

# M5 EASTWestConnex OBJECTION

NSW Department of Planning and Environment

Attention Director Infrastructure Projects

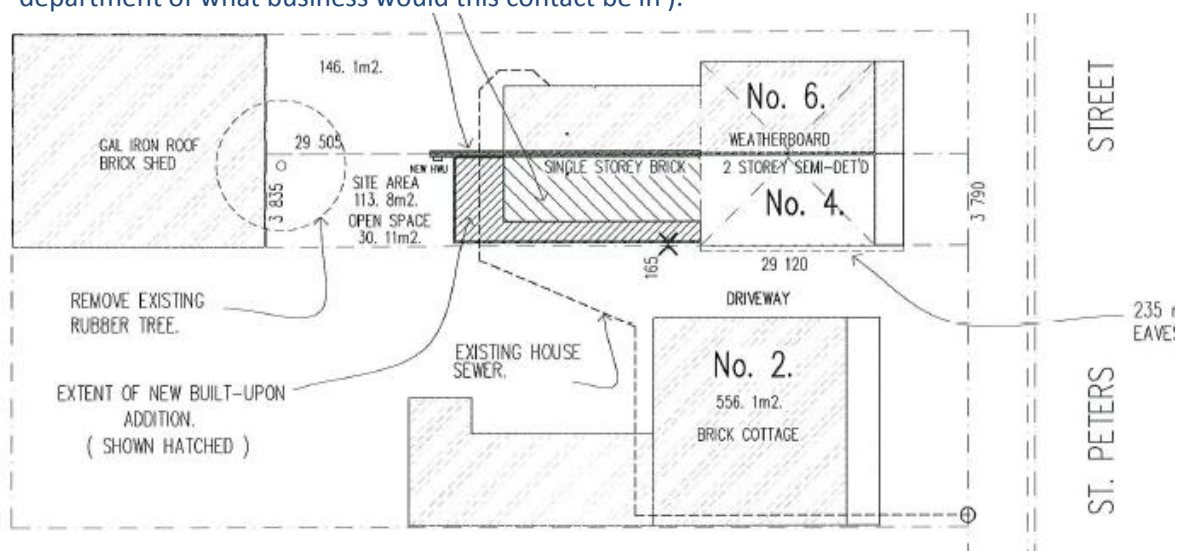
Planning Services Department of Planning and Environment Application number SSI 6788

GPO Box 39 Sydney NSW 2001.

My name is Kane Koster and I live at Lot 2 DP581196 of 4 St Peters St, St Peters 2044 one of the streets that is directly affected by the road widening on Campbell Road.

There are multiple fronts on why I believe the Westconnex proposal is unfit for purpose which I will list below.

1. No buffering of noise between the road and our property as it is not intended to have any soft surfaces or acoustic fencing.
2. Lot 1/DP 581196 and I share a common sewer ( not the Sydney water asset ) which the IC is in the front left hand side of lot 1 inside the boundary ( then the waste goes into the Sydney Water Asset ) and this must be maintained, this has blocked in the past and as it is a shared sewer all parties have an obligation to fix the issue ( who would be the contact and in what department of what business would this contact be in ).



3. The excessive budget for the whole project doesn't stack up with modern needs.
4. Excess traffic movements on Campbell Street, where it hits the railway line ( heading up the hill )the lanes just peter out into 1 lane up to Enmore, how is the doubling of the lanes in Campbell Street going to help this, all it will do is get you to the intersection of Campbell and Unwins Bridge Road quicker and end up there with nowhere to go.
5. Loss of private open space to a lot of Sydney Park, how many millions has just been spent on that park only to be ruined by this project.
6. Inadequate ventilation facility / smoke stacks spewing unfiltered air around St Peters is unjustified and down right irresponsible.
7. A degrading of the property values in the area
8. Difficult access to and from the local parks

I am very disappointed about the proposed parking lot at the junction of St Peters Street and Campbell Road.

My issues are as follows.

Loss of privacy.

An ugly car park next to my block.

What happens to the garage at the rear of my block?

How is the carpark going to be stopped being parked in by the local panel beater and mechanic ( as this will most certainly happen ).

Will it be controlled by a boom gate, so that people with an interest with the school can park there only ( as this is what it is intended for isn't it?)

What about at night time when people come to the car park and do doughnuts, drugs, loiter or even worse.

Presumably it will be lit at night, which will come straight in my back yard.

Removal of existing trees that provide me with shade.

Why is it required, the school is TINY and services local residents only, they have parking in the school already?

In your proposed scheme you are providing excess parking on the Campbell Road, with all of the houses you are getting rid of that should provide ample parking for the school, why more parking????

A suggestion about the carpark could be to turn it into bus drop off and pick up zone only, the rest of the land could be used as community gardens or parkland that would complement the open green spaces of the area NOT a dirty great big carpark to nowhere.

What steps do we have available to us now.

**This is definitely the worst outcome we could have hoped for.**

We will be the first house left, years of pain and suffering with construction work and traffic access issues, the road will double in width with NO road reservation between us and the newly widened road, except a dirty great big carpark, which on face value is completely unwarranted.

**Our overall amenity / security will be completely destroyed and the \$ value of our house has been killed.** who would want to live next to a carpark.

What compensation measures are in place for this situation?, it would be far better if you can just buy us and be done with it ( is this possible? ), your scheme doglegs around our block with the removal of the garage at the back of our lot. It would make more sense to use our land as a community veggie garden or something like that. Or indeed a reservation between the car park and the next house which would be approx. 10 m away.

We believe we have cause in the Land Acquisition Act 1991 clause 24 **hardship** parts 1, 2 a, b and (i), this matter I will be pursuing.

To say we are not happy is an understatement.

### 5.7.2 Realignment, widening and extension of Bedwin Road / Campbell Street / Campbell Road

The upgrade of Bedwin Road / Campbell Street / Campbell Road would comprise the following key components:

- Realignment of Bedwin Road between the railway bridge and the Unwins Bridge Road / Campbell Street / May Street intersection
- Widening of Campbell Street / Campbell Road between Unwins Bridge Road and Burrows Road
- Extension of Campbell Road eastwards over the Alexandra Canal to connect to Bourke Road, Mascot
- Upgrades to intersections along Bedwin Road / Campbell Street / Campbell Road.

#### Realignment of Bedwin Road

Bedwin Road would be realigned between the railway bridge near Camdenville Park, and the intersection with Unwins Bridge Road / May Street / Campbell Street. The realignment would remove two existing tight curves and improve the overall alignment of Bedwin Road.

The realignment of Bedwin Road would result in the intersection of Bedwin Road with Unwins Bridge Road / May Street / Campbell Street moving about 20 metres to the south of its current location. Further details of the intersection upgrade works are provided below.

Details of the realignment works are shown in Figure 5-31.

#### Widening of Campbell Street / Campbell Road

Campbell Street / Campbell Road is currently one traffic lane in each direction with the kerb side providing parking along Campbell Road. Campbell Street / Campbell Road would be widened in three sections:

- Between Unwins Bridge Road and the Princes Highway to provide two traffic lanes in each direction, separated by line marking or a median in some places
- Between the Princes Highway and Euston Road to provide three traffic lanes in each direction. Eastbound and westbound traffic lanes would be separated by a median, which would be provided at variable widths to accommodate turning lanes at intersections
- Between Euston Road and Burrows Road to provide two lanes in each direction, separated by a median.

All traffic lanes would be around three metres wide. A parallel parking lane of around 2.5 metres would be provided in both directions along Campbell Street between Hutchinson Street and St Peters Street. Additional on-street and off street car parking spaces would be provided between St Peters Street and Church Street.

Pedestrian footpaths would be provided in each direction along Campbell Street / Campbell Road. Between the May Street and Barwon Park Road, a separate cycle path would be provided along the northern side of Campbell Street / Campbell Road as part of a broader series of works to improve pedestrian and cyclist accessibility around Sydney Park (refer to Section 5.7.9).

Campbell Road would be realigned between Euston Road and Burrows Road, moving it around 50 metres to the south of its current location. This realignment would be required to connect to the extension of Campbell Road over the Alexandra Canal (refer below).

The majority of works required to widen Campbell Street / Campbell Road would be conducted in the existing road reserve along the southern side of Campbell Street / Campbell Road (westbound carriageway). The kerbside lanes on Campbell road have been designed such that they could be converted to bus lanes if and when required in medium to long term. Details of the widening works are shown in Figure 5-32 to Figure 5-34.

**Table 5-5 Bedwin Road / Campbell Street / Campbell Road intersection works**

Intersection	Modification works
Bedwin Road / Campbell Street / Unwins Bridge Road / May Street	<ul style="list-style-type: none"> <li>• Realignment of the intersection to the north east of its current location</li> <li>• Construction of a new left-hand turn from Campbell Street into Unwins Bridge Road</li> <li>• Extension of the left-turn lane from Unwins Bridge Road into Bedwin Road</li> <li>• Construction of a new shared left and through lane on May Street southbound</li> <li>• Removal of the high angle left turn from May Street into Campbell Street and replacement with a shared through/ left turn lane</li> <li>• <b>New right turn from Campbell Street into May Street.</b></li> </ul>
Campbell Street / Brown Street	<ul style="list-style-type: none"> <li>• Left-in, left-out (westbound) turning provisions only</li> <li>• Alternative access would be available via Conway Place and Unwins Bridge Road.</li> </ul>
Campbell Street / Hutchinson Street	<ul style="list-style-type: none"> <li>• The existing left-in one way arrangements would be maintained with realignment of the intersection</li> </ul>
Campbell Street / Florence Street	<ul style="list-style-type: none"> <li>• Left-in, left-out (westbound) turning provisions only</li> <li>• Inclusion of a median along Campbell Street to reinforce turning movements</li> <li>• Alternative access would be available via Silver Street and Unwins Bridge Road.</li> </ul>
Campbell Street / St Peters Street	<ul style="list-style-type: none"> <li>• Upgrade to signalised intersection, catering for all turning movements from and to Campbell Street</li> <li>• Additional northbound lane to provide for left-turn and right-turn movements onto Campbell Street.</li> </ul>
Campbell Street /	<ul style="list-style-type: none"> <li>• Left in, left out (westbound) turning provisions only</li> </ul>



Figure 5-31 Bedwin Road, Campbell Street and Campbell Road realignment, widening and extension works - map 1

Figure 1my residence

Location	Extent of road closure	Estimated duration	Staging of any closure or modification	Road access reinstatement
St Peters Street	Temporary	Two years	<ul style="list-style-type: none"> <li>Access to St Peters Street from Campbell Street would be partially closed</li> <li>Kerbside parking along sections of St Peters Street within the construction footprint would be removed.</li> </ul>	Once works are completed, the road would be reopened with new traffic arrangement in line with permanent design (refer to Figure 5-31).
Sydney	Temporary	Two years	<ul style="list-style-type: none"> <li>Works would be carried out in stages to align with the staging of construction</li> </ul>	Once works are completed,

If you would like to contact me I am more than happy to chat on 0404151782.

Regards

Kane Koster