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The Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

Date: 28<sup>th</sup> January 2016

Application Number: SSI 14\_6788

Address: M5 East Motorway between King Georges Road, Beverly Hills and St Peters

I consent to my details being published.

We strongly **object** to the M5 East Motorway project and insist that this proposal be rejected on the basis of the environmental impact statement.

We firmly object the implementation of road widening in Euston Road as it will have severe impact on the quality of life for the occupants in the building situated at 105-155 Euston Road Alexandria, which is a 34 lot residential structure. The road widening reservation was set in 1951 when the site was an industrial area. However, it is now a residential site along with the adjoining property. Along the western side of Euston Road (north of Sydney park road) there has been a significant increase in residential developments which has changed the industrial status that it previously represented. There are several developments that have either been completed recently, are in the construction phase, or have a development application on exhibition. Therefore, we appeal for the removal of the road widening measures due to the detrimental outcomes it will produce.

Some of the direct impacts are as follows:

**Removal of the existing 10 metre set back from the road.** The setback area consists of a footpath adjoining the property, nature strip lined with mature trees, a secondary footpath and secondary nature strip lined with young trees adjoining the kerbside of Euston Road. The setback and trees enhance the aesthetic appearance by obstructing the view of the existing road and distancing the property from the traffic.

**The loss of 24 parking spaces** along both sides of Euston Road north of Sydney Park Road intersection and 28 parking spaces along both sides of Huntley street east of Euston Road will adversely affect residents since street parking has already been reduced significantly.

**Noise** levels during the construction phase and once the project is operational will be at an inappropriate level for residents and the EIS fails to provide comprehensive details regarding measures to alleviate this issue by merely acknowledging that the property is approved for the 'consideration' of mitigation. Consideration is not a confirmation that any mitigation measures will be put in place and is not an acceptable form of assessment.

**Air quality** will be reduced greatly and can have adverse effects on the health and wellbeing of residents.

**The traffic flows and crash comparisons** are damaging to Euston Road (north of Sydney park road) with colossal increases in comparison to the other areas covered in the scope. This is demonstrated in the below table extracted from the EIS.

Table 107 Comparison between 2021 'without project' and 'with project' mid-block traffic flows

Location	Direction	AM peak hour			PM peak hour		
		2021 'without project'	2021 'with project'	Change in flow	2021 'without project'	2021 'with project'	Change in flow
		veh/hr	veh/hr	%	veh/hr	veh/hr	%
King Street, south of Alice Street	Northbound	880	800	-10%	830	910	10%
	Southbound	560	620	11%	1,030	1,010	-2%
Railway Road, west of Princes Highway	Eastbound	540	590	9%	640	910	42%
	Westbound	630	730	16%	1,150	1,490	30%
Princes Highway, south of Railway Road	Northbound	2,590	2,580	0%	1,710	1,760	3%
	Southbound	1,060	980	-8%	2,390	2,360	-1%
Euston Road, north of Sydney Park Road	Northbound	1,050	1,950	86%	820	1,280	56%
	Southbound	790	1,110	41%	1,340	1,940	45%
Edgeware Road, west of Edinburgh Road	Eastbound	720	780	8%	1,060	1,090	3%
	Westbound	770	910	18%	830	1,030	24%
Gardeners Road, west of O'Riordan Street	Eastbound	1,230	1,350	10%	1,410	1,570	11%
	Westbound	1,150	1,150	0%	1,060	1,270	20%

Source: AECOM (2015)

Table 108 Comparison between 2031 'without project' and 'full WestConnex and Southern extension' mid-block traffic flows

Location	Direction	AM Peak			PM Peak		
		2031 'without project'	2031 'full WestConnex and Southern extension'	Change in flow	2031 'without project'	2031 'full WestConnex and Southern extension'	Change in flow
		veh/hr	veh/hr	%	veh/hr	veh/hr	%
King Street, south of Alice Street	Northbound	1,100	870	-21%	890	940	6%
	Southbound	450	730	62%	980	1,210	23%
Railway Road, west of Princes Highway	Eastbound	490	650	33%	700	680	-3%
	Westbound	630	990	57%	1,280	1,910	49%
Princes Highway, south of Railway Road	Northbound	2,550	2,180	-15%	1,660	720	-57%
	Southbound	1,150	550	-52%	2,310	2,110	-9%
Euston Road, north of Sydney Park Road	Northbound	990	2,120	114%	780	1,530	96%
	Southbound	970	1,580	63%	1,500	2,160	44%
Edgeware Road, west of Edinburgh Road	Eastbound	760	820	8%	1,030	1,110	8%
	Westbound	830	920	11%	730	1,040	42%
Gardeners Road, west of O'Riordan Street	Eastbound	1,280	1,790	40%	1,560	1,650	6%
	Westbound	1,150	1,410	23%	1,140	1,660	46%

Source: AECOM (2015)

Table 104 St Peters and surrounds: Crash comparison between 2021 'with project' and 'without project' scenarios

Road	Section from	Section to	Section length (km)	ADT (veh)	Average annual crashes	Average annual cost
<b>2021 'without project'</b>						
Princes Highway	Enmore Road	Gannon Street	3.8	62,840	100	\$22,289,840
Canal Road / Ricketty Street / Gardeners Road	Princes Highway	Botany Road	2.4	47,280	59	\$11,410,421
Euston Road	Sydney Park Road	Campbell Road	0.9	5,870	5	\$1,325,584
Bourke Road	Wyndham Street	Gardeners Road	2.1	15,250	18	\$3,902,584
<b>2021 'with project'</b>						
Princes Highway	Enmore Road	Gannon Street	3.8	59,370	95	\$21,059,607
Canal Road / Ricketty Street / Gardeners Road	Princes Highway	Botany Road	2.4	37,010	45	\$8,711,249
Euston Road	Sydney Park Road	Campbell Road	0.9	43,960	33	\$7,062,407
Bourke Road	Wyndham Street	Gardeners Road	2.1	11,250	12	\$2,570,652

Ref: New M5 EIS Vol 2B Appendix G Traffic and Transport Part 3. Pages 260, 262.

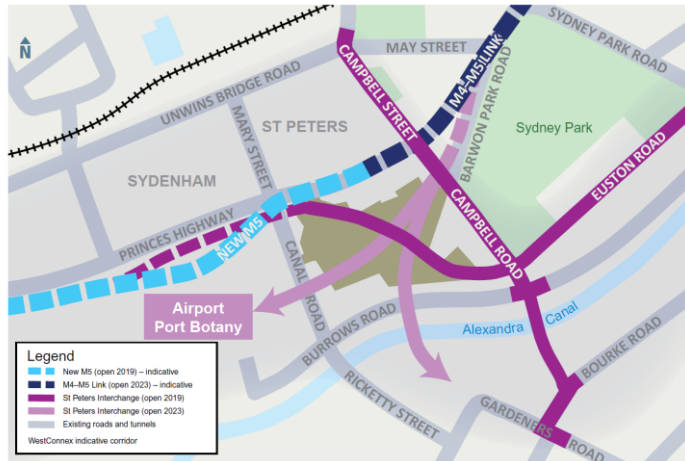
**Property Value** will decrease for our property and others that are also affected by the widening of Euston Road. Consequently, the appeal to reside in this location will be diminished with only a single footpath proposed to act as a buffer between the property and the immense traffic; increased noise level and increased emissions from vehicles.

**Safety** of residents will be jeopardised. A single footpath that is less than 2 metres is an inadequate safety measure to distance the residents, which include children from this major highway development.

**AECOM** should not be completing the EIS as it is a conflict of interest. There has also been a lack of consideration for alternative options for the infrastructure including public transport alternatives.

**Consultation** processes and the so-called community consultations were fraudulent and were carried out in an unacceptable manner. For example, the letterbox distribution of the community update newsletter in September 2015 that showed the widening of Euston Road (north of Sydney Park road) was the first notification that residents received as previous releases of information showed conflicting plans that either illustrated canal road in June 2014 or illustrated Euston road but stopped at Sydney park road in November 2014. See below illustrations. After we received the letterbox material then the doorknocking was undertaken from the 8-10 of September 2015 and was conducted during business hours, so obviously many residents would not have been home at this time. How can the ‘consultation’ regarding the proposed road upgrades be valid after the documentation has been distributed with the preferred design was already chosen? In addition, the pop up shop was then held on the 12<sup>th</sup> September 2015 which was two days after the alleged door knocking and after the release of the preferred design.

St Peters Interchange Indicative Arrangement



14 | WestConnex Stage 2: The New M5 Project Overview

Fact sheet | June 2014

