
<td>20</td>
<td>40</td>
<td>66%</td>
</tr>
<tr>
<td>CBD</td>
<td>James Ruse Drive</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>50%</td>
</tr>
<tr>
<td>James Ruse Drive</td>
<td>CBD</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>50%</td>
</tr>
<tr>
<td>CBD</td>
<td>Silverwater Road</td>
<td>25</td>
<td>20</td>
<td>20</td>
<td>50%</td>
</tr>
<tr>
<td>CBD</td>
<td>Homebush Bay Drive</td>
<td>25</td>
<td>19</td>
<td>20</td>
<td>51%</td>
</tr>
<tr>
<td>CBD</td>
<td>Concord Road</td>
<td>25</td>
<td>15</td>
<td>20</td>
<td>57%</td>
</tr>
<tr>
<td>Silverwater Road</td>
<td>CBD</td>
<td>25</td>
<td>22</td>
<td>20</td>
<td>48%</td>
</tr>
<tr>
<td>Homebush Bay Drive</td>
<td>CBD</td>
<td>25</td>
<td>20</td>
<td>20</td>
<td>50%</td>
</tr>
<tr>
<td>Concord Road</td>
<td>CBD</td>
<td>25</td>
<td>18</td>
<td>15</td>
<td>45%</td>
</tr>
<tr>
<td>CBD</td>
<td>City West Link</td>
<td>14</td>
<td>13</td>
<td>10</td>
<td>43%</td>
</tr>
<tr>
<td>City West Link</td>
<td>CBD</td>
<td>14</td>
<td>15</td>
<td>10</td>
<td>40%</td>
</tr>
</tbody>
</table>

### Travel time savings by bus with WestConnex (AM peak, inbound)

<table>
<thead>
<tr>
<th></th>
<th>Burwood to CBD</th>
<th>Burwood to Leichhardt</th>
<th>Leichhardt to CBD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2011</td>
<td>2031</td>
<td>2011</td>
</tr>
<tr>
<td>Time (mins)</td>
<td>47</td>
<td>26</td>
<td>30</td>
</tr>
<tr>
<td>Time saving (mins)</td>
<td>21</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>% saving</td>
<td>44%</td>
<td>44%</td>
<td></td>
</tr>
</tbody>
</table>
EASING CONGESTION

- **40 mins** saving Parramatta to Sydney Airport
- Up to **52 traffic lights bypassed**
- Save **$1 million** a day on vehicle maintenance
- Estimated 3,000 trucks a day off Parramatta Road and into tunnel
- 100,000 hours saved per day

CONNECTING COMMUNITIES

- Better and more reliable trips for people, businesses and freight
- Enable urban renewal along Parramatta Road
- Remove through traffic from local areas
- Enable Faster and more regular bus services on Parramatta Road
- More time with family

CREATING JOBS

- Almost **10,000 jobs** created
- Including 100s of apprenticeships
- Western Sydney 3rd biggest economy in Australia
- Sydney's population to rise by 1.5m over the next 20 years
- $58b freight and logistics worth to NSW economy each year
- $1 million Save a day on vehicle maintenance
Section 1. WestConnex overview

1.6 Funding

The NSW Government has developed an innovative financing strategy for WestConnex which utilises private sector investment to enable more rapid delivery of the full WestConnex Motorway while minimising the impact on the State’s credit rating.

The strategy enables the most efficient use of the $1.5 billion of Federal Government grants and the $1.8 billion NSW Government funding commitment to the project by providing the state with the capacity to recycle its investment through different Stages of WestConnex as the financial value of the project increases over time and then ultimately into future projects.

The M4 Widening project is the key building block in this strategy. It will initially be funded through Government contributions in the form of an equity investment from the NSW Government.

The toll revenues generated from the M4 Widening once completed in 2017 will be ringfenced for use in financing the full WestConnex project.

Debt will be raised against the M4 Widening toll revenues to contribute to the funding of the M4 East, and the proceeds of the subsequent sale of the M4 Widening and M4 East projects will be utilised to fund the next stage connecting the M4 and M5.

Tolling and traffic strategy

A reference tolling strategy has been developed taking into account precedent toll roads. This has been incorporated into the WestConnex traffic model which has been developed by external advisers.

The WestConnex traffic model has been used to generate traffic forecasts for the Reference Scheme.

Tolling

The WestConnex Business Case is based around a reference tolling strategy that was developed for the Reference Scheme. The tolling principles of the reference tolling strategy are set out on the opposite page.
Table 8: Tolling principles

<table>
<thead>
<tr>
<th>Principle</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Minimum and maximum tolling</strong></td>
<td>• A minimum toll will mitigate underpricing of short distance/high value trips&lt;br&gt;• Tolling on the 33 km WestConnex will be capped after motorists have travelled about 16 km, to ensure equity for people travelling longer distances each day, with a Reference Scheme cap of $7.35 ($2013). This is consistent with the M7</td>
</tr>
<tr>
<td><strong>Distance based</strong></td>
<td>• Distance-based approach already operates on the M7&lt;br&gt;• Longer trips provide greater benefits</td>
</tr>
<tr>
<td><strong>Cars pay less than heavy trucks</strong></td>
<td>• Cars will pay one third of the heavy truck toll, reflecting the greater wear and tear trucks have on the motorway&lt;br&gt;• This is consistent with the M2 and M5</td>
</tr>
</tbody>
</table>

Based on the tolling principles described above, a reference tolling scenario has been created balancing the WestConnex commercial proposition with the needs of the road network and wider transport planning goals. These are indicative tolls only.

Table 9: Reference tolling scenario

<table>
<thead>
<tr>
<th>Stage</th>
<th>Indicative average toll ($2013 incl GST)</th>
<th>Indicative min/max toll ($2013 incl GST)</th>
</tr>
</thead>
<tbody>
<tr>
<td>M4 Widening (Church Street to Homebush Bay Drive)</td>
<td>$3.00</td>
<td>Min: $1.50&lt;br&gt;Max: $3.90</td>
</tr>
<tr>
<td>M4 East (Homebush Bay Drive Haberfield)</td>
<td>$2.40</td>
<td>Min: $2.00&lt;br&gt;Max: $3.60</td>
</tr>
<tr>
<td>Stage 2 – M5 (Beverly Hills to St Peters)</td>
<td>$2.70</td>
<td>Min: $1.70&lt;br&gt;Max: $4.80</td>
</tr>
<tr>
<td>Stage 3 – M4-M5 Link</td>
<td>$3.00</td>
<td>Min: $1.80&lt;br&gt;Max: $4.10</td>
</tr>
<tr>
<td>WestConnex average toll</td>
<td>$4.50</td>
<td>Min: $1.50&lt;br&gt;Max: $7.35 (cap)</td>
</tr>
</tbody>
</table>
Section 2. WestConnex M4 Widening

2.1 Project need

The M4 Widening is the first WestConnex project and involves the widening and upgrading of the existing M4 Motorway from six to eight lanes between Church Street, Parramatta and Homebush Bay Drive, Homebush.

After the M4 Widening project, new twin three lane tunnels between Homebush and Haberfield will be built, known as the M4 East.

These sections will generally double capacity from six to twelve lanes along the Parramatta Road corridor from North Strathfield to Haberfield.

This could have profound benefits for residents of Sydney’s Inner West as modelling shows that 4,600 fewer trucks and 20,000 fewer cars per day are expected to travel on this section of Parramatta Road, opting instead to take the motorway tunnel.

When WestConnex is completed it is likely to cut morning eastbound travel times on the M4 Widening section by 74 per cent from 19 minutes down to five minutes.

Similarly, the full WestConnex Motorway is likely to save motorists six minutes in the evening peak on a westbound journey from Homebush Bay Drive to Church Street, cutting travel times from 15 minutes (if nothing is done) to only nine minutes.

Why is the M4 Widening such an important part of WestConnex?

The M4 Motorway is a vital artery in Sydney’s road network. It is one of Sydney’s key transport corridors servicing Western Sydney, which is the third biggest economy in Australia after the Sydney CBD and South East Queensland. M4 Motorway congestion is concentrated between some of Sydney’s key jobs centres, including Parramatta CBD and Sydney Olympic Park.

Congestion occurs mainly during the morning and evening peak hours when many people are commuting to and from work. However, it is not only commuter traffic creating congestion on the M4 Motorway, with others making multiple daily trips, also significantly contributing.

For this reason, the M4 Motorway is congested for up to 13 hours per day.

Congestion has an impact on business productivity, and ultimately pushes up the price of goods and services for all consumers.

Future transport demand in the M4 corridor represents a significant challenge for Sydney and NSW.

The M4 is a known constraint on the road network as it reduces to two lanes in each direction at the James Ruse Drive interchange. Without the M4 Widening and the rest of WestConnex, congestion on the M4 Motorway will worsen.

Modelling indicates without the M4 Widening or the WestConnex Motorway, travel times in the morning peak would increase from about:

- Twelve minutes today to 19 minutes in 2031 between Church Street and Homebush Bay Drive eastbound
- Five minutes today to 15 minutes in 2031 between Church Street and Homebush Bay Drive westbound.

In addition to slow average peak hour speeds, congestion also leads to unreliable travel times, forcing motorists to plan for longer travel times. This impacts on motorists’ quality of life, business productivity and freight efficiency, pushing up the cost of goods and services for consumers. Congestion presents particular challenges in the M4 corridor, with freight often needing to be transported from Port Botany and Western Sydney where more than two million consumers live and many of the freight distribution centres are based.

Even minor incidents on a congested road network can have an immediate and serious impact on travel times. Congestion also reduces safety on the road network and can lead to more frequent vehicle crashes and traffic incidents that impact personal safety, property and road network performance.
How will the M4 Widening, as part of WestConnex, contribute to greater reliability and road safety?

Once completed, WestConnex will provide immediate operational benefits in relieving congestion along the M4 Motorway between Church Street and Homebush Bay Drive, including reductions in travel times and improvements in the level of road safety.

In particular the M4 Widening will provide travel time savings of:

- Fourteen minutes on a morning peak time journey on the M4 Motorway eastbound from Church Street to Homebush Bay Drive, cutting travel times from 19 minutes to only five minutes
- Six minutes in the evening peak westbound between Homebush Bay Drive and Church Street, cutting travel times from 15 minutes to only nine minutes.

Access to and from the M4 Motorway will also be improved at Homebush Bay Drive and Hill Road, particularly in the evening peak period. The investment in the M4 Widening and subsequent WestConnex stages will facilitate a fundamental change in network performance, enabling delivery of major city shaping improvements and delivering economic growth.

While the M4 Widening will provide improvements to Sydney’s road network, the greatest benefits will occur when the entire 33 kilometre WestConnex Motorway is completed, which will provide a seamless journey from Parramatta to the CBD, Sydney Airport, the Port Botany precinct and south-west Sydney free of traffic signals.

The M4 Widening includes the following key features:

- Construction of a new two-lane viaduct for westbound traffic, on the southern side of the existing viaduct structure between Church Street, Parramatta and Wentworth Street, Granville
- Reconfiguration of the traffic lanes on the existing viaduct structure to four lanes eastbound and two lanes westbound
- Construction of a new bridge/viaduct over Duck River at Auburn
- Widening of the existing motorway to the south of the westbound carriageway between Wentworth Street, Granville and Duck River, Auburn
- Widening of the at-surface carriageway of the motorway predominantly within the existing motorway corridor (utilising both the existing median and verge areas), between Junction Street, Auburn and Homebush Bay Drive, Homebush to provide four traffic lanes westbound and four traffic lanes eastbound
- Construction of a new westbound direct onramp to the M4 from Homebush Bay Drive for southbound traffic
- Construction of a new eastbound on-ramp to the M4 Motorway from Hill Road, Lidcombe
- Provision of Intelligent Transport Systems infrastructure for motorway operations
- Widening and/or lengthening of existing ramps at Church Street, James Ruse Drive, Silverwater Road, Hill Road and Homebush Bay Drive
- Provision of tolling infrastructure such as gantries and control systems
- Provision of new and modified noise barriers
- Provision of new asphalt wearing surface to the existing M4 Motorway

Refer to design map over page
Opening in 2017, the M4 Motorway will be widened and upgraded between Church Street, Parramatta and Homebush Bay Drive, Homebush.

In addition to WestConnex, the NSW Government is investing $30 million to ease congestion around Parramatta and improve connectivity to the motorway, with detailed traffic modelling currently underway.

*Four lanes in each direction to ease congestion. More reliable travel times.*
Silverwater Road connections

Silverwater Road bottleneck eased with longer ramps.

New Homebush Bay Drive connection

Motorists from the north will bypass lights for direct access to the M4 Motorway. North/south congestion will be eased.

New Olympic Park connection eastbound

Sports fans and concert goers will be able to avoid traffic jams with direct eastbound access to the M4.
Section 2. WestConnex M4 Widening

2.3 Construction

The M4 Widening will take approximately 24 months to complete. Subject to approval, construction will start in early 2015 and be open to traffic in 2017.

The M4 Motorway will remain open for almost all of the construction period with no lane closures during peak periods.

Once the successful contractor is determined, construction management plans will be developed prior to construction to best deliver the motorway widening with minimal impacts to local residents, M4 and local road motorists and the environment.

Construction hours

Standard hours of work will be Monday to Friday 7am to 6pm and Saturday 8am to 1pm, however due to the work required, out-of-hours work will be unavoidable.

An example of this is the construction of the viaduct over the Main Western and Carlingford rail lines. While this work will be mostly carried out without any impact to motorists and will be planned to coincide with pre-planned track work, specific rail line closures outside rail peak periods may be required.

This ensures construction can be completed as quickly as possible, to minimise disruption to everyone.

Information for local residents

Practical measures will be used to manage impacts including dust control, covering materials, low-noise technology, temporary sound barriers, erosion control and perimeter fencing.

Construction will occur along the 7.5 kilometre section of the project corridor. This will minimise access impacts on the local road network.

Temporary detours and construction traffic management measures will be used to ensure the safety of motorists, pedestrians, cyclists and workers.

A 24 hour information line will be staffed throughout construction. Residents will regularly be consulted and provided information through emails, letters, and the project website. Translation services in more than 160 community languages and dialects will also be available.

Information for motorists

The contractor will work with the Transport Management Centre to manage all planned and unplanned incidents during construction. Traffic changes will be communicated to motorists through electronic message signs, traffic apps and www.livetraffic.com

Construction will be carried out in the median and verges behind safety barriers. A reduced speed limit will be in place on the M4 to ensure the safety of motorists and workers.

Motorists will experience temporary traffic changes and will be asked to pay attention to construction signage.

Site compounds

Secured construction site compounds will be located as close as possible to the M4 Motorway on government land. Site compounds will be used for:

- Offices and general administration areas
- Amenity and first aid facilities
- Off-road parking
- Materials handling and storage
- Concrete preparation
- Truck waiting areas alongside the M4 Motorway.

Almost 10,000 jobs created
### Indicative construction schedule, subject to project approval

<table>
<thead>
<tr>
<th>Stage Description</th>
<th>3 Months</th>
<th>6 Months</th>
<th>9 Months</th>
<th>12 Months</th>
<th>15 Months</th>
<th>18 Months</th>
<th>21 Months</th>
<th>24 Months</th>
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<td>Duck Creek Bridge</td>
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<tr>
<td>Western rail Line (Granville) to Alfred Street (Granville)</td>
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<td>Alfred Street (Granville) to James Ruse Drive (Granville)</td>
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<tr>
<td>Church Street (Granville) to James Ruse Drive (Granville)</td>
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<td>Deniehy Street (Clyde) to Duck River Bridge (Clyde)</td>
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<td>Junction Street (Auburn) to Silverwater Road (Auburn)</td>
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<td>Silverwater Road (Auburn) to Haslams Creek (Lidcombe)</td>
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<td>Birnie Avenue (Sydney Olympic Park) to Homebush Bay Drive (Homebush)</td>
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<td>James Ruse Drive (Clyde) to Wentworth Street (Clyde)</td>
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<td>Pitt Street (Parramatta) to Church Street (Granville)</td>
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<tr>
<td>Wentworth Street (Clyde) to Deniehy Street (Clyde)</td>
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<tr>
<td>Haslams Creek (Lidcombe) to Birnie Avenue (Sydney Olympic Park)</td>
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<tr>
<td>A’Beckett Street Bridge</td>
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<td></td>
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<tr>
<td>Carlingford Rail Line Bridge</td>
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<tr>
<td>Church Street Bridge</td>
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<td></td>
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<tr>
<td>Deniehy Street Bridge (south side)</td>
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<td></td>
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<tr>
<td>Western rail Line Bridge</td>
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<tr>
<td>Deniehy Street (Clyde) to Silverwater Road (Auburn)</td>
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<td>Wentworth Street (Clyde) to Duck River Bridge</td>
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<tr>
<td>Pitt Street (Parramatta) to Junction Street (Auburn)</td>
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</tbody>
</table>

*Side works only affect the side of the road and not the median*
Section 3. Assessment of key M4 Widening issues

3.1 Traffic and transport

When WestConnex is completed it is likely to cut morning eastbound travel times on the M4 Widening section by 74 per cent from 19 minutes down to five minutes.

Similarly, the full WestConnex Motorway is likely to save motorists six minutes in the evening peak on a westbound journey from Homebush Bay Drive to Church Street, cutting travel times from 15 minutes (if nothing is done) to nine minutes.

After the M4 Widening project, new twin three lane tunnels between Homebush and Haberfield are to be built, known as the M4 East. These sections will double capacity from six to twelve lanes in each direction along the Parramatta Road corridor east of North Strathfield through to Haberfield.

This could have profound benefits for residents of Sydney’s inner-west, as modelling shows that 4,600 fewer trucks and 20,000 fewer cars per day are expected to travel on this section of Parramatta Road, opting instead to take the motorway tunnel.

As part of WestConnex, the M4 Widening project supports NSW’s key economic generators and provides a strategic response to the currently inadequate, and highly congested, road network.

The objectives of the M4 Widening are to:

- Enable integration with the subsequent stages of WestConnex while not significantly impacting on the surrounding environment in the interim period
- Relieve road congestion to improve travel times and safety of travel on the M4 Motorway between Church Street, Parramatta and Homebush Bay Drive, Homebush
- Improve access to the M4 Motorway from Sydney Olympic Park
- Improve access to the M4 Motorway from Homebush Bay Drive
- Improve road safety on the M4 Motorway and connections
- Protect natural and cultural resources and enhance the environment.

Peak travel times Church Street - Homebush Bay Drive 2031

<table>
<thead>
<tr>
<th>Year</th>
<th>Scenario</th>
<th>Travel time (minutes) M4 eastbound AM</th>
<th>Travel time (minutes) M4 westbound PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>2031</td>
<td>No WestConnex</td>
<td>19</td>
<td>15</td>
</tr>
<tr>
<td>2031</td>
<td>WestConnex complete</td>
<td>5</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>WestConnex saves</td>
<td>14 minute saving</td>
<td>6 minute saving</td>
</tr>
<tr>
<td></td>
<td>% time saving</td>
<td>74%</td>
<td>55%</td>
</tr>
</tbody>
</table>
Impact on Parramatta Road

After the M4 Widening is complete, it is expected that some drivers will prefer to use the enhanced capacity of the motorway, while others will avoid the toll and prefer to use Parramatta Road.

However, even with 1.5 million extra people living in Sydney by 2031, there will be fewer people using Parramatta Road during the morning and afternoon peak periods than used it in 2008 when the M4 previously had a toll.

**Weekday Traffic (AM) – Parramatta Road at Duck River: observed and modelled traffic volumes**

![Weekday Traffic (AM) Bar Chart]

**Weekday Traffic (PM) – Parramatta Road at Duck River: observed and modelled traffic volumes**

![Weekday Traffic (PM) Bar Chart]
Section 3. Assessment of key issues

3.2 Our environment

We have carefully assessed the environment around the M4 Motorway before construction so environmental impacts are avoided, mitigated or managed where possible.

Land surrounding the M4 corridor is highly urbanised by industrial, residential, commercial and open space uses. Other than small patches of native vegetation like along the banks and tidal flats of Duck River, generally, remaining vegetation is in poor condition.

Waterways

The project crosses a number of waterways draining to Parramatta River. These include A’Becketts Creek, Duck Creek, Duck River and Haslam’s Creek. Water quality is largely influenced by stormwater, aquatic weeds, erosion and sewer overflows during high rainfall.

Rain draining off the motorway surface will drain into landscaped areas. They are designed to avoid erosion and filter run-off through vegetation and soil before reaching waterways.

How we plan to avoid and minimise impact

We will:

• Avoid placing viaduct piers in waterways where possible
• Design any waterway based piers required in a creek to allow for fish and water passage
• Survey habitat before any clearing
• Avoid or minimise vegetation removal where possible
• Manage invasive species, pests and diseases
• Follow procedures to protect any threatened species if found unexpectedly.

Flooding

Minimal changes to the velocity of water flows are expected. We will develop a specific strategy to address potential flooding impacts at ABeckett’s Creek.

Practical methods we will use to limit dust during construction

• Water spraying
• Covering exposed materials
• Minimise loading and unloading materials at height
• Paving construction areas where possible
• Cleaning dirt off truck wheels and local roads.

Managing existing contamination

The motorway corridor passes through a long standing industrial area. Construction sites will be carefully assessed for contamination. Any unexpected findings will be managed to protect the safety of workers and residents.
Section 3. Assessment of key M4 Widening issues

3.3 Noise and vibration

Vehicle engines, exhausts and wheels create surface noise for people working and living near roads. The impact of long term traffic noise and short term construction noise and vibration has been assessed to inform how we can:

How we assessed noise

In February-March 2013 we recorded day time and night time sound levels with specialised equipment at locations along the motorway between Paramatta and Homebush.

A digital 3D noise model for the full length of the M4 Widening was built to simulate the topography, road geometry, traffic volumes, speeds, a variety of car/truck mixes, reflections off building surfaces and the M4 noise walls.

Managing construction noise

Practical steps to minimise noise on construction sites include diesel exhaust dampeners, switching engines off when not in use, keeping machinery well maintained and smart scheduling of works.

• Construction scheduling will consider school holidays, public holidays and weekday options
• Work that must be done at night to avoid traffic will be carefully managed and residents will be advised
• Simultaneous use of loud machines or construction methods will be avoided.

Managing operational noise

Ongoing M4 road noise reduction measures will include:

• New low-noise asphalting
• Road designing as flat and straight as possible to reduce engine noise
• Managing traffic flow to reduce vehicle breaking noise
• Maintaining existing walls to avoid unnecessary sound.

Finding

• Our model predicted some properties may need consideration for noise reducing architectural treatments
• New noise barriers will be constructed and existing noise walls will be modified where required
• The effectiveness of all M4 Widening noise mitigation measures will be assessed to check actual noise after being opened to traffic.

Managing vibration

Construction vibration has been assessed and recommended working distances for various types of construction equipment and activity have been identified.

If any vibration intensive construction activity is scheduled close to the safe working distance limit, we will

• use less vibration intensive equipment or methods if possible
• test the activity to reduce the risk of cosmetic building damage nearby
• actively monitor vibration
• conduct building surveys before and after
• provide the community with contact information to help us respond to any complaints.
Section 3. Assessment of key M4 Widening issues

3.4 Air quality

Sydney’s improving air quality

Air quality in the Sydney region has improved since the 1980s, largely due to initiatives to reduce air emissions from industry, motor vehicles, businesses and homes.

Overwhelmingly, the biggest source of human-made particulate matter is home heating, such as open fire places. This constitutes 50.6 per cent of all human-made particulate matter in Sydney.

Other sources include:

- aircraft, glass and aluminium production and commercial and recreational boat exhausts (19.9%)
- ships (4.6%)
- ceramics production (4.4%)
- synthetic resin manufacturing (1.8%).

By contrast, petrol powered cars are a relatively minor source at only 0.75%.

Despite an expected increase of cars in Sydney over the next 20 years as the population grows, total emissions from motor vehicles are set to fall even further between now and 2031 due to the continued phasing out of older vehicles.

M4 Widening

Modelling shows the project would generally reduce traffic emissions along the M4 Motorway due to smooth traffic flow. A small increase in emissions is predicted along Parramatta Road, however the change in pollutant levels is small and reduces rapidly with distance away from the road.

Projected motor vehicle fleet emissions in the NSW Greater Metropolitan Region as a percentage of baseline year 2003

Carbon monoxide

<table>
<thead>
<tr>
<th>Year</th>
<th>Baseline</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>100</td>
<td>55</td>
</tr>
<tr>
<td>2011</td>
<td>55</td>
<td>27</td>
</tr>
<tr>
<td>2021</td>
<td>27</td>
<td></td>
</tr>
</tbody>
</table>

Particulate matter PM$_{2.5}$

<table>
<thead>
<tr>
<th>Year</th>
<th>Baseline</th>
<th>Future</th>
</tr>
</thead>
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<tr>
<td>2003</td>
<td>100</td>
<td>68</td>
</tr>
<tr>
<td>2011</td>
<td>68</td>
<td>50</td>
</tr>
<tr>
<td>2021</td>
<td>50</td>
<td></td>
</tr>
</tbody>
</table>

Nitrogen dioxide

<table>
<thead>
<tr>
<th>Year</th>
<th>Baseline</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>100</td>
<td>68</td>
</tr>
<tr>
<td>2011</td>
<td>68</td>
<td>31</td>
</tr>
<tr>
<td>2021</td>
<td>31</td>
<td></td>
</tr>
</tbody>
</table>

Particulate matter PM$_{10}$

<table>
<thead>
<tr>
<th>Year</th>
<th>Baseline</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>100</td>
<td>75</td>
</tr>
<tr>
<td>2011</td>
<td>75</td>
<td>64</td>
</tr>
<tr>
<td>2021</td>
<td>64</td>
<td></td>
</tr>
</tbody>
</table>

100,000 hours saved per day

Better and more reliable trips for people, businesses and freight
Source of emissions

Top 10 human-made particulate matter (PM$_{2.5}$) sources in Sydney

- **50.6%** Solid Fuel Burning (Domestic)
- **19.9%** Other
- **5.5%** All vehicles - non exhaust particulate matter
- **4.6%** Ships
- **4.4%** Ceramics production
- **3.9%** Light Duty Diesel - Exhaust
- **1.8%** Synthetic Resin Manufacturing
- **1.4%** Industrial Vehicles & Equipment
- **1.3%** Other land-based extraction
- **0.75%** Petrol powered cars vehicle exhausts

Source: Air emissions inventory for the Greater Metropolitan Region in NSW 2008 calendar year (EPA, 2012).

Three drivers for improved air quality

<table>
<thead>
<tr>
<th>Technological improvement</th>
<th>Better enforcement</th>
<th>Better governance</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Newer vehicles have far lower emissions than older vehicles</td>
<td>• Visible haze has been significantly reduced in the M5 tunnel by taking out heavy polluters, such as smoky vehicles, with large fines and tunnel cameras.</td>
<td>• The NSW Government has appointed an Advisory Committee on Tunnel Air Quality to review current national and international best practice</td>
</tr>
<tr>
<td>• Cars built in 2013 emit three per cent of the nitrogen oxides emitted by one built in 1976</td>
<td></td>
<td>• A detailed air quality study is included in the M4 Widening Environmental Impact Statement. It will assess the air quality impacts from the construction and operation phases of the project.</td>
</tr>
<tr>
<td>• Diesel trucks built in 2013 emit eight per cent of the particles emitted than one built in 1996</td>
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<td></td>
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<tr>
<td>• Adoption of cleaner alternative fuels.</td>
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</tbody>
</table>
### Section 4. M4 Widening and the Community

#### 4.1 The planning and environmental assessment process

The M4 Widening is a State Significant Infrastructure project and an EIS has been prepared under part 5 of the Environmental Planning and Assessment Act 1979.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct 2012</td>
<td>WestConnex a key recommendation in the State Infrastructure Strategy</td>
</tr>
<tr>
<td>Jun 2013</td>
<td>Construction funding confirmed in 2013/14 NSW Budget</td>
</tr>
<tr>
<td>Sep 2013</td>
<td>Lodge planning application</td>
</tr>
<tr>
<td>Sep 2013</td>
<td>Industry briefing and sounding to test reference case in market</td>
</tr>
<tr>
<td>Oct 2013</td>
<td>Concept design display and community consultation</td>
</tr>
<tr>
<td>Nov 2013</td>
<td>Expressions of interest from construction contractors</td>
</tr>
<tr>
<td>Aug 2014</td>
<td>Environmental Impact Statement (EIS) public exhibition and community consultation</td>
</tr>
<tr>
<td>Late 2014</td>
<td>Planning approval decision</td>
</tr>
<tr>
<td>Late 2014</td>
<td>Award construction contract</td>
</tr>
<tr>
<td>Early 2015</td>
<td>Start of detailed design work</td>
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<tr>
<td>Early 2015</td>
<td>Start of major work</td>
</tr>
<tr>
<td>Early 2017</td>
<td>Open to traffic</td>
</tr>
</tbody>
</table>
ENVIRONMENTAL ASSESSMENT AND APPROVAL PROCESS

ENVIRONMENTAL ASSESSMENT

Roads and Maritime decides whether the activity would require an EIS to be obtained under Part 5 of the EP&A Act

Minister for Planning orders that a project is to be considered SSI

Roads and Maritime prepares an SSI application to the Secretary of the Department of Planning and Environment, accompanied by an SSI application report, seeking approval from the Minister for Planning for the activity

Secretary of DP&E prepares environmental assessment requirements in consultation with relevant public authorities

Secretary of DP&E issues environmental assessment requirements to Roads and Maritime

Roads and Maritime prepares EIS

Roads and Maritime submits EIS to the Secretary of DP&E for approval by Minister for Planning. Referred to Commonwealth Minister for the Environment if required

EXHIBITION AND CONSULTATION

EIS on public exhibition (minimum 30 days)

At the completion of exhibition period, the Secretary of DP&E provides Roads and Maritime with a copy of submissions or summary of issues raised

Roads and Maritime prepares a submissions report (and preferred infrastructure report, if required by the Secretary of DP&E)

ASSESSMENT AND APPROVAL

Assessment report prepared by the Secretary of DP&E

Preferred infrastructure report (if required) may be made available to the public if the Secretary of DP&E considers that significant changes to the nature of the infrastructure are proposed

Minister for Planning decides whether or not to approve the project, any modifications that must be made to the infrastructure and the conditions to be attached to any approval
Section 4. M4 Widening and the Community

4.2 Community consultation to date

In less than a year, the M4 Widening project team has:

- Met with more than 725 people
- Delivered more than 170,000 brochures.

Ongoing

The project information line was established to receive calls about WestConnex and respond to community questions. The National Telephone Interpreter Service for WestConnex was established in September 2013 and is advertised to the community in eight languages on key publications.

Ongoing

[website] is updated regularly with the latest information on the M4 Widening project including project reports, project team contact details, WestConnex fact sheets and community updates.

September 2013

WestConnex Strategic Environmental Review was developed to engage early with the community on potential environmental challenges to building the WestConnex Motorway.

September 2013

A WestConnex factsheet providing information about the project was sent to approximately 95,000 residents and businesses in areas surrounding the M4 corridor. The factsheet introduced recipients to the WestConnex website and the project information line as channels for further information.

October 2013

An M4 Widening community update providing further project information and inviting feedback on WDA’s M4 Widening concept design was sent to approximately 75,000 residents within the general location of the project.

October – November 2013

Static displays were set up in 19 areas that were considered readily accessible for the community. These were permanent, unmanned displays comprising project information such as WDA’s concept design features and a project timeline.

October 2013 – now

Meetings and briefings have been held with key government agencies, local councils and industry stakeholders to explain specific details of the project and gather feedback. Opportunities for meetings and briefings with stakeholders will continue throughout the life of the project.

December 2013 – April 2014

Letters were delivered to more than 300 residents and businesses. This included those close to field investigations, construction site compounds, upgrades to bridges and underpasses or new viaduct structures.

October 2013 – now

One-on-one meetings continue with residents and property owners to discuss property acquisition and project information.

October 2013 – May 2014

Door knocking was undertaken at around 70 residences in Granville, Auburn and Homebush West at locations surrounding proposed construction sites and compounds.

September 2013 – now

Advertisements have been placed in metropolitan, community language and local newspapers to advise of major milestones including the concept design display. Bridge banners have been put up to engage with western Sydney motorists.

Consultation at Sydney Markets, Flemington
Section 4. M4 Widening and the Community

4.3 Have your say

To view the environmental impact statement or to make a formal submission go to www.majorprojects.planning.nsw.gov.au

Send written submissions to:
Project number SSI 6148
Department of Planning and Environment,

Drop In Sessions
All welcome at any time
View detailed maps, videos and construction information. Talk about the M4 Widening with project staff.

Parramatta Town Hall
Monday 25 August, 3pm to 6pm
Access via Civic Place behind
Parramatta City Council Chambers

Newington Community Centre
Tuesday 26 August, 2.30pm to 5.30pm
Corner of Avenue of Europe and Avenue of Asia,
Newington

Granville Town Hall
Wednesday 27 August, 3pm to 6pm
10 Carlton Street, Granville

Strathfield Library
Monday 1 September, 11am to 1pm
65 Rochester Street, Homebush

Auburn Centre for Community
Saturday 6 September, 10am to 1pm
44A Macquarie Road, Auburn

Environmental Impact Statement
On public display until Friday 12 September 2014 at these locations:

NSW Department of Planning and Environment
23–33 Bridge Street, Sydney
Open Monday to Friday, 9am to 5pm

Auburn City Council
1 Susan Street, Auburn
Open Monday to Friday, 8.30am to 4pm

Holroyd City Council
16 Memorial Avenue, Merrylands
Open Monday to Friday, 8am to 4.30pm

Parramatta City Council
30 Darcy Street, Parramatta
Open Monday to Friday, 8.30am to 4.30pm

Strathfield Council
65 Homebush Road, Strathfield
Open Monday to Friday, 9am to 5pm

Roads and Maritime Services
Level 9, 101 Miller Street, North Sydney
Open Monday to Friday, 8.30am to 5pm

Consultation during earlier project development
WestConnex consultation prior to EIS preparation
Consultation during preparation of M4 Widening EIS
We are here
Consultation activities during exhibition of the M4 Widening EIS
Community involvement during M4 Widening construction

All submissions must be received by Friday 12 September 2014

Consultation at Granville
Learn more by visiting
to watch project videos in your language and read more about
WestConnex. If you need an interpreter, call the Translating
and Interpreting Service on 131 450.

Arabic
عکر المزيد بزيارة الموقع
وذلك مشاهدة الفيديوهات الخاصة بالمشروع باللغة العربية
وقراءة المزيد من وصف كودكس. إذا كنت في حاجة إلى
ترجمة، اتصل بخدمة الترجمة العلنية والشفهية على الرقم
131 450.

Chinese
了解详情请上网
视频，並查找有關WestConnex的更多訊息。如需要傳譯員請
拨打電話傳譯服務 131 450

Hindi
इस बेहद झांकटपट पर अधिक जानकारी पाएँ
www.westconnex.com.au/yourlanguage व (हिन्दी) में इस
परियोजना के मार्ग में जोड़ीयों द्वारा और ऑनलाइन सेवा के मार्ग में
और अन्य के सामग्री वीडियो आपको प्रचार आदि तो अनुवाद व
सुझाव आदि में बा की 131 450 पर घोंघ करें

Greek
Μάθετε περισσότερα επισκέπτομαι το
www.westconnex.com.au/yourlanguage για να δείτε τα
βίντεο του έργου στα ελληνικά και να διαβάσετε περισσότερα
για το WestConnex. Εάν χρειάζεστε διερμηνεία, καλέστε την
Υπηρεσία Μετάφρασης και Διερμηνείας στο 131 450.

Italian
Per saperne di più visiti il sito
www.westconnex.com.au/yourlanguage, dove potrà
guardare i video del progetto in lingua italiana e trovare maggiori
informazioni su WestConnex. Se ha bisogno di un interprete,
contatti il Servizio di Traduzione ed Interpretariato (Translating
and Interpreting Service) al numero 131 450.

Korean
된 프로젝트 비디오를 보고 WestConnex 에 관해 읽고 배우세요.
통역이 필요하시면 번역 및 통역 서비스 131 450 (TIS) 으로 전화
하십시오.

Vietnamese
Hãy tìm hiểu thêm và viếng trang mung
bằng Việt ngữ về công trình này và đọc thêm về WestConnex.
Nếu quý vị cần thông ngôn viên, xin vui lòng gọi Dịch Vụ Thông
Ngôn Phiên Dịch số 131 450.