

Westconnex Projcet concerns for residents around Concord Road.

Attention: The Department of Planning & Environment for the Development of the Westconnex.

Dear Sir/Madam,

I am a resident of Concord that will be affected by the construction of the Westconnex.

I have several concerns that I would like to present and I would like for you to consider my request for the following.

Request to have the Concord Interchange ABOLISHED for the following valid reasons:

- Less acquisitions in Alexandra, Edward, Sydney, Young Streets, Taylor Lanes will not be acquired nor shortened. Reduction from 51 homes to 0 acquisitions.
- To close to Homebush Bay Drive Interchange or nearest portal.
- The existing will continue to provide access to key/growth centres such a Rhodes, Olympic Park and Sydney Markets by Homebush Bay Drive Interchange and Burwood as motorists will not travel west to the interchange for eastbound travel.
- Less traffic congestion around Concord Road.
- No access to tunnel for eastbound travel. Local residents near the Interchange will continue to travel on local roads for eastbound direction which will be less congested and un-tolled given the tunnel finishes at Ashfield until the two next stages are approved.
- Maintain existing entry for M4
- No major landscape changes due to size of land/property acquisition and landscape irrigation.
- Maintain existing entry for M4 westbound travel and exit point for M4 eastbound travel.

- Pedestrian's access on the western side of Concord Rd will be maintained, and proposed overpass pedestrian bridge on eastern side of Concord Road will not be required.
- Reduction in sub-surface properly acquisition due to no on and off ramps to main tunnel.
- No 22kV high voltage substation located on north western side of corner of Concord and Sydney St to power tunnel.
- Reduction in power usage due to ventilation fans and lighting not required on ramps.
- No dust, noise, visual parking and traffic impact as it will not be a construction site
- No unsightly three level interchange.

The overall objectives of the Westconnex Tunnel project (vol.1, section 3.3) including the goals of NSW 2021 (vol.1 section 3.1) will be met if Concord Rd interchange is abolished. Without the interchange, there will be significant cost savings and no impact on local community.

Volume 1, section 4.4.3 of the EIS do not provide any substantial reason in having Concord Rd interchange.

Unnecessary Three level “ Lighthouse Interchange” Type Bridge at Concord Rd Interchange.

Volume 1 section 4.4.3 last paragraph and section 5.8.1 page 5-42 M4 westbound on-ramp bridge over Concord Road refers to Westconnex proposed Overpass Bridge for M4 westbound travel. This overpass is to carry traffic from Concord Rd southbound to M4 westbound. The construction of the overpass bridge will generate a three level interchange similar to the “Light Horse” interchange at Eastern Creek, uncommon in Sydney metropolitan and unsuitable non-artillery road such as Concord Rd.

This bridge will have an adverse visual and noise impact. It has no noise barrier due to its structure but only noise reduction features?? (vol.1, page 7-43). The bridge is elevated quite high and local residents will be affected by the increased level of noise. Due to its height, the on-ramp will be located above the

second floor of an apartment block in Young Street. This overpass bridge is totally unwarranted and costly as existing roads can provide improved traffic movements through un-signalised left turn at Concord Rd onto Parramatta Rd and maintain the existing un-signalised left turn at Parramatta Rd onto existing M4.

Request for Concord Road Rd not to be a main construction site for tunnelling.

Equipment/plant that will be used will operate 24/7 with continuous concrete delivery and disposal of tunnel spoil over a 2 ½ year period. Contractors will also be using this site as a main construction site. Concord road will not be able to cope with this and the local residents will be greatly impacted and serious consequences unfold.

REQUEST FOR THE TUNNEL ROUTE TO FOLLOW PARRAMATTA ROAD

The design that was publicly displayed between 2013-2014 showed that the tunnel was generally following alignment of Parramatta Road. Yet this proposed design in the EIS is not the case but rather travels north from Homebush to Concord Road Interchange and then direct route to Wattle St which is generally south of Parramatta Road. This is unjustified and makes no sense. Due to the following

If tunnels are below Parramatta road this would restrict the depths to which buildings could be constructed and restrict opportunities for urban vitalisation and improved liveability along and around Parramatta Road.

The new proposed route was only elected by the preferred Tender to minimise their project construction COST without valuable and well thought consideration, which subsequently will cause more issues and disruptions and by far greater impact pre and post construction.

Following Parramatta Road option could be extended on the western side of Concord Road as the long length ramps required on the proposed Concord Rd interchange can meet up with the main tunnel under Parramatta Road.

Having the construction follow Parramatta road as the advantage not only on impact outcome but on structural damages.

TO MANY residential properties which are FAMILY HOMES too many residents and houses built over 80 years ago with poor foundation which will cause major structural consequences that the residents will be left with and serious consequences. Yet nobody seems to care and again lack of consideration for the residents affected not considered a priority.

Depth of On and Off Ramps NOT consistent should be NOT be less than 25 meters for lessor structural, vibration and movement impact on residential home on top.

It is noted that the EIS did not provide the depth of the Tunnel ramps however it is available on the Westconnex website hidden in the interactive map.

The depth shows that in Edward Street Concord it is approximately 14 meters for the Off ramp however it is approximately 25 meters for the On ramp. This does not make sense as there is a difference of more than 10 meters given the distance to the portals the same. At 14 meters the level of impact would be major on structural damage to properties due to little foundations. It has been indicated in the EIS that some properties will have cracks of up to 15 millimetres.

I request that the design in the EIS be reviewed to further reduce the impact to the local residents in Concord as the one proposed will cause significant impact that is unwarranted to provide the same outcome.

If the Concord interchange was abolished as proposed in the EIS the above concerns I have raised would not exist and have no impact to the local residents in Concord.