

Craig & Sonya Windred  
17 Edward Street  
Concord NSW 2137

30 October 2015

To whom it may concern,

Having attended the public information sessions, read the EIS documentation and spoken to various project representatives, we are of the opinion that the proposed development being adjacent to our home will cause significant degradation to our current standard of living both during construction and after it is complete. We will also be impacted with a significant loss of property value due to the proximity of the development to our dwelling.

Our objection is based on the absence of any reasonable communication to address these concerns in a manner more appropriate to the direct hardship it will cause. Whilst acknowledging there has been an attempt to generally address concerns in terms of educating the community, no amount of education will restore our property value in the eyes of potential buyers. Similarly, education of the lifestyle impacts may help us prepare for the inevitable, but it does not reduce the impact where we are directly affected.

Our concerns extend such that should we choose to remain in our residence during construction, we will not only be subjected to the disturbance caused by the construction of the nearby Concord Road interchange, but are expected to continue to live with these disruptions for the duration of the entire project due to the proximity of the C5 tunnel site. Notwithstanding any objection we might have to the construction and location of the interchange, it is difficult to accept that a more appropriate location for the tunnel site could not be found given that operations are anticipated to be 24x7 for at least some portion of the project. From our perspective this is very much an attitude of "we're already crapping all over these people, a little bit more can't hurt".

It should be noted the purpose of this submission is to address our concerns as the owners of a property directly impacted by the WestConnex project. It is made on the basis the project is approved as per the proposals detailed in the EIS. It is not in any way an endorsement of these proposals, but a reluctant acceptance that the project may ultimately be approved in its current form.

The remainder of this submission attempts to show how we have come to formulate this objection. In summary, it is our belief that our concerns are substantial in nature and justify the compulsory acquisition of our property at a price consistent with a valuation prior to any construction proposals. Furthermore, we would request any costs associated with moving also be reimbursed such as stamp duty, solicitors fees, removalists costs, refinancing costs etc. Put simply, we are seeking compensation in line with what might be considered fair and reasonable by any informed impartial observer.

## Edward Street references found in the EIS

A number of sections were found in the EIS directly referencing Edward Street. A snippet of some of these references appear below. There is a consistent theme of high impact to Edward Street residents, and it is the purpose of this section to highlight this fact. Being the only non-acquired property directly adjacent to the C5 tunnel site (and later Concord Road Interchange) suggests our impact is even more significant than the average Edward Street resident.

Visual Impacts.

| LCZ | Precinct      | Characteristics/qualities  | Sensitivity |
|-----|---------------|--|-------------|
| 7   | Edward Street | Characterised by a detached houses from the early 1900s with a consistent street appearance. Edward Street is lined by a mature avenue of heritage listed brush box trees. | High        |

| Concord Road civil and tunnel site (C5)   |  |  |
|---|--|--|
| The site would sit within a residential context and multiple properties would be acquired to accommodate construction ancillary facilities. | 1 – Residents – Concord Road, Concord Lane, Sydney Street, Edward Street, Alexandra Street, Ada Street, Daly Street, Franklyn Street   | <b>High</b> sensitivity given the proximity to the construction ancillary facility. Some buildings and equipment would likely be visible above noise barriers, fences and hoarding. The high noise barriers are also a significant change from the existing condition. |
|   | 2 – Pedestrians – Concord Road, Concord Lane, Sydney Street, Edward Street, Alexandra Street, Ada Street, Daly Street, Franklyn Street | <b>High</b> sensitivity as pedestrians on streets, except on Concord Road and Parramatta Road, are likely to be local residents walking for recreation.  |

|   |   |           |   |
|---|---|-----------|---|
| 4 – Edward Street looking west towards Concord Road | Edward Street contains free-standing residential bungalows from the Federation era. Some new, low density housing on existing blocks is also present, and is generally sympathetic with the existing character of the area. The street is lined by mature heritage listed brush box trees | Residents | <b>High</b> sensitivity to residents living in Edward Street and other local residents who recreationally walk along the street. The consistent Federation-era period character of free-standing residences within the street and the heritage listed avenue tree planting provides an attractive, high quality streetscape experience for receivers. |
|---|---|-----------|---|

**Table 13.5 Operational visual receiver locations for lighting considerations**

| Receiver location   | Receiver                      | Sensitivity to change   |
|---|-------------------------------|-------------------------|
| 1 – M4 east of Homebush Bay Drive looking east              | Motorists                     | Low                     |
|   | Residents                     | Moderate                |
| 2 – Underwood Road looking south towards the M4             | Residents/church congregation | Moderate                |
|   | Pedestrians                   | Low                     |
|   | Motorists                     | Low                     |
| 3 – Parramatta Road looking north to Powells Creek corridor | Future park users             | Moderate–low beneficial |
|   | Motorists                     | Low                     |
|   | Residents                     | High                    |
| 4 – Edward Street looking west towards Concord Road         | Residents                     | High                    |
|   | Pedestrians                   | Moderate                |

|   |  |   |      |      |
|---|--|---|------|------|
| Concord Road civil and tunnel site (C5) | 1 – Residents – Concord Road, Concord Lane, Sydney Street, Edward Street, Alexandra Street, Ada Street, Daly Street, Franklyn Street | Some buildings and equipment would likely be visible above noise barriers, fences and hoarding. The high noise barriers would also be a significant change from the existing condition. Views from residential areas towards Concord Road currently consist of filtered views through street trees, which would be interrupted by the high walls associated with the construction ancillary facilities. | High | High |
|   | 2 – Pedestrians – Concord Road, Concord Lane,  | Construction would result in loss of vegetation and a large area being occupied by the construction ancillary facilities. Views from residential areas  | High | High |

| Construction ancillary facility | Receiver location  | Visual impact assessment   | Impact ratings |              |
|---------------------------------|--|--|----------------|--------------|
|                                 |  |  | Magnitude      | Significance |
|                                 | Sydney Street, Edward Street, Alexandra Street, Ada Street, Daly Street, Franklyn Street | towards Concord Road currently consist of filtered views through street trees, which would be interrupted by the high walls associated with the construction ancillary facilities. |                |              |
|                                 | 2 – Motorists  | The loss of vegetation would be a  | High           | Moderate     |

The following section does not indicate a high impact, however it suggests dwellings are generally not directly adjacent to the construction site and as such suggests our property is subject to a different rating (albeit not disclosed).

**Table 13.7 Construction lighting assessment for receiver locations**

| Construction ancillary facility         | Receiver location  | Visual impact assessment  | Impact ratings |                 |
|---|--|---|----------------|-----------------|
|   |  |   | Magnitude      | Significance    |
| Concord Road civil and tunnel site (C5) | 1 – Residents – Concord Road, Concord Lane, Sydney Street, Edward Street, Alexandra Street, Ada Street, Daly Street, Franklyn Street | Residential dwellings around the site are generally not directly adjacent to the site or are not tall enough to see over perimeter fencing or walls. Light spill measures would assist in reducing light spill, | Low            | Moderate to low |

"however" reference to "edge of the zone" indicates our residence is the most affected.

| Key visual features of the proposal in zone  | Summary of impacts  | Impact ratings |               |
|--|---|----------------|---------------|
|  |   | Magnitude      | Significance  |
| LCZ 7 – Edward Street  |   |                |               |
| <ul style="list-style-type: none"><li>Retaining and noise barriers at Sydney Street east and Edward Street</li><li>Landscape plantings</li></ul> | The function and visual character of this zone would be broadly consistent with the existing; however, the presence of the noise barriers would change views from the edge of the zone. | Moderate       | High–moderate |

| Key visual features of the proposal at the receiver location  | Summary of impacts   | Receiver  | Overall visual impact |              |
|---|--|-----------|-----------------------|--------------|
|   |  |           | Magnitude             | Significance |
| <b>Receiver 4 – Edward Street looking west towards Concord Road</b>   |  |           |                       |              |
| <ul style="list-style-type: none"> <li>Removal of housing and loss of green park space at Edward Street</li> <li>Retaining wall and noise barrier</li> <li>Changed road termination point/road closure 60 metres east of the current street end.</li> </ul> | The change would only occupy a small portion of the street view. The impact would occur at the visual termination point of the street and would be experienced by most people in the street given that the street crests near its eastern end. This has the potential to affect all residents each time they return home by car, and all recreational pedestrians would view at a high level of detail. The change in the view is out of character with the very specific character of the street. | Residents | High                  | High         |

## Lighting Impacts.

| Key lighting features of the proposal at the receiver location   | Summary of lighting impacts   | Receiver    | Overall visual impact |               |
|--|---|-------------|-----------------------|---------------|
|  |   |             | Magnitude             | Significance  |
| <b>Receiver 4 – Edward Street looking west towards Concord Road</b>  |   |             |                       |               |
| <ul style="list-style-type: none"> <li>Lighting for Concord Road interchange including on-ramp.</li> </ul> | The street is currently quite dark at night. Glare from the new lighting is anticipated to be high due to the extent of lighting associated with the interchange, direct (line of sight to lighting) impacts from the interchange and the on-ramp flyover. This rating is expected to reduce as proposed landscaping matures although it may be difficult to achieve a high level of screening for direct lighting and lighting glow. | Residents   | High                  | High          |
|  |   | Pedestrians | High                  | High-moderate |

## General Concerns

Currently suggested, but not included in the EIS, is the proposal for a service tunnel to be drilled beneath our property. This advice was only received on 29/10/2015 (yesterday - 4 days before the EIS submission deadline) by mail and as such the full impact of this proposal is yet to be determined. Independent advice received suggests this tunnel will be 20 metres below the surface, not the 35 metres suggested in the letter and will be used to connect the main east / west tunnels.

This news, combined with all other concessions we are expected to give the project, lead us to believe we are being treated with very little respect, zero empathy and are on the receiving end of extremely unfair treatment. If we can take the liberty of quoting ourselves "we're already crapping all over these people, a little bit more can't hurt".

A 3 metre high **transparent** noise wall (Volume 2D, Figure 6.40) is proposed along the eastern edge of the Concord Road Interchange. Whatever other objections we may have, it is difficult to understand why anyone would believe we would want to be able see the interchange traffic as it will be a constant reminder of this very stressful period of our lives. Put simply, our house is currently located in a highly desirable, quiet, tree lined street and anything that will change this dynamic is most certainly unwelcome.

Perhaps a more pragmatic objection to this proposal is that at night the dynamic will change considerably as headlights will constantly be invading our living space. The bedroom located on the western side of the house may be rendered completely unfit for purpose due to the constant ambience of the additional street lighting together with the random generation of light afforded by interchange traffic. Taking into consideration any additional traffic noises may mean windows on the western boundary will be permanently nailed and boarded shut.

During construction, a temporary 4.5 metre fence will be erected close to and along the western boundary of our property shielding those activities that will be conducted to the east and external to the acoustic shed. It is unclear what materials this fence will be comprised, but we have been advised that due to the height and proximity of this fence to our boundary, it is unlikely we will be able to see the 15 metre high acoustic shed from within our property boundaries at ground level.

This suggests the fence will be opaque and as such may act as a makeshift noise wall. Apart from the visual aspects of this potential eyesore, we will necessarily forgo any afternoon sun we may currently enjoy. It will also give a very claustrophobic feel to our home as it will be located within a few metres of the side windows of the house completely destroying any view we may otherwise have. We can necessarily expect to tolerate this experience for up to 3 years.

The fence will be 90 metres long and as such extends beyond both the north and south boundaries of our property. However this fence is constructed, we request assurance it be done in such a manner it does not hinder our ability to reverse a vehicle from our driveway. This is a concern given there may be parked cars on the opposite side of Edward Street leaving little to no room for manoeuvrability.

Irrespective of the reason, we are the owners of the only residence in Edward Street in this unfortunate situation. The residents of #22 on the opposite side of the road (also adjacent to the

construction) are in the process of being acquired and #20 being one house further east again has already been acquired. It is expected these properties will be resold as they are surplus to the project. We do not begrudge the owners their offers of compensation as we believe given the circumstances it is the right and proper thing to do. We also believe it would be fair to be presented with a similar opportunity for relocation, and are disappointed that any conversation around this matter has not been forthcoming.

Upon driving down Edward Street it is clearly evident that the street is relatively narrow. With cars normally parked on both sides of the road leaves little room for two way traffic. Fortunately there is not a lot of traffic to contend with and this rarely causes issue. The same cannot be said however on garbage collection day. Being caught in the front or behind the garbage truck (2 per week) is a no win situation and can result in significant delays that often coincide with times when we are trying to get to work or our son is trying to get to university. Fortunately, this problem can be easily avoided by using the alternate exit/entry via Alexander Street and results in very little inconvenience.

The WestConnex project will remove this alternate route and extended delays can be expected if unfortunate enough to be caught behind the weekly collection service. Furthermore, it seems unlikely a truck of the current size will be able to negotiate the small end of street turning circle forcing it to dangerously reverse down the entire length of Edward Street. Even if somehow the turning circle can be widened and successfully used, this is not due for construction until after the demolition of the acoustic shed.

Exiting the street in reverse is illegal and because of this it is not unreasonable to anticipate truck drivers will boycott Edward Street from garbage collection.

The section of road joining Alexander and Edward Streets is regularly treated as an unofficial illegal dumping site. With the closure of this section of the road, combined with the inability of authorities to adequately address the issue (not a criticism), it is reasonable to assume this problem will not go away and will simply shift to some other area. It is our belief that this new site is highly likely to be in close proximity to the newly proposed Edward Street turning circle and likely extend to the unused land alongside our western boundary fence. The basis for this assumption is that having lived in the area for over 20 years, these sites tend to be in areas that

- Are accessible by car
- Have little foot traffic in non-daylight hours
- The activities are not easily observed by more than 1 or 2 neighbouring houses.

Concealing these activities will also be aided by the increased noise level afforded by traffic travelling the interchange. A dead end street with a large nearby area of vacant non residential space will be a magnet for such activity and may even attract the attention of additional illegal dumpers.

The following photograph was taken from the EIS. It depicts a house currently at the western end of Ada Street. Its inclusion is for illustration purposes as it seems to closely represent a future dynamic we may expect from our housing situation. It is similar in the sense it is a house at the end of a street terminating with a turning circle. Adjacent to the property is some vacant land and next to this is a

pedestrian pathway closely located and roughly parallel with Concord Road. Further west again is a noise wall and beyond this wall is the M4 traffic. The caption of it being a locale for anti social behaviour at night cannot be ignored and confirmed true by our own observations. It is very intimidating walking alone along this pathway at night regardless of the presence of any undesirable element.



*Figure 4.34 View looking north to a residual land parcel from construction of the existing M4 which is reported to be a locale for anti-social behaviour at night. (Source: AECOM)*

**We are extremely concerned that our property will be subject to similar activity and angered we are being forced into this situation with limited opportunity for recourse.**

## **Special Concerns**

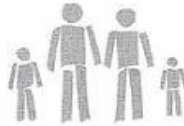
Jonathan, our youngest son, is a long term asthma sufferer requiring the use of both a Ventolin puffer and the daily use of an Alvesco preventative puffer to help control the onset of asthma attacks. He has had the condition since childhood and in all likelihood will continue for many years to come. Throughout the project duration we will need to acutely monitor his condition from increased and prolonged exposure to airborne dust particles directly associated with the nearby construction.

We appreciate this is not a problem of WestConnex and is something we have had to be mindful and learn to control for many years. That being the case, we will still be somewhat reliant on him to communicate any additional discomfort he may be experiencing. He is aware of the financial hardship a relocation in the current environment may cause the family, and we are concerned he will try to conceal his condition from us because of this.

Clearly we would prefer to avoid this situation altogether as from our perspective the health, safety and wellbeing of our family above anything else is paramount.

Below is a letter from our long term general practitioner substantiating the position with regard to Jonathan's condition as well as a letter from his respiratory physician dated 8 July 2011.





Strathfield Family Medical Centre  
18a The Boulevard Strathfield NSW 2135  
Telephone 9744 7522

Dear Sir/Madam

Re: Mr Jonathan Windred      Date of Birth 14/2/1996  
17 Edward St  
CONCORD NSW 2137  
Our Record Number: 6126

Mr Jonathan Windred, age 19 yrs, has asthma and has seen a respiratory physician-see attached. I am concerned this may be exacerbated during the building of the Westconnex M4east as his home is on the boundary

**Allergies:**

No known allergies/adverse reactions.

**Current Medications:**

This referral is valid for one year.

Yours sincerely

Dr. Yvette Hauser  
BMed DRACGP DRANZCOG  
Provider No 0052546A  
30 October 2015

Dr Peter Alexakis

Dr Yvette Hauser

Dr Daniel Oh

Dr Akaash Goyal

Dr Dale Wilson

Dr Lin Nguyen



14 Jul 2011 1:47PM

HP LASERJET FAX

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**DR. JONATHAN RUTLAND**  
B.Sc., M.D., D.S., F.C.C.P., F.R.A.C.P.  
Conjoint Associate Professor, University of New South Wales  
**CONSULTANT RESPIRATORY PHYSICIAN**  
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**RESPIRATORY UNITS  
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BANKSTOWN-LIDCOMBE HOSPITAL**

e-mail: [jrutland@med.unsw.edu.au](mailto:jrutland@med.unsw.edu.au)

All correspondence to Burwood

Dr Yvette Hauser  
Fax: 9744 9335

Dear Yvette

Re: Mr Jonathan Windred DOB: 14/02/1996  
17 Edward Street CONCORD NSW 2137

Thank you for asking me to see Jonathan for respiratory assessment. He first developed what was thought to be asthma with an acute attack several years ago when he was aged 13. He had several more episodes of wheeze in February 2011 after which you commenced him on Flixotide MDI 250 mcg - 1-2 inhalations daily. He also was given a Ventolin MDI to use on a pm basis. He found that this regimen controls symptoms of asthma but he experienced chest discomfort each time he inhaled Flixotide - this is unusual with this form of therapy but I suspect that he was developing some bronchospasm secondary to the inhaler.

His symptoms recently have been mild - they consist of occasional wheezing on most nights but sleep has not been disturbed. He has had very occasional shortness of breath, usually associated with chest pain.

He has never smoked cigarettes. He is not aware of any allergies. There is a family history of asthma which affected his father as a child. Jonathan has a peak flow meter and, when at his best he blows 580 L/min, when he gets quite severe symptoms the peak flow has been as low as 250 L/min.

I found his chest to be clinically clear during quiet breathing with normal breath sounds and no added sounds. When I asked him to perform a forced expiratory manoeuvre expiratory rhonchi could be heard. Oxygen saturation, while breathing air, was 99%.

He has not had a chest x-ray - I thought that could be carried out if he has a further exacerbation.

I asked Jonathan to cease Flixotide which was troubling him and to substitute Alvesco (ciclesonide) 160 mcg - 1 mane. He has been taking this for a few months with excellent control of his symptoms. He hardly ever needs to take Ventolin.

Detailed lung function tests were carried out this week (specifically arranged for during school holidays) and they demonstrate normal spirometry with an FEV1 of 3.69 L (92% predicted) and the Vital Capacity

With kind regards  
Yours sincerely

*Jonathan Rutland*

Jonathan Rutland

Strictly confidential - privileged information. Copies not to be released to third parties without permission. Dictated, transcribed & signed electronically.

**BURWOOD CHEST CLINIC**  
10 BURWOOD ROAD, BURWOOD 2134

**BANKSTOWN CHEST CLINIC**  
DEPT RESPIRATORY MEDICINE  
BANKSTOWN 2201

TEL: 61 2 9745-4033  
FAX: 61 2 9745 2011

8 July 2011

Re: Mr Jonathan Windred

DOB: 14/02/1996

8 July 2011

was 4.55 L (105% predicted); FEV1/VC ratio 81%. Lung volumes were normal except that he does have some mild gas trapping (residual volume 137% predicted) and the diffusion capacity was normal.

He went on to have skin prick tests that demonstrated a solitary reaction only to house dust mite.

The lung function tests would be consistent with asthma – gas trapping – but not diagnostic. Therefore I asked him to have a methacholine bronchial provocation test which revealed moderately severe bronchial hyperreactivity with the FEV1 falling by 20% after inhalation of 0.326  $\mu$ mol a methacholine.

Jonathan has asthma. It is fairly mild. He should be taking regular prophylactic medication. Alvesco 160 mcg daily is proving sufficient for this. He needs to monitor his use Ventolin. If he gets an acute exacerbation I have asked him to go onto Ventolin MDI – 2 puffs qid and to double the Alvesco for the duration of the infection and for 2 weeks afterwards.

I think it would be appropriate to review him in a year's time and I will ask him to have repeat lung function to monitor the progress of his gas trapping. I would be happy to see him earlier if there are problems before then. Thank you for asking me to see him and to be involved in his management.

With kind regards

Yours sincerely

*Jonathan Rutland*

Jonathan Rutland

Strictly confidential – privileged information. Copies not to be released to third parties without permission. Dictated, transcribed & signed electronically.

## Other Observations

The following are largely items with which we have concerns but have been difficult to find answers or have received conflicting advice. Some of these issues seem to have been ignored by the EIS but accept they may at least be partially addressed as it is difficult to identify anything of relevance in this 5000 odd page document.

Reference has been made to a 4.5 metre high wall being constructed close to our boundary, and this wall will in fact fully enclose the acoustic shed. This was advised to us by project personnel during a house visit on 26/10/2015. The EIS however suggests this wall will only be this height on the northern side and makes reference to a 3 metre high wall on the eastern side. We are now unsure what height the wall on our boundary will be.

We had been previously advised that the interchange road, where closest to our boundary fence, would be at the existing street level and be gradually elevated in order to be able to cross over Concord Road. This also appears consistent with reference to the EIS, but is difficult to be sure. During the same house visit we were told this road would in fact be elevated 2.5 metres outside our boundary, and incredulously, advised the 3 metre noise wall would not sit atop this elevated road, but at existing ground level leaving only a 0.5 metre section of the wall to buffer any traffic noise. Despite our objections to this nonsense we were assured this was in fact true. This was subsequently retracted the following day with advice the noise wall would in fact sit where it should be on top of

the elevated road. For this reason, we are unsure if the elevated road is a reality or if it will be at existing street level.

We are unable to determine if disruptions to public utilities have been assessed. Things like ongoing disruptions to water, electricity, gas, phone, internet and cable services are a real possibility and will have a major impact on our lives given everything else we are expected to endure.

We are led to believe the acoustic shed will be enclosed by a roof and raises concerns over adequate ventilation and how this will be addressed. Should air conditioning units be used, the shed space will be significant and presumably so too any noise that may be generated from these units.

Whilst the naming of the “acoustic shed” suggests it will try to contain at least some of the generated noise, we can’t find anything in the EIS that forecasts what this noise level may be.

Thank you for your consideration and look forward to receiving your response.

Craig & Sonya Windred  
17 Edward Street Concord 2137  
sonyawindred@hotmail.com