

WestConnex M4 East (Project Number SSI 6307) - EIS Response Submission

Name - provided but withheld

Property Address – provided but withheld

Preface

The following information is provided as a response to the Environmental Impact Statement (EIS) for the WestConnex M4 East (Project Number SSI 6307).

This document details a number of -

- **Objections** to the proposed project plans - specifically around the Wattle Street Haberfield area and the Walker Avenue exhaust stack and industrial compound
- **Objections to the impacts** to the stated property - severely impacted by the proposed construction and operation
- **Objections to the mitigation measures** proposed to the stated property – ineffective, unacceptable, or no mitigation available for some impacts
- **Objections to the cumulative impacts** to the stated property – with subsequent compounding reduction of mitigation effectiveness rendering the property unliveable and unsaleable
- **Objections** to the project footprint and the impact to adjoining and severely affected properties – it should be a condition of any approval to provide additional acquisitions

This submission is primarily an objection to the proposed plans based on the severe extent of the impacts to the nominated property and the unacceptable mitigation measures proposed.

Overview

This submission is made by (name provided but withheld from publication) as a property owner at (property address provided but withheld from publication).

The primary reason for this submission is **to object** to the design and scale of the project at the Wattle Street interchange and the Walker Avenue compound, and to confirm the **various impacts** to the subject property and the **cumulative impacts** for which there is **no acceptable mitigation**.

This submission is provided as a formal response to the EIS, following a submission made prior to the EIS being released in September. A detailed submission on the numerous impacts was made soon after the detailed plans were released in June. That submission was referred to the Minister for Transport where the impacts have been acknowledged and confirmed by RMS. The current process is awaiting further communication from RMS Valuations and Acquisitions to progress this matter to its rightful conclusion, being acquisition.

The EIS confirms the impacts previously identified and adds further weight to the case for acquisition.

Introduction

This submission is a response to the EIS to confirm the impacts to the subject property due to the location of the property, which is adjacent to the proposed WestConnex M4 East at the critical interchange point at Wattle Street Haberfield, between Parramatta Road and Ramsay Street. This is a heavily impacted touch-and-concern situation adjacent to, and wholly within 50m of, the most severe project corridor at Wattle Street, and surrounded by proposed site works at Wattle Street, Allum Street, and Walker Avenue.

The EIS confirms the numerous impacts to the subject property identified in the previous submission to the Minister - direct, indirect and cumulative impacts - that were evaluated prior to the EIS release, when the latest design maps were released in June. The EIS under-emphasises some of the impacts (including human health) and highlights other impacts (heritage) compared to the previous submission. The EIS also identifies some impacts as being less severe and mitigation measures as being acceptable to the general area – each of these will be challenged specific to the subject property. None of the mitigation measures proposed is acceptable to the subject property. The cumulative impacts are not acceptable.

In the EIS the property is clearly identified as being adjacent to, and central to the most severe 400m stretch of acquisition and construction zone along Wattle Street. The subject property is located -

- adjacent to and wholly within 50m of the worst demolition, excavation, earthworks, construction and road widening
- adjacent to and within 10m of a proposed 12 lane surface road
- adjacent to and within 10m of a proposed 400m long 5m high noise wall
- adjacent to and within 20m of a proposed exit portal and near an entry portal
- adjacent to and within 20m of proposed deep dive excavations for entry and exit portals
- adjacent to and within 40m of proposed cut and cover operations
- directly above and within 15m of proposed shallow main tunnel
- within 100m of proposed Walker Avenue exhaust stack construction zone
- within 200m of proposed central exhaust stack on Walker Avenue

The property and the occupants will be subjected to -

- Excessive noise, vibration, dust and exhaust pollution impact during construction for extended period of time (3yrs), at times 24hrs per day
- Permanent impact from noise, vibration, dust and exhaust pollution during operation and forever into the future
- Loss of amenity, social and community neighbourhood, and right to property enjoyment
- Impact to health, emotional well-being, and severe financial loss
- Personal hardship from the cumulative impacts

The nature of the impacts previously identified, and confirmed by the EIS include -

- Various impacts during construction from various surrounding sites including
 - Acquisition of dozens of adjacent and neighbouring properties
 - Demolition of dozens of adjacent and neighbouring properties
 - Adjacent and surrounding earthworks over a 400m stretch
 - Adjacent and surrounding construction traffic
 - Wattle Street re-alignment roadworks
 - Dive excavation operations and roadworks for on/off ramps

- Cut and cover excavation operations for entry/exit portals
- Sub-surface tunnelling directly beneath main house
- Closure of access road to driveway and garage
- Noise during construction and operation
- Vibration during construction and operation
- Dust during construction and operation
- Exhaust pollution during construction and operation
- Visual and lighting pollution from construction and operation especially Wattle Street
- Impact to human health during construction and operation
- Loss of amenity and neighbourhood setting
- Impact to visual amenity – loss of surrounding homes and gardens
- Impact to visual amenity – intrusion of sound wall, lighting, and gantries
- Impact to Heritage setting and conservation value
- Sub-surface acquisition on land title
- Loss of quality of life and loss of real value
- Security risk at rear of property

Additionally, the EIS fails to acknowledge other impacts including -

- Loss of utility - access to driveway and garage

The impacts will be from adjacent and immediate surrounding works sites being –

- Wattle Street re-alignment and road-widening
- Wattle Street dive, and cut and cover operations
- M4-M5 link portal works
- Sub-surface tunnelling
- Allum Street closure
- Walker Avenue, Parramatta Road, and Wattle Street ventilation works site

Each of the above work sites are directly adjacent to or wholly within 200m of the subject property, with some of the worse impacts commencing at the boundary and within just 5 - 50m away.

The EIS confirms the subject property will be subjected to -

- Excessive noise, vibration, dust and pollution from various sources for extended periods during construction, including continuously for up to 3 years
- Excessive noise, vibration, dust and pollution from various sources during operation
- Various impacts to human health, including air quality, noise, visual, social, emotional, financial
- Various other impacts such as severe change in social amenity and heritage setting and value
- Among various other secondary impacts

The property will be subject to the cumulative effects of each of the impacts on this property. Not one singular impact, but the cumulative effect of each and every one of the impacts detailed, some of which cannot be mitigated, and cumulatively have a detrimental effect to the liveability and financial value of the property. The range of impacts is summarised in the following sections, with maps providing a visual representation of the impacts. Each impact has been confirmed by the EIS. However, the severity of the impacts acknowledged in the EIS has been down played to favour the project and these will be challenged.

The impacts will be more severe than proposed in the EIS. Where the EIS states the impacts can be minimised to acceptable levels, they are not considered acceptable to the owners or occupants. The mitigation elements proposed have been emphasised as being “acceptable” in favour of the project, not the occupants. Some impacts that are unique to this property have not been considered and need to be addressed in light of the cumulative impacts. In some cases the impacts are stated for a general area and not specific to the property where they may be more severe. In some cases, the mitigation is stated as being acceptable for a general area and not specific or acceptable to the property. This generic approach and arbitrary labelling of impact severity, and mitigation effectiveness or acceptability, will be challenged.

Where the EIS professes to minimise the number of acquisitions for the project corridor, this is at the expense of those properties adjacent to severely impacted properties, where acquisitions should have been considered. A primary objection to the proposal is that the proposal does not adequately take into consideration the cost (in all its forms) to adjacent properties. The project corridor should have been widened to account for the impact to adjacent properties and additional acquisitions considered - at the very least an option for voluntary acquisition should have been provided. The project corridor should have been widened to take into account the devastation to adjoining properties, not just acquired for the exact project corridor. Clearly there are some properties that are severely impacted. It will be argued this property is in one of the worse categories for the area. This is based on the proximity, central location, number and severity of impacts, mitigation effectiveness, and unique cumulative impacts.

The EIS confirms impacts to the property as summarised above and detailed following. Detailed sections of the EIS state the level of impact, some of which can be argued, as they appear to be either of a general nature for a zone and not specific to the subject property, or in favour of the project and not acceptable to the occupants. This is especially the case in terms of what is, and by whom it is, considered acceptable mitigation. To the owners and occupants of the property, the mitigation measures are not acceptable. The only acceptable mitigation is acquisition. The owners of the subject property do not want to leave this family home of 19 years, but simply cannot live with the proposed destruction around the property, during extensive construction period, or at any time during operation into the future. So acquisition is the only mitigation.

A submission prior to the EIS, in the hands of the Minister and RMS, provided several reasons including justification and a business case for acquisition. This will be pursued to the full extent as necessary.

The EIS covers the following general impacts, all of which apply adversely to the subject property -

- Construction impacts
- Operation impacts
- Traffic
- Noise
- Vibration
- Air quality
- Human health
- Non aboriginal heritage
- Urban design
- Visual amenity
- Social amenity
- Sub surface acquisition
- Financial loss

In addition, a specific impact to the property that the EIS does not address is -

- Loss of utility to driveway and garage access

Each of the above is summarised in the following sections from example extracts from the numerous references contained in the EIS. The number and severity of the impacts that the EIS confirms, warrants the case for acquisition based on the numerous direct, indirect and cumulative impacts to the subject property. Note that there are many references to each of these points in the EIS, and just a sample of each will be included here. Only a complete copy of the EIS with all marked up comments would highlight the extent to which the subject property is generally referenced as adversely impacted. If such a response were accepted this can be provided – that is, the entire EIS with marked up comments and highlights to every reference and omission that affects the subject property.

However, given the volume of EIS documentation and response time, only select references are included in this submission.

To the lay observer, and anyone with the most basic understanding of civil works, would have gleaned the devastation and impact from the single map released in June. Anyone could see beyond the glossy greenery added to the finished map, the extent of demolition, excavation, earthworks, roadworks, construction and remediation, that would be required from that single map. And to pretend that this would have no impact on adjoining properties is insulting. Now to have the EIS back the project and under-estimate the extent of the impacts and state that mitigation measures are acceptable, is beyond insulting.

Below and following is a series of graphic images from the EIS that indicate the impact to the subject property and surrounds. Note that these reflect the predicted impacts submitted prior to the EIS.

Summary of Impacts

The following sections contain a summary only of the impacts to the subject property. (The subject property location has been provided – this can be easily identified by the reviewers on these maps).

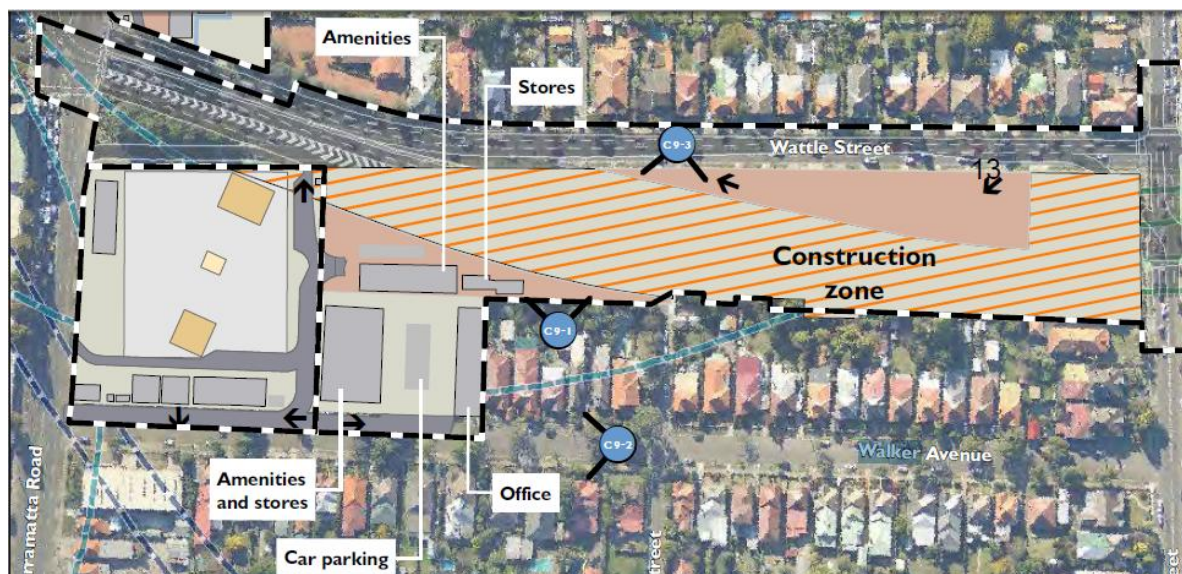
Firstly, a series of maps graphically indicating the extent of impact to the subject property and surrounds is provided. This is then followed by just a couple of examples of the numerous text references throughout the EIS that covers impacts across various sections of EIS on the subject property, immediately adjacent, and surrounding area.

Extent of impact of acquisitions adjacent to and around subject property -



The above also reflects the extent of demolition and destruction of homes and gardens, including heritage homes and gardens affecting the general amenity, the resulting visual impact, as well as the heritage setting of the subject property. The impact during construction and forever during operation is clearly evident from many perspectives. Some of these will be covered in more detail in subsequent sections.

Extent of impact of construction adjacent to and around subject property -



Note that this also implies the extent of demolition, earthworks, extensive cut and cover excavations, tunnelling, roadworks, construction, road closure (Allum Street) and remediation works that will impact the subject property.

It is UNACCEPTABLE for a quiet tree lined suburban street like Walker Avenue with the current buffer of Wattle Street, to have such devastation on and around the street, turning Walker Avenue into a wasteland of industrial scale compounds backing on to 12 lanes of surface roads.

Extent of impacts of time period of associated works – 3 years for Wattle Street interchange and Walker Avenue exhaust stack and support facilities – among other impacts of other construction activity around subject property.

2.2.3 Construction program

Subject to planning approval, construction of the project is planned to start in the second quarter of 2016, with completion planned for the first quarter of 2019. The total period of construction works is expected to be around three years, including nine months of commissioning occurring concurrently with the final stages of construction. The indicative construction program is shown in Figure 2.2.

Table 2.1 Indicative construction program overview

Construction activity	Indicative construction timeframe			
	2016	2017	2018	2019
Construction access excavation (all sites)				
Tunnelling (excavation)				
Tunnel drainage and pavement works				
Tunnel mechanical and electrical fitout works				
Tunnel completion works				
Homebush Bay Drive interchange				
M4 surface works				
Western ventilation facility				
Powells Creek on-ramp				
Concord Road interchange				
Wattle Street interchange				
Parramatta Road interchange				
Eastern ventilation facility				
Cintra Park fresh air supply facility				
Cintra Park water treatment facility				
Motorway operations complex				
Mechanical and electrical fitout works				
Site rehabilitation and landscaping				

The resulting demolition, excavation, earthworks, construction and associated traffic (24hrs per day for 3years) is UNACCEPTABLE for residents of Walker Avenue and the subject property

Extent of impacts – exit and entry ramps – exit ramps within 20m of subject property – plus up to 12 lanes of surface traffic within 10m of subject property



Extent of impacts – exit and entry portals – exit portal within 20m of subject property – adding up to 12 lanes of surface traffic within 10m - UNACCEPTABLE



Extent of impact from demolition of acquired properties, adjacent and surrounding –



Subject property is within the worse noise contour indicating 80db, with a worse case exceedance of 20db.

This is just a representative sample of the multiple noise impacts stated in the EIS, covering day time, night time events. The EIS also indicates numerous noise sources, including the ventilation facility at Walker Avenue some 100m away, yet the subject property is within severe noise contours. The noise sources also indicates all the various equipment from drills to trucks to rock breakers to traffic. The situation will be unbearable for 3years, sometimes 24 hrs per day.

Extent of impact of noise wall adjacent to and surrounding subject property –

The proposed noise wall will be 5m high and unbroken for 374m – severe visual impact. The noise wall will be ineffective for 12 lanes of surface traffic (10m away) including 2 lanes of exit portal traffic (20m away), exiting from a steep incline with stop start forced by traffic lights at Parramatta Road 200m away. There is also no mitigation for the toxic air pollution from 12 lanes of surface road or exit portal emissions.



Extent of impact from noise, even with noise wall, to subject property from adjacent operation -



Despite noise wall, subject property is still clearly identified as requiring further mitigation strategies to the home directly – noise treatments to windows and doors – this is COMPLETELY AND UTTERLY UNACCEPTABLE.

There is NO MITIGATION for the extensive outdoor space of the subject property facing Wattle Street.

Extent of impact of overshadowing from noise wall adjacent to and surrounding subject property -



Both of the above do not take into account the lighting impacts from the 12 lanes of surface road or any associated gantries or other structures for the surface roads and entry/exit portal approaches.

Whilst overshadowing is a relatively minor point given the severity of other impacts having to be addressed, this needs to be considered in light of the current amenity around the subject property – homes and gardens – which goes more to visual amenity than overshadowing – yet still connected to the noise wall – which is connected to the noise – which is connected to the new infrastructure – which is connected to the demolition of homes and gardens. Either way, the changes are devastating and UNACCEPTABLE.

This point also highlights that some mitigation measures for one impact, create another impact. This is covered further, but another example of this is, the further mitigation for noise is to treat the home with double glazing (as the noise wall is not sufficient – which impacts on the quality of life (having to keep windows closed at all times) and heritage nature of the home. This then does address outdoor spaces, for which there is no mitigation.

Some impacts have mitigation measures which are not acceptable. Others have no mitigation at all.

It is the cumulative of all the impacts and all the mitigation measures that becomes unacceptable.

Additional noise sources include the ventilation facility at Walker Avenue and entry/exit portals at Wattle Street.



The cumulative noise impacts are indicated – the subject property is within the 70db band



This is questionable, as the property sits at the boundary of 3 impact zones, and one key impact source is the extensive demolition, excavation, roadworks, tunnelling and cut and cover during construction at the end of Allum Street. The operational impacts will be just as great near Allum Street as a result of 12 lanes of surface traffic, the entry and exit portals and the absence of usual noise barriers (houses and gardens and previous separation distance).

The extent of the construction vibration impacts (road works) on the subject property is indicated. The subject property is near the centre of the worse vibration generating construction along Wattle Street, adjacent to and within 200m in both directions. It is indicated to be well within the human response area. The property is also subject to a very shallow main line tunnel less than 15m directly below the house.



The subject property will be severely impacted from vibration impacts from various sources for which there is no mitigation. The potential for damage is high to the 100yo foundations and brittle mortar of the original federation heritage house. Structural damage and cracking is a real risk.

The potential also exists for severe settlement issues from tunnelling directly below and from nearby excavations and cut and cover operations affecting the water table and further affecting the foundations. So not just the immediate vibration impacts, but also the longer term result of the tunnelling and soil disturbance, which may not materialise for months afterwards.

There is no mitigation for these impacts. And repairs as a remedy after the damage is done, is not acceptable for various reasons, including the general disturbance and intrusion of tradespeople within the home.

Extent of impact – air quality – on subject property and surrounding area –

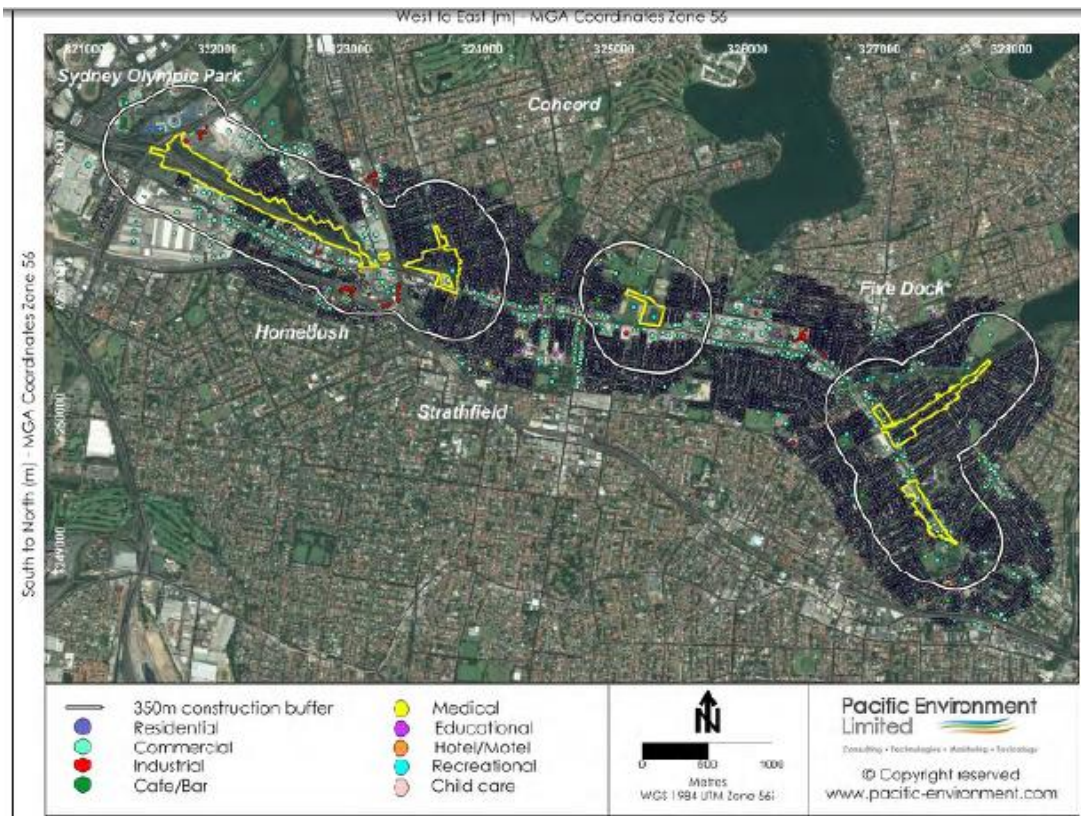


Figure 7-2 Screening assessment – human receptors near the M4 East project

The subject property air quality will be severely impacted from various sources –

- Additional lanes of surface road traffic (up to 12 lanes) from Wattle Street within 10m of subject property
- Exit portal (2 lanes) with 20m of subject property
- Unfiltered exhaust stack at end of Walker Avenue within 200m of subject property
- Other local surrounding roads as traffic increases to use or to avoid the Wattle Street interchange, particularly Parramatta Road, Walker Avenue, Ramsay Street

The subject property is right at the centre of the worse stretch of Wattle Street between Parramatta Road and Ramsay Street. There is NO MITIGATION for 12 lanes of surface traffic pollution and 2 lanes of exit portal toxic emissions. And despite assurances of exhaust stack effectiveness, it is plainly obvious that the exhaust stack will emit the concentrated toxic exhaust pollution from 3 mainline tunnels, each of 3 lanes and kms in length – all concentrated at one point – within 200m of the property.

Beyond any possible house treatments (sealing doors and windows and keeping them shut 24hrs is not acceptable), there is no mitigation for outdoor spaces.

Extent of impact on heritage loss adjacent to and surrounding subject property, as well as remaining heritage setting of subject property -



Figure 6.6 Non-Aboriginal heritage items and heritage conservation areas - Haberfield and Ashfield

The subject property will be severely impacted by loss of amenity, heritage setting and resulting severe financial loss. The property is at the centre of the worse affected area backing on to Wattle Street between Parramatta Road and Ramsay Street, with a significant number of homes and gardens to be lost on Wattle Street and Walker Avenue.

There is NO MITIGATION for the loss of such a large area of surrounding homes and gardens which are to be lost to 12 lanes of surface traffic and associated devastating infrastructure.

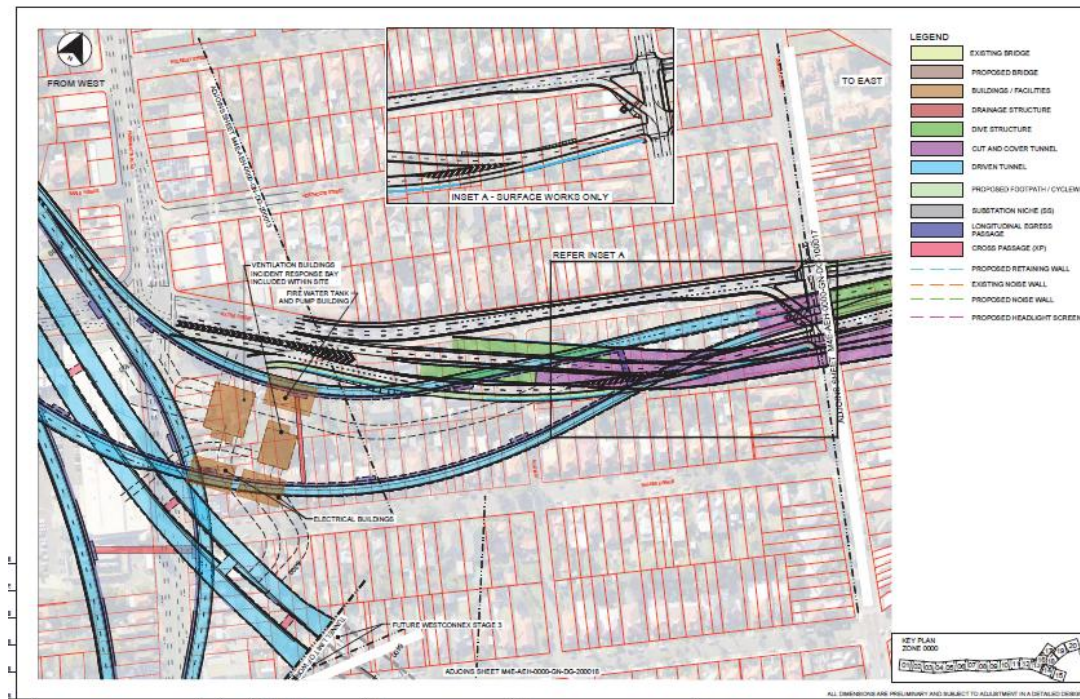
The interchange and ventilation facility works would directly impact all properties on the southern side of Wattle Street between Parramatta Road and Martin Street, and 15 properties along the northern side of Walker Avenue (12 of the Walker Avenue properties would be demolished, while the three properties at 42, 44 and 46 Walker Avenue would have their rear fences and a portion of their backyards removed). A landscaped buffer of varying width would be provided between the realigned southbound lanes of Wattle Street and the rear boundaries of the remaining properties along Walker Avenue.

This is UNACCEPTABLE. And a landscape buffer as little as 5m is COMPLETELY UNACCEPTABLE, considering the current amenity.

And further -

Notwithstanding that these impacts would be localised in the section of the conservation area around Wattle Street, the demolition of this number of individually listed and contributory items would result in a major adverse impact on the heritage significance of the Haberfield HCA, Australia's first comprehensively planned and marketed garden suburb.

Extent of tunnelling directly below and adjacent to subject property -



The subject property will be subject to tunnelling directly below the property and more specifically directly below the main house structure across the full width. The tunnelling at this point will be very shallow (15m) being near the start of entry and exit portals. This is well below the 20-50m indicated and preferred for all main tunnel sections.



This is particularly critical as the property has foundation structures over 2m depth - for basement house foundations and swimming pool - directly above the proposed tunnel. This will reduce the depth separation to less than 13m. and has not been considered in the EIS. The property will also be within very close proximity (20m) to extensive dive, and cut and cover excavations for other tunnels.

The consequences of such extensive shallow tunnelling and close proximity works will have an unknown disruption to the water table and stability of the immediate and entire surrounding area, including the foundations to the house.

Repairs to the home or other structures, and having tradespeople in the home for extensive periods, and likely several times as settlement takes place over months or years, is not an acceptable remedy.

These areas of tunnelling, dive and cut and cover operations indicated below and around the subject property also reflects a significant disturbance to water and soil below and around the property which will have a significant and

unknown impact to the foundations of structures. With the house foundations on clay, and with the water table and water flow significantly disturbed by the extensive operations directly below and around, there is no accurate prediction of possible effects to the structures on the property – house, garage and pool. Repairs and any remedies after the fact is not acceptable. There is no mitigation for the impacts from water and soil disturbance below and around the property.

Additionally, there is no mitigation for the devastating effect of a sub-surface acquisition on a certificate of title. The financial loss from this impact is unacceptable. It further restricts any possible future development on the property with a sub surface acquisition, especially with such a shallow depth less than 15m. Any future value in re-zoning or development would further add to the significant immediate financial loss, providing no means for true means to recover any value immediately lost.

Each of the above summary graphic images from the EIS clearly indicates the extent of some of devastation and severe impacts to the subject property. Not all have been covered, but sufficient to gauge that the impacts are numerous, direct and severe, and that the mitigation measures are not effective or acceptable. These images, amongst others, speak for themselves. Further detail is provided in the following sections.

Various sections of the EIS, identify in further detail and clearly state each of the impacts, generally for a larger area and does not take into account the full extent of the impacts on the subject property. Additionally, the impacts are under estimated and will be challenged. The EIS indicates the mitigation measures for each severe impact generally to an area. Again these will be challenged as being unacceptable for the subject property.

The property also has a significant portion that is dedicated to rear outdoor living enjoyment (facing Wattle Street) and no mitigation measures would be acceptable to the owners from noise, dust, air quality, human health, visual amenity, and basic right to property enjoyment, among the various other impacts to the home itself.

The cumulative impacts on the subject property from so many types of impacts, both during construction and forever during operation, and the proposed mitigation measures are unacceptable.

The subject property is possibly affected in every possible way from the proposed project. If of all the affected properties across the project corridor would be ranked by number and type of impacts and severity, the subject property would have to be one that would be near the top of the list. Additionally it also has an additional and fairly unique impact caused by the closure of Allum Street – the loss of utility to driveway and garage which the EIS has not addressed.

Given the cumulative impacts from so many impacts - the only acceptable mitigation is acquisition.

It would be unconscionable for a few property owners so severely affected by the adjacent works to be sacrificed and considered collateral damage for the benefit of the rest of Sydney, and especially those individuals and companies that stand to profit in the millions, tens of millions and possibly hundreds of millions from this once in a century State Significant Infrastructure project.

Effectiveness of mitigation to cumulative impacts.

If a value could be assigned to the effectiveness of each mitigation to each impact (eg 100%, 80%, 60%, etc), then the cumulative impacts would result in a compounding reduction in effectiveness. The success cannot be measured by averages. Unless 100% effectiveness is achieved, the reducing compound results in a reduction below the least effective measure. The cumulative impacts and cumulative mitigation effectiveness continues to reduce to an extent where the cumulative impacts overwhelm the effectiveness of the cumulative mitigation reduction.

By way of example, if the following impacts (1 to 7) were assigned an effectiveness of mitigation (0 to 100%), where 0 represents mitigation has no effect on the impact, 100% has completely mitigated the impact (without creating another impact, or if the new impact is added to the list with its effectiveness of mitigation also). Any figure in between is naturally representative of the partial success of the mitigation (eg 90% effective in reducing the impact) as difficult as it may be to assign an accurate value.

Impact Type	Effectiveness of Mitigation
1	80%
2	100%
3	90%
4	70%
5	100%
6	80%
7	90%

The net cumulative mitigation effectiveness would not be the average as $(80+100+90+70+100+80+90) / 7 = 87\%$

This would be erroneous and a false representation of the cumulative effectiveness.

The correct calculation of the cumulative effectiveness is to use a reducing compound method.

Impact Type	Effectiveness of Mitigation	Calculation	Net Effectiveness
1	80%	-	80%
2	100%	$100\% \times 80\%$	80%
3	90%	$90\% \times 80\%$	72%
4	70%	$70\% \times 72\%$	50.4%
5	100%	$100\% \times 50.4\%$	50.4%
6	80%	$80\% \times 50.4\%$	40.3%
7	90%	$90\% \times 40.34\%$	36.3%

The true net effectiveness of the cumulative impacts from the cumulative mitigation is 36.3%.

This accurately represents the overall effectiveness of the mitigation measures to the cumulative impacts, and as can be seen is significantly lower than the average, and significantly lower than the lowest individual effectiveness measure. For each effectiveness less than 100%, the cumulative impacts contribute to a compounding reduction in cumulative effectiveness. The cumulative impacts should be dismissed as individual isolated impacts.

Regardless of the order of the impacts or calculations, the net result is always the same, and below the previous value and lowest value. This is how the cumulative impacts and the effectiveness of mitigation strategies should be addressed when assessing the overall cumulative effects of impacts to a property. The impacts cannot be taken on their own, but collectively. The mitigation measures and the effectiveness cannot be taken in isolation either, rather the cumulative net result from a compounding reduction, will reveal the true effectiveness of several mitigation measures to corresponding several impacts to determine the overall impact and effectiveness of mitigation measures. This needs to be considered when assessing the impacts to a property.

Further Details

The follow sections provide further detail to the summary graphic images presented in the above sections. Not every possible impact and extent of the impact can be provided given the extensive EIS documentation and limited time to respond. However, some of the more major impacts will be covered.

Other secondary impacts (such as adjoining fencing , security issues, disturbance and wasteland effect) whilst issues just as important on a daily basis, and normally at any other time, pale into significance given the other devastation we are having to deal with this project. But these numerous additional issues and impacts should not be minimised, and certainly add to an extensive list of cumulative impacts which must be considered, although not fully documented.

The major impacts are broadly from construction as well as operation.

The construction impacts are severe and extensive (3yrs and some 24hrs per day), directly adjoining and in every direction for 200m of the subject property. The impacts are from various sources and various types as previously summarised.

The operation impacts are severe and forever into the future. The impacts are from various sources and various types as previously summarised.

The mitigation strategies proposed for both the construction and operation impacts are UNACCEPTABLE, and the cumulative impacts on the subject property are UNACCEPTABLE.

Construction impacts

The subject property is adjacent to one of the worse sections on Wattle Street between Parramatta Road and Ramsay Street. Refer to associated maps for graphic representation of the impacts to subject property.

By any means of assessment, lay person, or extensive EIS, it is blatantly obvious the impacts to the subject property, given the proximity of the extensive works adjacent to and in the immediate surrounding area 200m in all directions.

The subject property is classified as being in the worst category for various impacts, including but not limited to demolition, earthworks, and construction and the associated noise, vibration, disturbance, dust, pollution, traffic, lighting, visual, etc.

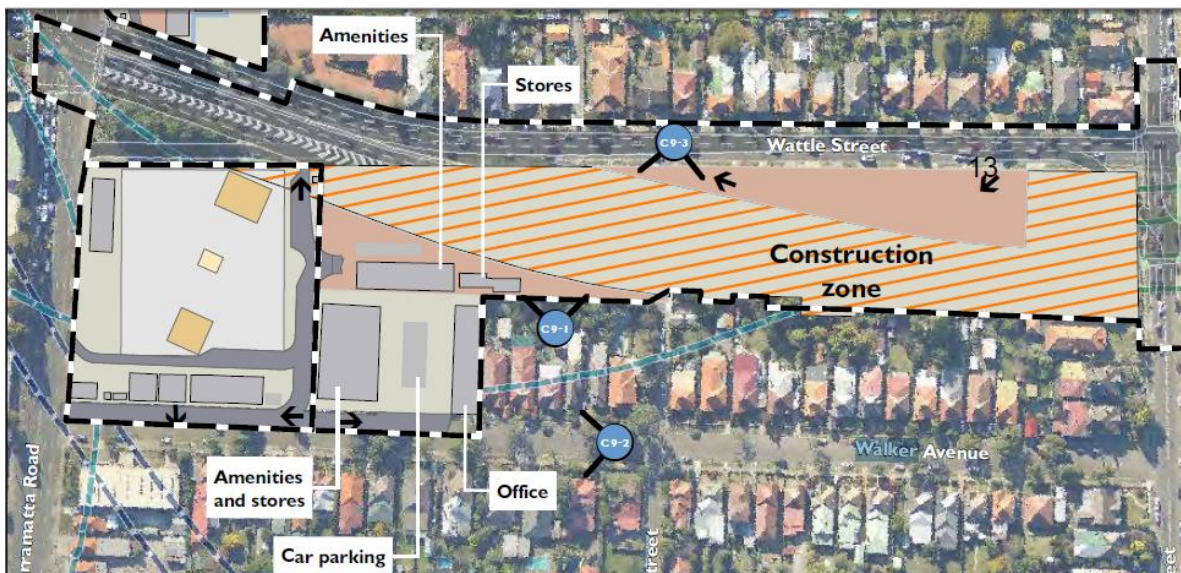
Table 7-8 Summary of risk assessment for construction

Type of activity	Step 2A: Potential for dust emissions	Dust soiling	Human health	Ecological	Dust soiling	Human health	Ecological
Demolition	Large	High	High	N/A	High	High	N/A
Earthworks	Large	High	High	N/A	High	High	N/A
Construction	Large	High	High	N/A	High	High	N/A
Track-out	Large	High	High	N/A	High	High	N/A

The above summary does not do any justice to the reality of the extensive impact of the construction zone to the adjacent property. The start reality faced by adjoining property is 3 years day and night, day after day, for 3 years, sometime 24 hrs per day. You just need to take a big step back and look at the map, come on site to Wattle/Allum

Street, and think about what is proposed. It is unconscionable for decision makers to not face this at a real and personal level with the individuals affected – with the faces of children and families impacted.

The construction impacts are plainly obvious looking at the construction area and type of construction to be performed adjacent to and surrounding the subject property. This is clearly evident when the current amenity consists of homes and gardens and just a 4 lane road 70m away – all the homes and gardens adjacent to and 200m in both directions will be demolished. The current amenity will be replaced by infrastructure directly adjoining the subject property, with 12 lanes of surface traffic just 10m away, 2 lane exit portal just 20m away, which will take 3yrs of excavation, earthworks, and construction, some 24 hrs per day.



This indicates the extent of demolition, earthworks, extensive cut and cover excavations, tunnelling, roadworks, construction, road closure (Allum Street) and remediation works that will impact the subject property. The volume of heavy traffic and support vehicles and the associated dust, noise, vibration, disturbance, night time heavy duty work lights, flashing yellow lights, traffic control signs and countless other impacts, is unacceptable for 3years.

It is UNACCEPTABLE for a quiet tree lined suburban street like Walker Avenue with the current buffer of Wattle Street properties to Wattle Street, to have such devastation on and around the street, turning Walker Avenue into a wasteland of industrial scale compounds backing on to 12 lanes of surface roads. It is unacceptable for a quiet tree lined wholly residential street like Walker Avenue to lose one third of its character homes and gardens down one half of the street, for an exhaust stack, industrial compound and supporting facilities. And for half of all Wattle Street properties to be demolished. Quite unbelievable.

The scale of the destruction is UNACCEPTABLE.

The timeframe (3yrs, often 24hrs per day) is UNACCEPTABLE.

The scale of the infrastructure is UNACCEPTABLE.

The resulting amenity is UNACCEPTABLE.

The loss of heritage setting is UNACCEPTABLE.

The mitigation proposed is UNACCEPTABLE.

2.2.3 Construction program

Subject to planning approval, construction of the project is planned to start in the second quarter of 2016, with completion planned for the first quarter of 2019. The total period of construction works is expected to be around three years, including nine months of commissioning occurring concurrently with the final stages of construction. The indicative construction program is shown in Figure 2.2.

Table 2.1 Indicative construction program overview

Construction activity	Indicative construction timeframe											
	2016			2017				2018				2019
Construction access excavation (all sites)												
Tunnelling (excavation)												
Tunnel drainage and pavement works												
Tunnel mechanical and electrical fitout works												
Tunnel completion works												
Homebush Bay Drive interchange												
M4 surface works												
Western ventilation facility												
Powells Creek on-ramp												
Concord Road interchange												
Wattle Street interchange												
Parramatta Road interchange												
Eastern ventilation facility												
Cintra Park fresh air supply facility												
Cintra Park water treatment facility												
Motorway operations complex												
Mechanical and electrical fitout works												
Site rehabilitation and landscaping												

The resulting demolition, excavation, earthworks, construction and associated traffic (24hrs per day for 3years) is UNACCEPTABLE for residents of Walker Avenue.

The extent of the construction impacts extends to –

- Noise
- Vibration
- Dust
- Air quality
- Air pollution
- Human health
- Amenity
- Traffic
- Visual
- Heritage impact
- Social Amenity
- Loss of utility
- Financial loss

The EIS also states that although work times and practices will be established, there will always be situations where these will be exceeded. There will be no penalty and no consideration for adjoining properties. It appears that works will proceed by exception whenever it is deemed necessary. This is not acceptable. It appears the project build will be as disregarding to residents as the community consultation.

From a disturbance and annoyance perspective, and general human health aspect, this is unacceptable.

The EIS also provides extensive detail in relation to truck and traffic movements, as well as local road closures. This includes Allum Street permanently, and Walker Avenue during construction for 3 years. The associated truck movements on Walker Avenue from heavy vehicles and extensive support vehicles is unacceptable to local amenity, social impact and human health. The resulting impacts from noise, vibration, dust, pollution, spoil, visual, lighting and the like is unacceptable for such an extensive period.

Vibration

The EIS clearly indicates the subject property is within a high vibration impact zone. In fact it is one of the highest levels exceeding both evening and night-time criteria.

The EIS states -

At the following locations, where the tunnel depth is less than 40 metres, there is potential for the following ground-borne noise impacts:

- *In the vicinity of Concord Road, where the access roads to/from the main project tunnels climb to meet with Concord Road at ground elevation. Receivers above these sections are predicted to be subject to ground-borne levels in the region of 45 dBA LAeq, which exceeds both the evening and night-time criteria.*
- *Adjacent to Burwood Road, marginal exceedances of the night-time criterion are predicted, with ground-borne noise levels of up to 37 dBA LAeq being predicted.*
- *In the vicinity of Wattle Street, where the access ramp to/from the main project tunnels climb to meet with Wattle Street and Parramatta Road at ground elevation. Receivers above these sections are predicted to be subject to ground-borne levels in the region of 53 dBA LAeq, which exceeds both the evening and night-time criteria.*

However, the severity of the impact is overlooked by the EIS. It fails to adequately take into consideration the main line tunnel is directly below the house at a very shallow depth (less than 15m), and much less than other references to tunnel depths for other sections (generally 30-50m, and generally minimum of 20m). Furthermore, there is no consideration for the foundations to the house or other structures, which have a depth of over 2m for the house basement and swimming pool. This further reduces the tunnel depth clearance to about 12m. Note that the Wattle Street area has the highest dBA (53) reading of all the main sections.

The EIS states -

The assessment also shows that worst-case vibration during surface earthworks may exceed the human comfort vibration goals at receivers within approximately 75 metres of works requiring operation of a large rockbreaker.

Vibration damage impacts from tunnelling works (roadheader) are predicted to be marginal due to the tunnel being located at sufficient depth to mitigate the impact at receivers.

The subject property is wholly within 50m of surface earthworks.

The subject property and main house will be directly above tunnel construction, less than 15m below, and within 12m of foundations and other structures.

Marginal damage is not acceptable, and the consequences of rectifying any damage (tradespeople and time) is not acceptable. The tunnel at this location of the subject property and its location directly below the main house is not at sufficient depth.

There is no mitigation for the vibration impacts. This is completely unacceptable.

The extent of construction impacts is vast and numerous. The property will be subjected to not only tunnelling directly below the house at a shallow depth, but also from dive excavations for portals, and significant cut and cover operations. The EIS indicates many of the impacts. However, it minimises the severity of the impact in favour of the project. The cumulative construction impacts on the subject property is unacceptable. This is clearly indicated in the vibration contour maps, and is plainly obvious to any observer given the proximity of the extensive area, devastating nature of the works adjacent to and within 50m of the property.

There are various construction impacts from a variety of sources which the EIS clearly indicates. The cumulative adverse effects of the cumulative construction impacts, as well as the duration of the works is untenable. The property will be subjected to construction impacts from adjacent Wattle Street site – a 400m long by 80m wide section and the corresponding demolition, excavation, tunnelling, cut and cover, earthworks, construction works over a 3 year period. The property will be impacted during construction from the Walker Avenue exhaust stack site and associated compounds. Again the impacts will be from demolition, excavation, earthworks, tunnelling and construction and all the associated extensive heavy machinery and truck movements..

The property will also be impacted by shallow tunnelling directly below the house.

The cumulative impacts from vibration alone from various sources for extensive period is unacceptable. There is no acceptable mitigation for these impacts.

It is clear the construction impacts are severe from various sources and for extended periods of time, up to 3 years. The only mitigation is acquisition prior to construction during the current round of compulsory acquisitions.

There are so many sections of the EIS that indicate the extensive and severe impacts to the area immediately adjoining and surrounding the subject property. These include 4 of the largest construction sites on Wattle, Walker, Parramatta Road and Northcote Street. With the closure of two immediate roads adjoining the property at Allum Street and Walker Avenue, the resulting construction traffic will be untenable for 3 yrs.

Operation impacts

Beyond the destructive construction impacts and extensive construction period impacts, the subject property will be forever severely impacted by the operation of the resulting infrastructure. The impacts are many and severe. Directly adjoining and very near the property, the infrastructure and operation will consist of –

- 12 lanes of surface road within 10m
- 2 lane exit portal within 20m
- 2 lane entry portal within 50m
- 5m high 374m long noise wall within 5m
- Gantries, signage, lighting and other high structures associated to surface road and portals
- Exhaust stack and associated industrial compounds on Walker Avenue within 100m
- Other portals, new surface roads and connections near Ramsay Street within 400m
- Other portals, new surface roads and connections near Bland Street within 500m

This new infrastructure and operations will contribute a variety of impacts including –

- Noise, from various sources
 - From surface road traffic within 10m
 - Exit and entry portals traffic within 20m
 - Tunnel exhaust fans and equipment within 30m
 - Increased traffic from work facility at Walker Avenue
 - Increased traffic from surrounding roads using or avoiding new connections
- Vibration, from various sources
 - From tunnel directly beneath house within 15m
 - Additional surface traffic on Wattle Street within 10m
 - New portals within 20m and 50m
 - Additional surface traffic on surrounding roads using Walker Avenue to use or avoid new connections
- Dust, from various sources
 - From 12 surface lanes within 10m
 - Exit portal for 3 lane 4km tunnel within 20m
 - Additional surface traffic on surrounding roads using Walker Avenue to use or avoid new connections
- Toxic exhaust pollution
 - From 12 surface lanes within 10m
 - Exit portal for 3 lane 4km tunnel within 20m
 - Additional surface traffic on surrounding roads using Walker Avenue to use or avoid new connections
 - Exhaust stack venting concentrated toxic
- Visual
 - Loss of dozens of existing houses and gardens directly adjoining and for 200m in two directions along Wattle Street
 - From new noise wall
 - Gantries, signage, lighting and other high structures
- Amenity
 - Loss of general amenity
 - Loss of right to property enjoyment, indoor and especially outdoor spaces

- Social setting
- Community
- Economic
- Increased security risk between rear boundary and noise wall
- Financial
- Heritage
 - Loss of heritage setting
 - Loss of heritage value
- Security risk
 - Increased security risk at rear boundary and noise wall
 - Increased security risk from closure of Allum Street
 - Increased security risk to side boundary
- Financial
 - Significant decrease in value of property
 - Significant future decrease in value of property in relative terms
 - Personal severe financial loss
 - The above will result from loss of amenity and setting, new adjoining infrastructure, proximity to other infrastructure, and sub-surface acquisition for tunnel create a permanent stain of certificate of title
- Structural damage and cracking
 - Risk of cracking and other damage from settlement of disturb foundations from extensive tunnelling directly below within 15m and extensive excavation surrounding within 50m, causing soil and sub-surface water flow disturbance
- Loss of utility from closure of Allum Street
 - Eliminating access to driveway and garage from Wattle Street approach
 - Highly restricting access to driveway and garage from Walker Avenue approach

The EIS confirms most of these points and fails to acknowledge some. The EIS also underestimates the severity of the impact, and over emphasises the effectiveness of the proposed mitigation measures.

In brief –

- The impacts are unacceptable.
- The mitigation measures are unacceptable or there are no mitigation measures
- The cumulative impacts and reduced mitigation effectiveness is unacceptable

The only acceptable mitigation is acquisition.

It should be a condition of approval of the project that additional acquisitions should be considered for adjoining severely impacted properties

Some of the above points are expanded below with just a few of the numerous sections of the EIS that confirm the various impacts.

Noise

The subject property will be severely impacted by noise, despite a proposed 374m long 5m high visually intrusive sound wall. The EIS identifies the subject property as one of the worse affected by noise impact, to the extent that it would require treatment – ie. Sound insulation and double glazing. This mitigation completely unacceptable. It is unacceptable to the character of the home and to the nature of the current enjoyment of indoor and outdoor connected spaces.

The noise impacts on the outdoor spaces, including verandah, large garden, and swimming pool, cannot be mitigated. There is no mitigation for noise impacts on the outdoor spaces, and this is not acceptable.

The EIS identifies the subject property as being within one of the worse noise impacted areas. This is based on general noise measurements. No specific measurements at this location has been undertaken. This is unacceptable as a current baseline cannot be taken and compared to the actual that will result from an increase from 4 lanes of traffic to 12 lanes of traffic – from 70m away to just 10m away. Plus an exit portal just 20m. Plus the loss of surrounding homes and gardens currently providing a buffer to Wattle Street.



The EIS states –

Large increases in noise (up to around +16 dBA) are identified in NCA07 to NCA09 (near the Concord Road interchange) and NCA14 to NCA18 (near the Wattle Street interchange) where the project adds new lanes / ramps closer to receivers in combination with removing existing building screening due to property acquisitions.

- *The predicted Build noise level is 5 dBA or more above the criteria (exceeds the cumulative limit) and the receiver is significantly influenced by project road noise, regardless of the incremental impact of the project. A total of 33 receivers are triggered on this criterion alone.*

The EIS also states -

Property treatment at a total of 310 receivers (247 individual lots). These receivers correspond to those eligible for consideration of additional noise mitigation where the proposed low noise pavement and noise barriers do not reduce the noise levels to meet the NCG controlling criterion.

The proposed additional noise mitigation (quieter pavement and noise barriers) is predicted to reduce the overall number of receivers with an exceedance of the NCG criteria. This reduction equals 122 and 103 receivers in the 2031 day and night-time periods respectively compared to the Build (without mitigation) scenario.

The noise impacts to the subject property, despite mitigation measures is unacceptable.

There is no mitigation for the outdoor spaces that represents a significant proportion of the enjoyment of the property. This is completely unacceptable.

Noise and Vibration

5.8.6 Noise barriers and low noise pavement - p5-46

Generally, noise barriers (which can include walls or earth mounds) are most feasible where residences are closely grouped, where the barriers do not impede access to properties, and where they are visually acceptable. Conversely, noise barriers are not cost-effective for isolated dwellings. In addition, where driveway access to properties must be maintained, the overall noise reduction provided by the barrier is compromised by the need to install an access gate.

Table 5.4 summarises the locations and profiles of existing, relocated and new noise barriers. The location of these barriers is shown in **Figure 5.26** and **Figure 5.27**. While the assessment has identified these barriers as noise mitigation, they are subject to further considerations during detailed design such as construction limitations, overshadowing, urban design and community preference.

Table 5.4 Indicative noise barrier provision - p5-48

Wattle Street

WATTLE_01A

*A new noise barrier would be provided on the eastern side of the realigned Wattle Street, between the eastern ventilation facility and Ramsay Street
New 374 m 5.0 m*

Backing on to Walker Avenue – unacceptable considering existing amenity, AND unacceptable as it will be ineffective – the EIS indicates the noise levels will be significantly greater than existing. This is plainly obvious when the current 4 lane road is 70m away, and the new 12 lane road will be just 5m away! AND no homes or gardens or distance to buffer the noise.

Further -

6.5.1 Noise and vibration

The WestConnex M4 East Noise and Vibration Impact Assessment (SLR Consulting 2015) (Noise and Vibration Impact Assessment) found that, consistent with most major construction works undertaken in built-up areas, the project has the potential to generate considerable noise, with greatest impacts generated during site establishment works and roadworks. These activities are generally of a shorter duration at any point as the works move along the alignment. However, longer duration impacts would be experienced in the vicinity of compound and tunnel excavation/spoil removal sites. Temporary hoardings, noise walls, acoustic sheds and scheduling of works would be used to minimise these impacts. Noise generated by tunnelling and associated works is predicted to be of a short duration, with primarily short-term impacts at any one location of several days. In locations where the tunnel is less than 40 metre deep (i.e. in the vicinity of Concord Road, to the east of Burwood Road, to the south of Parramatta Road, Ashfield and at Wattle Street), there is the potential for ground borne noise to exceed evening and night time noise criteria for longer periods of up to two weeks.

Noise and vibration impacts can cause stress and anxiety, affect the enjoyment of outdoor spaces, and disturb normal indoor activities. High levels of construction noise at night can also interrupt sleep patterns with consequent impacts on health and well-being. Worst case night time modelling indicates the potential for exceedance of night time noise criteria at some construction compound sites.

Developing adequate would be important to

With a construction period of approximately three years, management and monitoring of noise and vibration impacts, especially any outside of standard working hours, would be integral to limiting negative impacts on community well-being. Construction noise and vibration management plans would aim to mitigate noise and vibration impacts at the source, consider the timing and duration of works, especially those with the greatest impacts, consider potential respite periods and include consultation and communication with potentially affected stakeholders. The Noise and Vibration Impact Assessment also suggests further construction noise modelling during detailed design to assess impacts adjacent to tunnelling and ventilation sites, with at property treatments or alternate accommodation considered potentially feasible options if night time noise impacts justify.

THE ABOVE IS COMPLETELY UNACCEPTABLE

7.4.1 Noise and vibration impacts

There are 310 instances where noticeable noise increases could be experienced, primarily as a result of the acquisition of adjacent properties which had previously acted as noise barriers to these properties or where new road noise sources or traffic volumes increase.

PLAINLY OBVIOUS AND UNACCEPTABLE

Wattle Street
noise barriers

Shadows from the noise barrier would fall on the rear of properties located along Walker Avenue. Shadows would not fall on any dwellings and would not affect greater than 50 per cent of backyards. These properties would receive the minimum three hours of sunlight to their principal private open space and dwellings between 9 am and 3 pm.

Vibration

The EIS clearly indicates impacts from vibration from construction. There is no clear indication of vibration impacts from operation, especially considering the subject property will be less than 15m depth directly above mainline tunnel. This is despite the EIS addressing other areas where the mainline tunnel would generally be between 20m to 50m deep. This is a significant difference.

5.4 Tunnels

The depth to the top of the mainline tunnels would generally vary between about 20 metres and about 50 metres below ground level. The minimum depth to the tunnel (below residential or commercial development not acquired for the project) is about 20 metres in the vicinity of the Bakehouse Quarter at George Street at North Strathfield. Figure 5.10 to Figure 5.13 shows an indicative long section of the mainline tunnels.

The above statement is false. The subject property has been confirmed to be less than 15m directly above the alignment of the mainline westbound tunnel from Ramsay Street entry, under Walker and toward Concord.

Further -

Figure 5.7 Indicative project footprint - Map 6

Further -

Figure 5.9 Typical cross-section of tunnel including pedestrian cross passage - p5-15

This indicates tunnel width 19 - 25.5m.

That is virtually the entire size of the house and runs directly below main house, and at a very shallow depth of less than 15m.

This has not been considered in the EIS.

Further -

Figure 5.13 Mainline tunnel long section - Map 4 - p5-19

Indicates main tunnel depth 30-49m from Concord to Haberfield, and 32m at Frederick Street.

Yet at subject property tunnel will be less than 15m.

There appears to be several contradictions and omissions in the EIS that need to be addressed specifically for the subject property.

Given the close proximity of the mainline tunnel directly beneath the main house, at a shallow depth well within the prescribed minimum clearance, the impacts are likely to be severe and the risks greater than any other area.

This is not acceptable. Especially combined with the impact of the extensive tunnelling and excavations in the immediate area, and the impact this will have soil stability and water table, resulting in settlement.

Noise and Vibration impacts

Subject property is on the junction of three areas NCA14, NCA15 and NCA18 and will be impacted by all of these construction and operation zones.

Subject property is one of few specifically identified as being impacted at the highest level both during construction and operation.

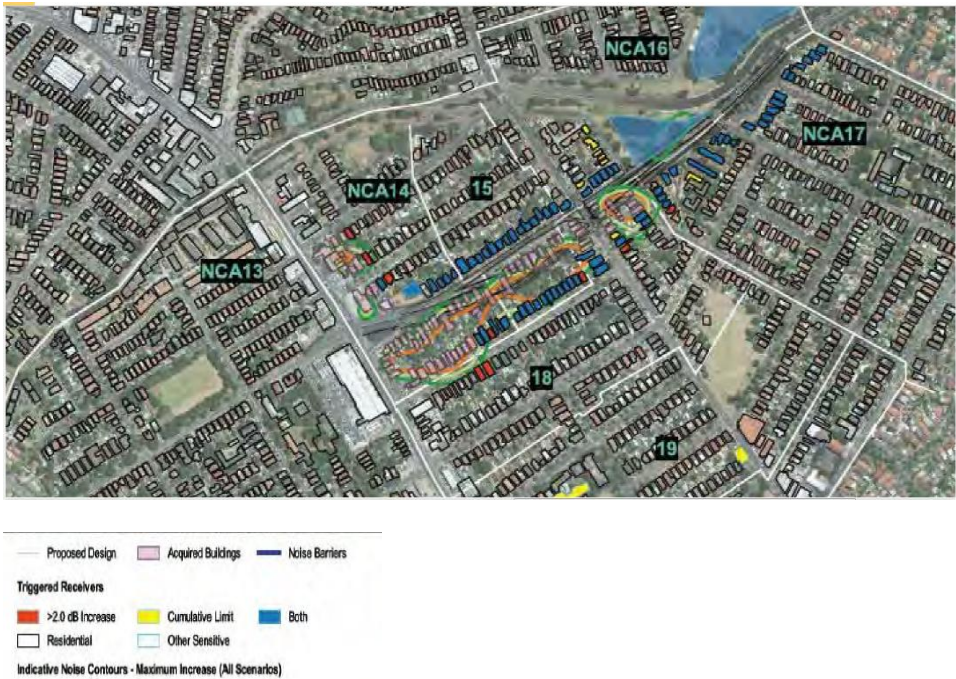


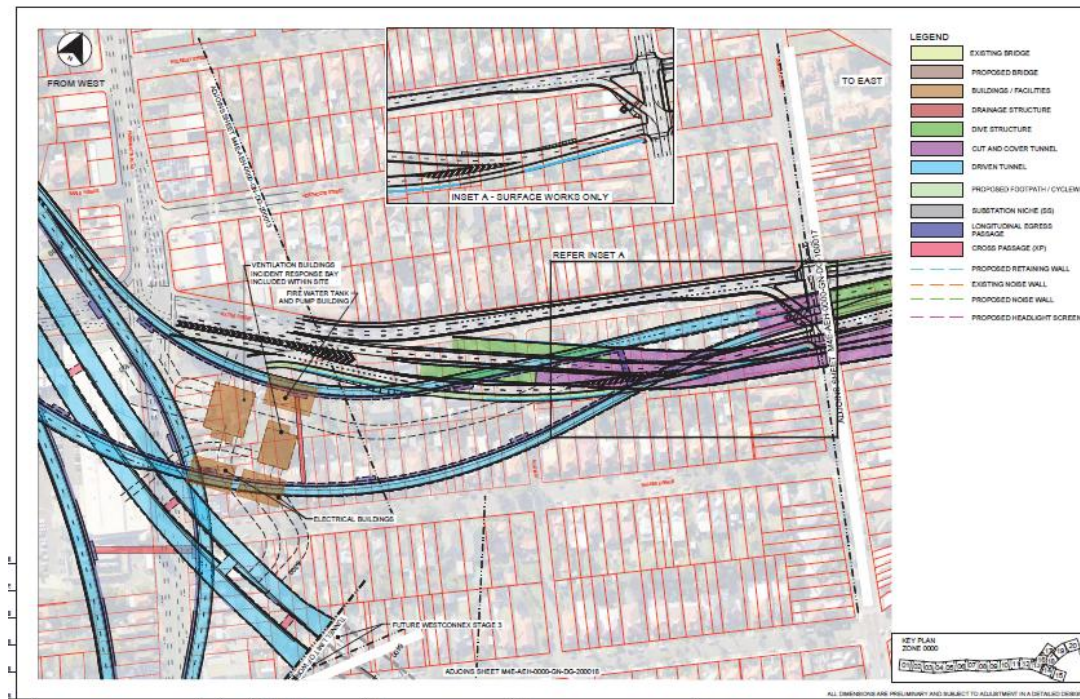
Figure 8.5 Location of receivers considered for additional noise mitigation during operation: eastern part (SLR 2015)

Table 8.3 Summary of noise impacts (from NVIA)

This table is flawed by the generalised assessment and is highlighted by inconsistent reference to impacts from Wattle and Walker across various zones.

This needs to be clarified within the EIS. This is unacceptable.

Extent of devastation around the subject property is evident below



Further -

9.2.4 Amenity

Measures to address amenity impacts due to construction would include:

· **Implementing at property noise treatments** (for operational noise impacts) in advance of or at the early stages of construction. The potential for at property noise treatments should be investigated during the pre-construction phase and implemented where feasible for all **properties likely to be significantly impacted by construction noise** to reduce the impacts as much as possible. This should be implemented as soon as is practical, preferably before construction works commence

THE ABOVE MITIGATION IS UNACCEPTABLE!

Traffic

The EIS indicates there will be significant increase in traffic adjoining the subject property.

Increased traffic around the subject property and surrounding streets will be significantly increased during construction period (up to 3years) and for extended periods (up to 24 hrs per day). Increased traffic will also be experienced during the operation of the new surrounding road network.

During construction there will be significant increase in traffic connected to the demolition, cartage, delivery, earthworks, excavations, construction, road works ,fit-out, remediation works. This will be from a significant number of heavy machinery, trucks and support vehicles for the 3 or 4 major sites around the subject property.

During operation, the traffic will also significantly increase around the property for various reasons.

This is plainly obvious as the existing road network consists of 4 lanes of surface road 70m away on Wattle Street, with houses and gardens providing a distance buffer. This will be replaced with 12 lanes of surface traffic within 10m, plus 2 lane exit portal within 20m, with the loss of dozens of homes and gardens.

The significant increase in traffic will naturally significantly increase the impact of noise, vibration, dust and exhaust pollution.

On Walker Avenue directly, the current road is a purely residential street from Parramatta Road to Ramsay Street. This will be replaced by demolishing 12 heritage homes and gardens for an exhaust stack and industrial compound that will require numerous workers and vehicles. Additionally, the increase in traffic will be expected from additional vehicles attempting to use or avoid the surrounding new connections.

During construction, the EIS indicates –

Table 7.2 Indicative daily and peak period construction traffic volumes

Location	Daily vehicles		AM peak hour (7.30–8.30am)				PM peak hour (4.15–5.15pm)				Evening (6.00–10.00pm)		Night (10.00–7.00am)	
	Heavy	Light	Heavy vehicles		Light vehicles		Heavy vehicles		Light vehicles		Heavy vehicles		Heavy vehicles	
			Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
Western construction sector														
C1	110	160	15	15	50	50	5	5	20	20	-	-	-	-
C2														
C3	80	30	10	10	10	10	10	10	10	10	2	2	2	2
C4	40	50	8	8	5	5	20	20	15	15	-	-	-	-
CRL	0	50	0	0	5	5	0	0	5	5	-	-	-	-
C5	260	80	19	19	14	14	16	16	14	14	18	18	18	18
Central construction sector														
C6	200	330	13	13	30	30	13	13	40	40	14	14	14	14
Eastern construction sector														
C7	300	30	20	20	4	4	20	20	4	4	18	18	18	18
C8	60	30	10	10	4	4	10	10	4	4	10	10	2	2
C9	120	70	20	20	15	15	10	10	10	10	-	-	-	-
C10	90	90	9	9	5	5	5	5	15	15	-	-	-	-

M4–M5 Link on- and off-ramp tunnels - p5-27

To facilitate construction of the M4–M5 Link tunnels, and associated connections to the local road network, while minimising cumulative construction impacts on the community, part of the on- and offramps to the M4–M5 Link tunnels at Wattle Street would be constructed as part of the M4 East project. This would include construction of the dive and cut-and-cover sections of these ramps. The ramps would not include lighting, linemarking or pavements as they would not be opened to traffic unless the M4–M5 Link tunnels are constructed to connect to the ramps. In the interim, physical barriers would be provided to prevent access other than for maintenance purposes.

What if this is not approved or ever built? How will the City West Link handle the doubling of traffic and what will become of the M4-M5 stubs built during the initial phase?

The M4–M5 Link on- and off-ramps to be constructed as part of the project would be located between the divided Wattle Street carriageways between Parramatta Road and Ramsay Street. The ramps would join Wattle Street near Allum Street. The eastbound on-ramp would start at the surface near Ash Lane, and enter the eastbound tunnel portal north of Allum Street. The westbound off-ramp would join Wattle Street between Allum Street and Parramatta Road, with the westbound tunnel portal at Allum Street. The cut-and-cover sections of the ramps to be constructed as part of the project would extend to Martin Street.

*The location of the two ramps is shown on **Figure 5.18**.*

The above sections are poorly designed. This is discussed in other sections of the submission. These two sections contribute greatly to the close construction area and extensive excavation and tunnelling works adjacent to and near the subject property.

Beyond all the modelling and figures provided in the countless tables and charts, it is plainly obvious that effectively duplicating Parramatta Road from Concord to Haberfield with a tunnel, will potentially double the traffic volume, and shift the resulting traffic jam from Concord and Wattle Street to Wattle Street toward City West Link. The 3 and now 6 lanes city bound would converge on the existing 2 lane CWL. Anyway this is analysed, the CWL cannot cope at present and certainly not with a tunnel that doubles the traffic volume. Naturally rat runs will be created and existing ones expanded on local roads such as Walker Avenue, Ramsay Street, perhaps Martin and Waratah among others.

It would not be until 2023 that any relief may be provided with an M4-M5 link – and this is not guaranteed at all. So the tunnel will simply lead to a car park at CWL.

Air quality

There is significant confirmation throughout the EIS that for the area of the subject property, air quality will be adversely impacted. The property is adjacent and in the vicinity to the major sections of the project corridor. The EIS confirms the impacts both during construction and during operation.

Where the EIS attempts to understate the impact, this would be challenged.

The EIS also confirms air quality from toxic pollutants. It also confirms impacts from dust during construction.

The EIS does not take into account the specific nature of the subject property, and the significant use of outdoor spaces (Wattle Street facing), for which there is no mitigation.

The EIS states - M4 East EIS_ Volume 1A_Part 1 - P4-31

4.5.3 Emergency smoke exhaust facility

A key aspect of safe tunnel operation is the efficient removal of smoke in the event of a fire in the tunnel. One option to achieve this in long tunnels is to provide an emergency smoke exhaust facility. The need for an emergency smoke exhaust facility was considered during the development of the project. An emergency smoke exhaust facility was included in the preliminary concept design. Following design development and in consultation with relevant agencies (eg Fire & Rescue NSW), such a facility was considered to not be required.

This means in an emergency, toxic fumes will be dispersed from the exit portal, 20m from the subject property. This is not acceptable.

Further -

M4 East EIS_ Volume 2B_ App H_Part 1_Air Quality - P35

4.5 Tunnel portal emission restrictions

A key operating restriction for tunnels in NSW is the requirement for there to be no emissions of air pollutants from the portals¹⁰. This requirement is included in the Minister's Conditions of Approval for the M5 East Tunnel, the Cross City Tunnel and the Lane Cove Tunnel. The requirement was initially applied to the M5 East Tunnel as a precautionary measure to protect residents around the tunnel portals, and was retained for the Cross City Tunnel and Lane Cove Tunnel. To avoid portal emissions all the polluted air from a tunnel must be expelled from one or more elevated ventilation outlets along its length. There are some circumstances when portal emissions may be permitted, such as emergency situations, accidents and breakdowns, and during major maintenance periods.

It is inconceivable that anyone is prepared to put their name to a statement that zero emissions is achievable from an exit portal. Many factors will contribute to portal emissions, least of which is the path of least resistance - the proximity and large portal opening and the piston effect of car movements (as opposed to fan forcing against traffic flow via much smaller shafts for much longer distances). The other being in cases of emergencies or maintenance. And simply when fans are not operating, for operational efficiencies or malfunction.

Once again, the subject property is impacted by portal emissions (within 20m) during certain events. To whom is this acceptable?

The EIS evaluates receptors at varying distances from the project corridor. The subject property is adjacent to, wholly within 50m, and within 200m of the two largest construction zones. The EIS confirms that sensitive receptors will be subjected to significant impact. The EIS also confirms that no mitigation measures can be guaranteed.

Ref - M4 East EIS_ Volume 2B_ App H_Part 1_Air Quality - p77

However, even with a rigorous Construction Air Quality Management Plan in place, it is not possible to guarantee that the dust mitigation measures will be effective all the time. There is the risk that nearby residences, commercial buildings, hotel, cafés and schools in the immediate vicinity of the construction zone, might experience some occasional dust soiling impacts.

The subject property is also within 5m of, and wholly within 50m of major volumetric building demolition sites, including two substantial 3 storey apartment buildings.

Additionally, the EIS states -

Ref - M4 East EIS_ Volume 1A_Part 1 - p4-30

Due to the project staging, a combined ventilation outlet for both the M4 East and M4–M5 Link projects would have a total exhaust capacity which is less than the total exhaust capacity if each ventilation outlet was separate. Other advantages include not having to acquire additional land, build separate structures, or provide separate power supply. The disadvantages of a combined outlet are additional underground tunnelling for ventilation ducts and a reduction in air flow efficiency because of these ducts.

This means that cost savings were considered. At who's expense? – adjoining and neighbouring properties?

Instead a bigger project footprint should have been considered for acquisition.

Reduced airflow efficiency is obvious and increases likelihood of emissions via exit portals. This is obvious as path of least resistance is via immediate large exit portal opening rather than narrower ducts hundreds of metres to exhaust stack. The previous statement on zero portal emissions is ludicrous. The impact on the subject property will be immeasurable and unacceptable.

Further -

M4 East EIS_ Volume 2B_ App H_Part 5_Air Quality

Australia

90 per cent of the exhaust air from the tunnel was discharged via a ventilation outlet, with the remaining 10 per cent being discharged at the portals.

This appears to contradict other EIS statements of zero portal emissions. This is unacceptable and needs to be clarified and properly justified. It appears completely illogical that zero emissions can be achieved from exit portals, as discussed elsewhere in the submission.

The location of the subject property is central to one of the worse possible air pollution impacts.

Adjacent to the property and within 10m will be 12 lanes of surface traffic, and a 2 lane exit portal for a 4km 3 lane tunnel. Additionally, the main exhaust stack will be within 200m.

Below is the EIS air quality contours. The subject property is centrally located. There is no mitigation for the imposed impacts by this development around the property.

M4 East EIS_ Volume 2B_ App H_Part 1_Air Quality - P73

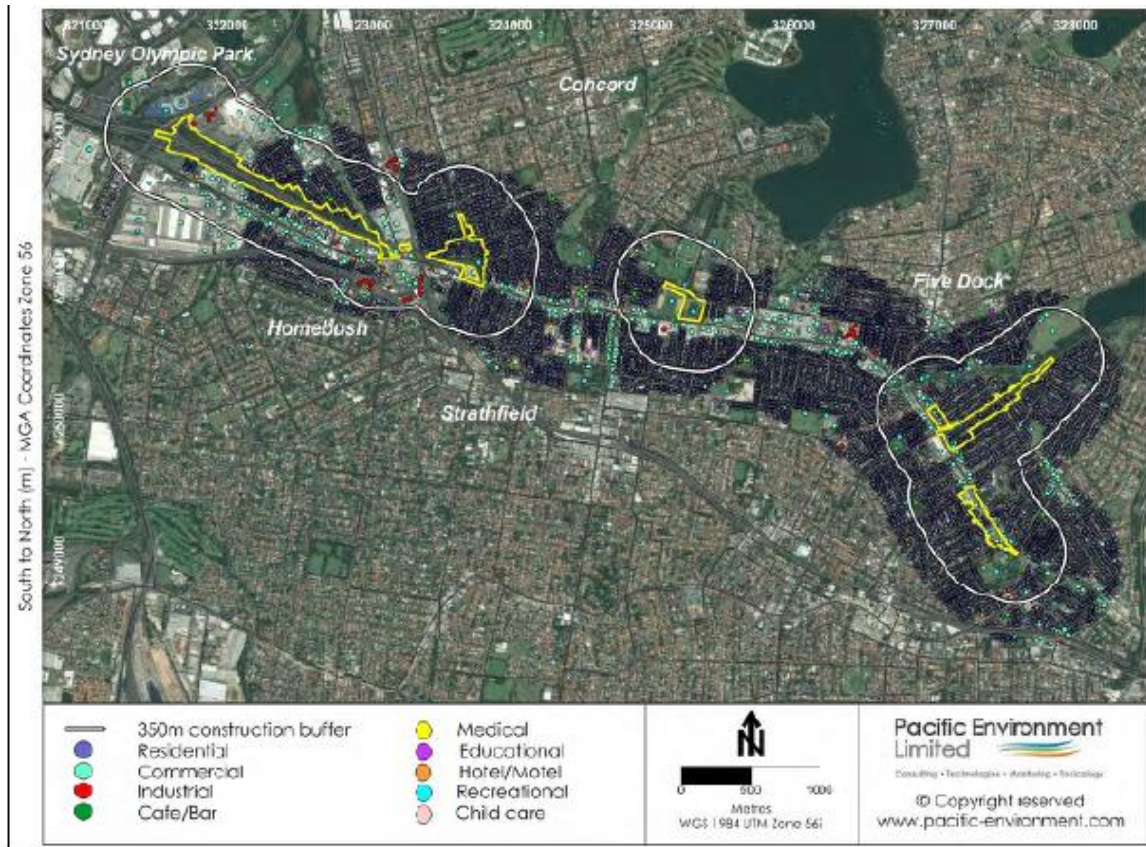


Figure 7-2 Screening assessment – human receptors near the M4 East project

Further -

AppE- Agency Submission p25/48

Tunnel air discharge through portals not entirely through stack

- In the event that Yasmar is affected by the project, all alternative route options need to be documented in the EIS and the preferred route justified with measures to mitigate and manage impacts. It will be expected that the significant landscape setting at the front of Yasmar be reinstated. An investigation into appropriate soil depths and whether figs can be transplanted is required. Detailed architectural and landscape drawings of the portal exit and its relationship with Yasmar will be required with the EIS so that the Heritage Division can make a proper assessment of the impacts.
- It is also understood that there could be up to three ventilation stacks along the M4 east extension and that one is proposed at the Yasmar exit portal. Section 4.4.1 of the SSI Report suggests that tunnel air discharges could be through the tunnel portals instead of ventilation stacks. This needs to be investigated and documented in the EIS with adequate consideration given to design and heritage impacts in conjunction with operational requirements (air quality and energy efficiency).
- If a ventilation stack is required, consider relocation away from Yasmar and integration with other buildings or structures to minimise the visual impact. Detailed drawings shall be submitted with the EIS.

This has not been addressed adequately in the EIS. The assurances provided of zero emissions from portals is questionable, inadequate and contradictory.

Further -

The overall exposure of individuals to air pollutants is dependent upon the types of activity in which

they are engaged, the locations of those activities, and the pollutant concentrations at those locations. In principle, an understanding of the amount of time spent in different types of environment (such as outdoors in the street, indoors at home, in transit, at the workplace, etc.), and the pollutant concentrations in those environments, allows the calculation of 'integrated' personal exposure (Duan, 1982). However, the calculation of such an integral is often not possible because the pollutant concentrations in the different microenvironments are generally not known. The term 'average exposure' is therefore commonly used, and this is normally taken to mean the pollutant concentration over a specified period (e.g. annual mean) at an outdoor location which is broadly representative of where people are likely to spend time. This approach is reflected in the regulation of ambient air quality.

It is unacceptable that specific heavily impacted areas are not to be monitored. Averages for a large area are not acceptable. Specific monitoring where there will be dramatic changes should take place, such as -

Where 4 lanes surface road to be 12 lanes surface road within 10m of a property;

Where surface road moves from 70m away to less than 10m away from a property;

Where an exit portal is proposed where none existed and within 20m of a property;

Where an exit portal will carry 2 lanes of off ramp traffic from a 3 lane 4km tunnel.

If there is no baseline data for such an area (eg. Wattle Street near Allum/Walker), how can the impacts of the proposal be presented for air quality (or noise, or any other likely impact). It is not acceptable to use an average for an area as general and as large as indicated in the EIS, without taking into consideration worst case scenario at the likely worst case locations.

It is evident that the subject property is at a highly impacted area for air pollution given the significant changes occurring at that location. And in particular, as the subject property has a significant proportion of outdoor recreation areas and connectivity to indoor spaces.

Human health

There are various references to human health throughout the EIS. Many reflect the extreme end of the impacts to the subject property and the occupants. In many cases, the full impacts are generalised to an area and not specific enough to the subject property. In many cases the impacts are understated and can be disputed. And in some cases the impacts have been overlooked. There are so many references it is impractical to quote each occurrence. The only practical way to address each is to re-submit the EIS document with marked up highlights and comments.

In broad terms, the EIS indicates the extent of human health impacts from changes in air quality, noise and vibration impacts, social impacts such as traffic and changes in community. The subject property is clearly grossly affected by all the human health impacts identified in a severe way. The EIS fails to identify localised areas such as near or at the subject property, rather it generalises the impact across a broad area. The cumulative impacts to the subject property and the inability to satisfactorily mitigate against these severe impacts is unacceptable.

The EIS states –

Executive Summary

The project Human Health Risk Assessment has found the potential for stress and anxiety resulting from reduced amenity during construction. However the assessment notes that these impacts would largely be short term and intermittent and are able to be managed by standard mitigation measures. Project property acquisition would result in the loss of 66 residential properties of heritage significance in the Concord Road, Wattle and Parramatta Road precincts, with significant impacts on the Powell's Estate and Haberfield Heritage Conservation Areas and impacts to the historical streetscape of Chandos Street.

Recommended mitigation measures, in addition to those in other specialist reports prepared for the EIS and the Community Consultation Framework, include;

- *For those properties that qualify for operational noise attenuation treatments, bring forward the implementation of noise treatments to the early stages of construction where feasible and reasonable*
- *Supporting beautification of construction compound sites through temporary plantings, decorated hoardings and the like to assist in reducing visual impacts.*

Noise attenuation?? Decorated hoardings?? For Walker Avenue construction area and the entire 400m length of Wattle Street construction area?? For 3 years?? This is unacceptable.

And the long term impacts of the finished operational infrastructure (beyond 3 years of construction), for what was a significant and large residential area in a heritage setting??

Completely unacceptable.

Further, air quality during construction -

However, even with a rigorous Air Quality Management Plan in place, it is not possible to guarantee that the dust mitigation measures will be effective all the time. There is the risk that nearby residences, commercial buildings, hotel, cafés and schools in the immediate vicinity of the construction zone, might experience some occasional dust soiling impacts.

Directly adjoining demolition (within 5m) includes a massive 4 storey apartment building of 8 units. It is 9m high and at least 12m wide by 40m long – perhaps close to 5,000 cubic m alone. This is just one of dozens of properties along this boundary to be demolished 200m in both directions. In conjunction with the associated removal, earthworks, roadworks, cut and cover and traffic directly at the boundary, the area is over 32,000sqm – over 8 acres of earthworks. It is untenable and completely unacceptable.

Further -

6.5.4 Human health

The WestConnex M4 East Human Health Risk Assessment (EnRisks, 2015) (Human Health Risk Assessment) has considered the health risk presented by noise, vibration and air quality changes generated by the project. The report finds that worst case assessments without mitigation would likely generate health impacts for some receivers during some works. Loss of use of outdoor areas, disturbance of sleep, reduced capacity for concentration, interference with speech and other activities would be likely with potential for effects on cardiovascular health if elevated noise at particular locations occurred for extended periods.

Shift workers, families with young children and people working from home are likely to be most affected by noise and vibration impacts. Annoyance and increased stress levels would also occur. Consequently, significant mitigation of noise and vibration during the construction phase of the project will be essential, including measures to reduce noise and vibration, planning for the timing of the most impact intensive works including respite periods, consultation and communication with the local community and affected properties, especially with regard to any out of hours works.

Negative health impacts may occur as a result of traffic changes during construction, property acquisitions, visual changes, noise impacts and changes in access/cohesion of local areas. These may result in increased levels of stress and anxiety.

The subject property is adjacent to some of the worse construction area at the centre of Wattle Street, Allum Street and Walker Avenue and will be severely impacted during the entire 3yr construction period. All and more of the above statements apply at the extreme end of severity. There is no acceptable mitigation for these impacts. Further impacts will result from the operation as well.

Further -

7.4.3 Human health

Air quality impacts are of significant community concern with regard to the project. The Human Health Risk Assessment found that the project is expected to result in a decrease in total pollutant levels in the community. The project is expected to result in a redistribution of impacts associated with vehicle emissions. For much of the community this will result in an improvement (or decreased concentrations and health impacts), however for a number of areas where traffic on the surface roads is expected to increase as a result of the project, a small increase in pollutant concentration may occur. Potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) are low and essentially negligible within the community.

A small increase in pollutant?? Negligible?? They are ludicrous statements. And an insult to the intelligence of the community in the area and does not reflect specific individual circumstances greatly impacted.

This is an understatement, an under-estimation, and trivialises the severity of the impact to the subject property. The subject property is currently 70m away from a 4 lane road. It will now be 5m away from a 12 lane surface road, and 20m away from a 2 lane exit portal for a 4km 3 lane tunnel. There is no buffer or mitigation to such a change. It will also be just 200m away from an exhaust stack that will concentrate the exhaust pollution of over 12km of three 3 lane tunnels.

Further -

The Human Health Risk Assessment notes that where property treatments are required to mitigate traffic noise, these measures are to protect people from adverse health impacts where they spend most of the day (i.e. indoors). These treatments assume that residents take up these measures and where they do, they keep external windows and doors shut and have minimal use of outdoor areas. In urban areas particularly where noise is dominated by road traffic noise, access to outdoor greenspace areas that are not (or not perceived to be) impacted by noise have been found to significantly improve well-being and lower levels of stress. Impacts on the use and enjoyment of outdoor areas due to increased noise may result in increased levels of stress at individual properties.

Where specific residents/properties do not take up the recommended architectural treatments to mitigate noise indoors there is the potential for noise levels at these properties to exceed the relevant

guidelines/criteria. In these situations there is the potential for adverse health effects, particularly annoyance and sleep disturbance, to occur.

Property treatments is not acceptable for the subject property occupants. The property is not designed to have windows and doors shut tight day and night. Considerable expense was spent on a rear extension connecting the indoor to the veranda and garden. These areas face Wattle Street and are currently more than 70m away from just 4 lanes of traffic. Now they would be less than 10m away from 12 surface lanes of traffic.

Property treatments is not acceptable for the subject property. The property has significant heritage character and significant investment was made to incorporate heritage features to the rear extension.

Property treatments is not acceptable and furthermore there is no mitigation for the extensive outdoor spaces including rear veranda, garden, lawn, swimming pool and deck, and driveway play area.

M4 East EIS_ Volume 2D_ App J_Human Health

Noise mitigation during operation -



The subject property has clearly been identified as being subject to severe construction and operation noise impacts, requiring at property treatments. The noise mitigation measures are unacceptable. There is no mitigation for the outdoor spaces.

Further -

Table 8.3 Summary of noise impacts (from NVIA)

This table indicates impacts for construction and operation, for a number of general areas. Under this arbitrary carve up of areas, the subject property is at the intersection of 3 areas – NCA 14, 15 and 18.

NCA15 Dominated by Parramatta Road and Wattle Street with noise levels around 65 dBA during the day and night.

Construction Impacts

Noise impacts may occur due to general construction works, demolition works and works at Wattle Street and Walker Ave civil site.

Exceedances of up to and greater than greater than 20 dBA may occur at closes receivers.

Vibration impacts may occur at outer extents of roadworks area during tunnelling.

Management Measures

Required, to be outlined in the CNVMP

*Operational Impacts**Exceedance of road noise criteria at 28 receivers (26 buildings)**Mitigation**17 receivers (15 buildings) may require property treatment.**Noise barriers and low noise pavement not relevant/feasible for this area.*

Under any measure, the subject property is severely impacted and deemed a closer receiver than most. Arguably it is in fact one of the worse affected from all three construction zones, and even more so from the longer term operational impacts.

The exceedances are not acceptable. The mitigation measures are not acceptable.

The property and immediate surrounds will be impacted by significant human health factors both during construction and forever during operation. The proposed plans are not a solution to the current and future requirements. However, if the plans are perceived to be a solution and approved, the only mitigation for the impacts to the subject property is acquisition. Quite simply, the property will be uninhabitable during construction or operation for the owners and occupants. The project should not be approved unless an additional acquisition scheme is provided for severely impacted adjoining properties.

*10.2.3 Summary and implications for the M4 East project**Tunnel design*

The project design provisions to reduce pollutant emissions and concentrations within the tunnel will include:

- *Minimal gradients.* The main alignment tunnels would have a maximum gradient of four per cent. By comparison, the M5 East tunnel has a grade of up to eight per cent on the western exit, which causes trucks to slow down and increase emissions.

What will be the gradient for the M4_M5 exit from Rozelle onto Wattle Street?

How does this compare to the M5?

Will this cause trucks to slow down and increase emissions?

What impact will the traffic lights at Parramatta Road 200m away have on exiting traffic?

Will trucks be forced to come to a complete stop not just slow down?

Has any traffic modelling been made on this section of road and tunnels?

How far back from Parramatta Road along this exit portal, off ramp and tunnel, will cars be backed up?

How can there be zero emissions at this portal as stated elsewhere in the EIS?

By any lay person assessment, the design of the tunnel exit ramp at Wattle Street near Allum Street (west bound from Rozelle M4-M5 link) will exceed the maximum gradient of four per cent stated. This tunnel needs to rise from below Ramsay up to near the crest of Wattle Street. The current surface road has quite a steep gradient, and the gradient works against the tunnel exit, making the gradient much greater than the surface road.

Ventilation design and control

The project ventilation system has been designed and would be operated so that it will achieve some of the most stringent standards in the world for in-tunnel air quality, and will be effective at maintaining local air quality. The design of the ventilation system will ensure zero portal emissions.

A ludicrous statement. Many factors will contribute to portal emissions, least of which is the path of least resistance - the proximity and large portal opening and the piston effect of car movements (as opposed to fan forcing against traffic flow via much smaller shafts for much longer distances). The other being in cases of emergencies or maintenance. And simply when fans are not operating, for operational efficiencies or malfunction.

Appendix A - Traffic pollutants and their effects

A.1 Overview

It has been noted by WHO that there is an elevated health risk associated with living close to roads,

Further -

B.3.2 Concentration gradients near roads

For primary pollutants such as NO and BC, concentrations decay exponentially with increasing distance from the road. Reviews have shown that these typically decrease to background levels between around 100 and 500 metres from roads (e.g. Karner et al., 2010; Zhou and Levy, 2007).

The subject property will be subjected to a change from 4 lanes 70m away, to 12 lanes 10m away. Plus a 2 lane exit portal 20m away and a central concentrating exhaust stack 200m away.

How severe would this impact be on the subject property and its outdoor spaces?

Further -

Appendix H Risk calculations: regulatory worstcase

Could someone please explain in lay terms what this section of the EIS means to an individual living next to (within 10m of a 12 lane surface road and within 20m of a 2 lane exit portal). Is this the worst case scenario?

And finally, the EIS states -

Much has been written about how to determine the acceptability of risk. The general consensus in the literature is that 'acceptability' of a risk is a judgment decision properly made by those exposed to the hazard or their designated health officials. It is not a scientifically derived value or a decision made by outsiders to the process.

This probably sums up the case succinctly. It is unacceptable for the EIS, the Government, WDA, RMS, and certainly the proponents, to tell me what risk from impact or mitigation is acceptable to me and my property. I, my family, and my property are the ones at risk. The impacts and risks have been imposed on me without any say in the matter. The risks of the impacts and any proposed mitigation imposed on me are not acceptable to me and my family. It is plainly obvious the scale of the impacts and risks are by the proposed devastation around the property from these plans.

It is unacceptable for the government to treat me and my family and my property as collateral damage in this process, supposedly for the greater good of the masses or individual and corporate profit.

The EIS has numerous references to human health. There is little more to be said in relation to the numerous and significant and severe impacts to the subject property and its occupants. The property is severely impacted from various sources and beyond all physical impacts, the impact to human health and well-being at the end of the day is the most important factor. Consequently, the only mitigation is acquisition. I have made it plainly clear that I would

be unable to live through the construction period, witnessing the devastation and destruction around my home. And I have made it clear I would be unable to live with the resulting devastating infrastructure into the future.

The subject property is a home. A family home. A family home for over 19 yrs. A family home where two young children grew up. And a family home where grandchildren and grandparents planned to live and retire. This has been destroyed. Our future has been destroyed.

There are dozens of references in the EIS. The EIS clearly indicates the subject property is severely impacted. In many instances the EIS understates the severity. In some cases the EIS over looks or does not recognise the impact to the subject property.

The property and immediate surrounds will be impacted in many ways both during construction and forever during operation. The proposed plans are not a solution to the current and future requirements. However, if the plans are perceived to be a solution and approved, the only mitigation for the impacts to the subject property is acquisition. Quite simply, the property will be uninhabitable during construction or operation.

Non aboriginal heritage

The EIS covers heritage impact on properties directly acquired and to be demolished. It does not adequately address impact to immediately adjacent properties left behind. Especially to properties where a significant number of adjacent and neighbouring properties are to be acquired and demolished, which contribute to the local amenity and heritage value and setting. The subject property is adjacent to and at the centre of a large number of houses to be acquired and demolished along Wattle Street from Parramatta Road to Ramsay Street, and nearby Walker Avenue homes.



Figure 6.6 Non-Aboriginal heritage items and heritage conservation areas - Haberfield and Ashfield

Just one example of a heritage home to be lost which is bordering the subject property at the rear is described. This is one of dozens of properties identified that impact the immediate amenity. This property and others are described as follows:

EIS -

M4 East EIS_ Volume 2H_ App S_Part 4_Non Aboriginal Heritage

p6-57 (among several others in this document)

Heritage impact assessment 23–25 Wattle Street

Construction of the Wattle Street interchange would have a major adverse impact on the semi-detached houses at 23–25 Wattle Street as it would result in its demolition. Works that would impact the property include:

- the Wattle Street and Walker Avenue civil site (C9)
- a dive structure and driven tunnel
- realignment of Wattle Street.

The heritage significance of the semi-detached houses would be lost. Their contribution to the Haberfield HCA would also be removed as a result of the project. The realignment of Wattle Street would result in the removal of the curtilage and garden setting of 23–25 Wattle Street. The landscape character of the home contributes to its significance as an intact example of a home and garden within the garden suburb of Haberfield. The loss of this landscape setting would exacerbate the major adverse impact resulting from the item's demolition.

As an adjacent property, and one of dozens surrounding the subject property, the impact described to this identified property is also significant to the subject property. As a heritage landscape setting, the loss of dozens of such properties, houses and gardens, is significant. All have been assessed as either significant, contributory or a heritage item. To replace this with 11 lanes of surface road, exit portals and the like, is a severe impact on the subject property.

Additionally, several houses will be acquired and demolished along Walker Avenue itself, just a few houses away from the subject property. All have been identified as contributory to the street scape. Combined with the ventilation site on Walker Avenue, the street will be adversely affected, from a quiet residential street.

Further P6-71 (plus others)

The project works which would impact on the Haberfield HCA include:

- *realignment of Wattle Street to the south*
- *a 5 metre noise barrier along the southern side of the realigned Wattle Street, and Dobroyd Parade southwest of Crane Avenue*
- *a cut-and-cover tunnel and drive structures*
- *driven tunnels*
- *the eastern ventilation facility and ancillary motorway buildings and facilities*
- *the Northcote Street tunnel site (C7)*
- *the Eastern ventilation facility site (C8)*
- *the Wattle Street and Walker Avenue civil site (C9)*
- *landscaping around the Wattle Street interchange.*

Each of the above have a devastating impact on the subject property being either directly adjacent, within a few metres and all within 200m of the subject property.

The interchange and ventilation facility works would directly impact all properties on the southern side of Wattle Street between Parramatta Road and Martin Street, and 15 properties along the northern side of Walker Avenue (12 of the Walker Avenue properties would be demolished, while the three properties at 42, 44 and 46 Walker Avenue would have their rear fences and a portion of their backyards removed). A landscaped buffer of varying width would be provided between the realigned southbound lanes of Wattle Street and the rear boundaries of the remaining properties along Walker Avenue.

It is not possible for an entire length (400m) of adjacent Wattle Street houses between Parramatta Road and Ramsay Street to be demolished, plus 12 Walker Avenue properties (just 5 houses away), to not have a severe and devastating impact on the amenity and heritage setting of the subject property.

And further -

Notwithstanding that these impacts would be localised in the section of the conservation area around Wattle Street, the demolition of this number of individually listed and contributory items would result in a major adverse impact on the heritage significance of the Haberfield HCA, Australia's first comprehensively planned and marketed garden suburb.

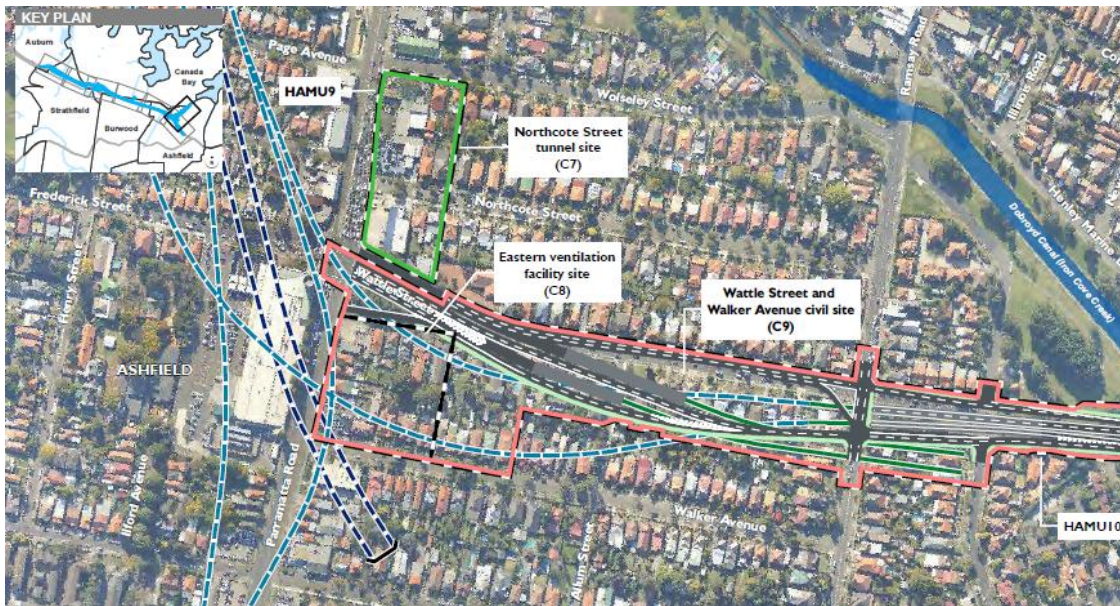
It would be bad enough for these to be demolished, but to replace these with devastating infrastructure is untenable for the remaining adjacent property. There is no mitigation for this and this is unacceptable.

6.3 Heritage items and conservation areas

Table 6.1 below lists all heritage items and conservation areas located within a potential impact zone of the project's footprint and 100 metres on either side, to include heritage items and Heritage Conservation Areas that may be subject to visual or vibration impacts. The table identifies their level of significance (local or state) and the statutory register(s) on which they are listed. The items and HCAs with the potential to be impacted by the M4 East are highlighted in grey, and have received detailed impact assessments in this section. There are no heritage items listed on Auburn LEP 2010 within the potential impact zone described above.

Items that may be subject to potential vibration and settlement impacts are also identified in Table 6.1. These impacts are discussed in **Sections 6.10–6.11**.

The location of the heritage items and HCAs are shown on **Figure 6.1** to **Figure 6.7**.



The subject property is generically classified as part of the Haberfield Conservation Area in the above mentioned table. One of hundreds of properties in the HCA, but only one a very few directly adjoining the worse sections of the Wattle Street and Walker Avenue destruction. The impact on the subject property is unquestionable.

Further -

6.5.3 Heritage values

The WestConnex M4 East Non-Aboriginal Heritage Impact Assessment (Godden Mackay Logan 2015) identified that much of the western part of the Concord precinct forms part of the Powell's Estate Heritage Conservation Area (HCA). The report finds that 11 of the properties to be acquired are within the HCA, with two items of local significance listed on the Canada Bay Council Local Environmental Plan (LEP) 2013, and that this loss would represent a major adverse impact on the heritage significance of the Powell's Estate HCA.

Fifty three residential properties in the Wattle Street precinct to be acquired for the project are part of the Haberfield HCA. The report finds that the impact of the project on the heritage significance of the Haberfield HCA and individual heritage items within it would be significant.

Further -

M4 East EIS_ Volume 2H_ App S_Part 1_Non Aboriginal Heritage p3-2

Major adverse Actions that would have a severe, long-term and possibly irreversible impact on a heritage item. Actions in this category would include partial or complete demolition of a heritage item or addition of new structures in its vicinity that destroy the visual setting of the item. These actions cannot be fully mitigated

Further -

M4 East EIS_ Volume 1B_Part 6

Table 19.26 Assessment of impacts on heritage conservation areas in Area 4 – Haberfield and Ashfield

Figure

Ref.

116

Item name

Haberfield
Conservation
Area

Impact assessment description

The project would require the demolition of 53 dwellings within the Haberfield Conservation Area. Of these, 29 have been identified as contributory. Two of the suburb's intact tree-lined streets would also be affected. All of these elements contribute to the heritage values of the conservation area.

These impacts would be localised around Wattle Street; however, the demolition of this number of individually listed and contributory items would result in a major adverse impact on the heritage significance of the Haberfield Conservation Area.

The project would affect the legibility of the original layout and would effectively fragment the suburb, with the area north of Wattle Street separated from the remainder of the conservation area. This fragmentation may also have an impact on the social significance of the Haberfield Conservation Area, particularly for the residents who live north of Wattle Street, who would be visually and spatially separated from the remainder of the suburb by the project.

The project would result in a change in the visual character of the conservation area, with a high visual impact.

The project would have an impact on the streetscapes where properties are proposed to be demolished, and would disturb the existing rhythm of the semi-detached and freestanding houses. The properties to be retained along Walker Avenue would lose an important part of their setting through the loss of the houses and gardens behind them (along Wattle Street). The repetition and rhythm of brick Federation houses with terracotta or slate roofs set in verdant gardens is important in defining the Haberfield Conservation Area.

The demolition of residential properties on the east side of Wattle Street for the development of the interchange would also result in the truncation of Allum Street, which would have a minor impact on the historical arrangement of this street.

There would be moderate adverse impacts on the aesthetic values of the conservation area with the construction of new infrastructure elements, which would not be sympathetic to the existing built environment or landscape character. The ventilation facility would be out of character with the conservation area. Noise barriers (up to five metres high along the south-eastern side of Wattle Street) would be visible over the back fences of the retained properties along Walker Street and would have an adverse impact on their setting.

The subject property is adjoining and central to the extent of the acquisition and demolition impacts.

The subject property would be adversely affected by the truncation of Allum Street with loss of utility to driveway and garage, as much as the heritage setting from the loss of Wattle Street houses and gardens and the encroachment of Wattle Street up to rear fence line.

The subject property would be adversely affected by the encroaching infrastructure and all the associated visual elements – roadway, portals, lighting, gantries, etc.

The removal of some back fences along Walker Avenue would result in minor adverse impacts through the loss of a small area of landscape setting.

Impact type

*Partial
demolition –
major adverse*

The impacts are severe and irreversible. There is no mitigation for these impacts. Considering all other impacts to the subject property, the cumulative impacts are untenable. The only mitigation is acquisition.

Urban design

The EIS confirms the nature of the Wattle Street precinct, adjoining the subject property, and the Haberfield precinct where the subject property is located, in relation to its purpose below.

<p>LCZ 9 – Dobroyd Parade precinct</p> <p>LCZ 10 – Wattle Street precinct</p> <p>LCZ 12 – Haberfield precinct</p>	<p><i>Urban Renewal Strategy:</i></p> <p>Wattle Street is located on land zoned SP2 Classified Road under the Ashfield LEP 2013 which reflects the desire to maintain accessibility, supporting economic activity and efficient commuter and freight movement. Land in the vicinity of the Wattle Street interchange is predominantly zoned R2 - Low Density Residential and R3 Medium Density Residential under the Ashfield LEP 2013. These land use zonings identify the desired future character of the area as one which retains the existing low to medium density nature of development. Building heights for future development in these zones are 9 m and 7 m respectively. Land north of Wattle Street, adjacent to and east of Martin Street is zoned RE1 Public Recreation under the Ashfield LEP 2013, which establishes a future character direction as one which supports the protection of important recreation and/ or environmentally sensitive land and the use of this land for recreational purposes.</p> <p>Council has listed effectively all of the area covered by these LCZ's as being within the Haberfield Conservation Area. Additionally, both Council and State government authorities (s.170 heritage items) have listed individual dwellings within LCZ 10 and LCZ 12 as heritage items. As such, it can be inferred that Council desires the future character of this area to conserve the identified heritage characteristics.</p>
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It is evident the known purpose for the Wattle Street properties adjoining the subject property. The proposed project does not comply with these land uses. Additionally, it impacts directly on the subject property directly adjoining the Wattle Street precinct. Such changes are completely out of character and unforeseeable. They are only possible under special government powers such as an SSI. Consequently as this is deemed so extraordinarily significant, and obviously creating such a major change to the locality, from acquisitions and destructive infrastructure, it is appropriate additional measures such as adequate compensation in the form of additional acquisitions should be provided to severely impacted adjoining properties.

It is not possible for such a vast acquisition to not affect adjoining properties, and for the area to be transformed to radically, by replacing dozens of homes and gardens in such as setting, with such vast road infrastructure. It is unconscionable for such severely affected adjoining property owners to be treated as collateral damage in such a once in a lifetime SSI project.

The EIS does not address any mitigation for such impacts. The project should not be approved unless an additional compensation scheme is established. This should be part of the overall cost considerations for such a large project.

Further –

M4 East EIS_ Volume 2A_ App C_Part 8_Concept Design Drawings - Sheet 16.

This sheet indicates surrounding area sheets 13, 17, 14, and 18 but Sheets 18-20 have not been provided. Why have these been omitted?

Further –

M4 East EIS_ Volume 2A_ App D_Property Acquisition - p16 acquisitions map

These acquisition maps indicate the extent of the devastation around the subject property. The loss of homes and gardens, and the resulting loss of amenity, urban landscape and heritage setting is severe. There is no mitigation for this. It might be one thing to argue all that loss might be balanced by a better environment, such as open space or replaced housing and gardens – but all that loss will be a devastating roadway, completely out of scale and character with any roadway in the local area, inner west – it is more akin to something like the M7 where the landscape may be deemed suitable to accommodate such devastation. In every possible conceivable way, what is proposed is completely out of character, poor urban design.

There is no mitigation for such changes and impacts to the subject property. In acquiring the adjoining properties, a significant proportion of the value of the subject property has been acquired without any recompense. In proceeding to replace the current amenity with the proposed road infrastructure and further value for the subject property has been acquired.

It is unacceptable that the EIS does not address this. It is not correct that such properties and their owners be treated with complete disregard and treated as collateral damage in the process.

The recommendation must be to reject the proposal, or provide conditional approval subject to additional acquisitions of severely impacted adjoining properties.

Further, during construction -

5.8 Eastern ventilation facility site (C8)

The eastern ventilation facility site would be located on the corner of Parramatta Road and Wattle Street. Commercial properties facing Parramatta Road and residential properties behind would be acquired to accommodate the compound. This site would support tunnel excavation work. The following structures, equipment and construction activities would be likely to be visible from surrounding receiver locations:

• A six metre (approximately) high fence facing adjacent properties on Walker Avenue, four metre (approximately) high hoarding along Walker Avenue and a 2.4 metre (approximately) high fence facing Parramatta Road and Wattle Street

• Heavy and light vehicle ingress from Walker Avenue and egress on to Wattle Street. Vehicle movement may occur up to 24 hours per day and seven days per week if concrete deliveries are required to this site to support tunnelling activities

• Equipment such as excavators and cranes associated with the works–

Further, during construction -

Table 5.7 Eastern ventilation facility site visual impact assessment
No. Receiver location Visual impact assessment

1 Residents – Wattle Street and Walker Avenue

Provides a representative view for residences around the compound site. Residents would have varying views to the compound from front yards, the back yards and the sides of properties. The sensitivity of residents is considered to be high. The magnitude of the visual impact would be high due to the change from a residential context to the likelihood of visible construction activities and the introduction of large noise walls. This provides an overall visual impact assessment rating of high.

Further, during construction -

5.9 Wattle Street and Walker Avenue civil site (C9)

The Wattle Street and Walker Avenue civil site would consist of three sections; two sites on the eastern edge of Wattle Street and one site on the western edge of Wattle Street. The southern edge sites would consist of a large and a small site. The large site runs from the eastern ventilation facility (C7) to Ramsay Street and then another section of the compound runs from Ramsay Street to just past Martin Street. The northern edge site compound would occupy a section of Reg Coady Reserve between Martin Street and Dobroyd Canal (Iron Cove Creek).

The large site on the southern edge of Wattle Street would occupy a row of properties facing Wattle Street. During the first and second stages of construction, an additional six properties fronting Walker Street and adjacent to the eastern ventilation facility (C7) would also be acquired for construction.

The following structures, equipment and construction activities would be likely to be visible from surrounding receiver locations:

- ✎ A 2.1 metre or three metre (approximately) hoarding surrounding the site
- ✎ Heavy and light vehicle ingress and egress to and from Wattle Street and Ramsay Street. Light vehicle access will also occur on Walker Avenue.
- ✎ Temporary traffic light control on Wattle Street and Ramsay Street
- ✎ Equipment such as excavators and cranes associated with the works
- ✎ Site amenities and storage buildings
- ✎ Construction of the new Wattle Street road alignment for the operation phase of the project

Table 5.8 Wattle Street and Walker Avenue civil site visual impact assessment

No. Receiver location Visual impact assessment

1 Residents – Wattle

Street, Walker

Avenue, Ramsay

Street, Martin

Street and Dobroyd

Parade

Provides a representative view for residences around the compound sites. Residences would have varying views to the compound from front yards, back yards and the sides of properties. Due to long viewing periods from the likely location of living rooms, kitchens and back yards, the sensitivity of residents is considered to be high. Because there would be extensive work to reconfigure Wattle Street and given the existing context of residential land use, the magnitude of the visual impact would be high. This provides an overall visual impact assessment rating of high.

The loss of amenity and the imposed visual amenity and other impacts during extensive construction period is unacceptable. There are no acceptable mitigation measures for all the various impacts.

Further, the resulting operational infrastructure and its operational impacts are unacceptable.

Visual amenity

The changes in visual amenity around the subject property are extensive. The subject property is directly adjoining and surrounded by dozens of homes and gardens that will be acquired and demolished along 400m of Wattle Street. This will be replaced by 12 lanes of surface roads, entry/exit portals, and on/off ramps.

Additionally, 12 homes on Walker Avenue, just 5 houses away from the subject property will be acquired and demolished. These will be replaced by the main exhaust stack and supporting industrial scale compounds. There is no mitigation for such a change to a quiet tree-lined wholly residential street such as Walker Avenue.

The visual amenity is a significant factor in human health. There is no mitigation for these impacts.

Table 5.10 Summary of construction impacts

Receiver	Sensitivity to change	Magnitude of change	Overall rating
Eastern ventilation facility site (C8)			
1 Residents	High	High	High
Wattle Street and Walker Avenue civil site (C9)			
1 Residents	High	High	High

Residents of Wattle Street, Walker Avenue, Ramsay Street, Martin Street and Dobroyd Parade, who would be affected by visual impacts from construction works in the area which have been assessed to be high as a result of multiple project elements

Further -

M4 East EIS_ Volume 2D_ App L_Part 4_Urban Design_Landscape Character and Visual Impact

Project effects

The key effects of the project on this receiver location would be as follows:

• The introduction of the following new elements, comprising the:

• Infrastructure group of buildings on the corner of Wattle Street comprising: ventilation facility building (podium about 30 by 30 metres and between 7–8.5 metres high, with an exhaust vent about 12 by 12 metres with a height of about 25 metres above finished ground level), air supply inlet building (podium about 22 by 22 metres and six metres high, with raised section about 12 x 15 metres and a total height including the podium of about 12 metres), fire pump and water tanks building (22.5 by 34.5 metres and up to about 4.5 metres high), and two electrical substation buildings (about 30 by 20 metres and between about six to seven metres high), subject to detailed design

• Noise walls comprising: a curving wall along the southern edge of Wattle Street from about 100 metres north of Parramatta Road to Martin Street, about five metres high. This could result in an unconnected space between the back fences of the Walker Street residences and the noise wall, with potential safety and security related issues requiring consideration

• Associated informal tall screen tree planting around the infrastructure group of buildings and formal boulevard style planting along the southern side and centre median of Wattle Street

• Major widening of Wattle Street from seven lanes wide at the Parramatta Road intersection plus a slip lane to turn south onto Parramatta Road, to eight lanes wide plus provision for a further four lanes for drive structures provided for future M4 South tunnel entry and exit points

• The loss of all housing fronting the southern side of Wattle Street

• The loss of housing and commercial development on the eastern side of Parramatta Road between Wattle Street and Walker Avenue.

So many further impacts are highlighted from the core impacts on the devastating primary impact. A security risk impact was also previously raised and now the EIS confirms the same. This just adds to the major impacts on the subject property.

Further –

6.1.10 Landscape character zone 10 – Wattle Street precinct

Project effects

✎ Construction of infrastructure on the corner of Wattle Street and Parramatta Road, comprising the Eastern ventilation facility and associated electrical substations, including the acquisition of ten residences on the western side of Walker Avenue. This infrastructure would be opposite a Jehovah's Witnesses place of worship on the western side

✎ Widening of Wattle Street from around 20 metres wide up to around 80 metres wide, subject to detailed design, with the addition of two tunnel portals at Ramsay Street, and a further two portals midway between Ramsay Street and Parramatta Road, and acquisition of residences on the southern side of the road, including 10 heritage listed buildings within the Haberfield HCA

✎ Potential for retained housing on the northern side of Wattle Street to succumb further to major road entropy effects as exists at Sydney Road and Concord Road

✎ Provision of a noise wall to the eastern side of Wattle Street, located between the ventilation facility at the western end of Wattle Street and Ramsay Street, which has the potential to create a poor quality space between the back of the noise wall and the back fences of the remaining residences on the north side of Walker Street.

The devastation directly adjoining and in the immediate area from directly up to 200m in both directions is untenable. There is no mitigation for some individual impacts, no mitigation for the cumulative impacts.

Further -

M4 East EIS_ Volume 1B_Part 3

Figure 13.13 Wattle Street and Walker Avenue civil site (C9) receivers

Eight receiver locations have been identified as part of the operational visual impact assessment. These receiver locations are illustrated on **Figure 13.15** and a summary of their sensitivity is provided in **Table 13.4**. A summary of the sensitivity of receivers affected by the operational lighting is provided in **Table 13.5**.

13.2.3 Representative sensitive visual receivers

Visual receivers outlined in **Table 13.3** are individuals and/or groups of people whose views may be affected by the project. The sensitive receivers for the project include:

- Residents that adjoin and/or have views of the project
- Workers in commercial properties that adjoin and/or have views of the project
- Road users and pedestrians
- Users of recreation areas/reserves with views of the project.

Construction receivers were identified for each construction ancillary facility. These are the receivers with the potential to be visually impacted by some element of the construction works.

Social amenity

The EIS identifies various social amenity impacts. The under estimation of the impacts is extraordinary.

M4 East EIS_ Volume 2E_ App M_Part 2_Social Impact

6 Assessment of construction impacts

6.1 Overview of social assessment of construction impacts

Social impacts of project construction are expected to vary between temporary (less than one year) to short-term (between one and three years) during the three year construction period. This section discusses the short-term impacts for issues related to:

- Specific impacts to social infrastructure

- Access and connectivity
- Changes in amenity

It is extraordinary that such devastating impacts can be deemed temporary (1 yr) and short-term (3yrs).

To who is it acceptable and short-term?

This does not consider the permanent operational impacts.

Further -

6.2 Property and household impacts

This section also considers permanent impacts of residential and social infrastructure property acquisition required as part of the project.

Note all the impacts covered – only to acquired but not to adjoining properties – this is outrageous.

6.2.5 Wattle Street precinct

Land acquisition as a result of the project would impact on 83 households in this precinct. The affected dwellings are primarily located along Wattle Street, Parramatta Road, and include some adjoining properties in Wolseley, Northcote, Ramsay and Martin Streets and Walker Avenue. Roads and Maritime also own 24 properties which will be utilised for the project. In addition, there are four residential properties which would be partially acquired. Property acquisition is illustrated in **Figure 6.4.**

With an average household size in the precinct of 2.7 persons, it is likely that acquisition would require the relocation of approximately 224 people. Generally, residents in this precinct are older, with higher rates of home ownership and longer stability in tenure. They also have median household incomes above that of the region and Sydney, indicating both a potential capacity for change but also a strong connection to place.

For this precinct, **proposed land acquisition and construction works along Wattle Street would result in further division of the local community to either side of Wattle Street. The demolition of a relatively large number of homes of heritage value in a community with a strong connection to place is expected to have a moderate impact on the cohesion of the community at a local level.**

This refers to those acquired, not remaining. It is extraordinary that the impacts are described as moderate – to whom? This inflammatory desk based judgement is insulting to affected local residents. These are real people with real homes.

Figure 5.32 Property acquisition and residual land - Map 4 - p5-61

Refer map – significant loss of amenity – this map must surely graphically indicate and imply the devastating impact to adjoining properties such as the subject property. It is not possible to view these maps, come out on site, and appreciate the devastation. It is not appropriate for a desk based evaluation to be made, with value judgements, such as moderate impact, or short term, without meeting on site to view the real impact to real homes and real people.

Further -

Figure 6.15 Existing aerial view of the proposed Haberfield interchange.

And

Figure 6.16 Indicative Wattle Street (City Wst Link) interchange landscape plan.



Figure 6.15 Existing aerial view of the proposed Haberfield interchange.



Figure 6.16 Indicative Wattle Street (City Wst Link) interchange landscape plan. The proposed residual lands are coloured mustard yellow and are proposed for future redevelopment. This image is conceptual and is included for illustration purposes only.

This is what is proposed on a residential street. This is what will replace dozens of heritage homes. Extraordinary. The wording throughout this section of the EIS is unbelievable.

The architectural fluff used to glorify the design elements appear to be more focussed on the colour and texture of the exhaust stack or the aesthetics of the portal openings, than the devastating impact to the existing amenity. It takes no consideration of the current residential environment and the completely out of character industrial elements that are being introduced.

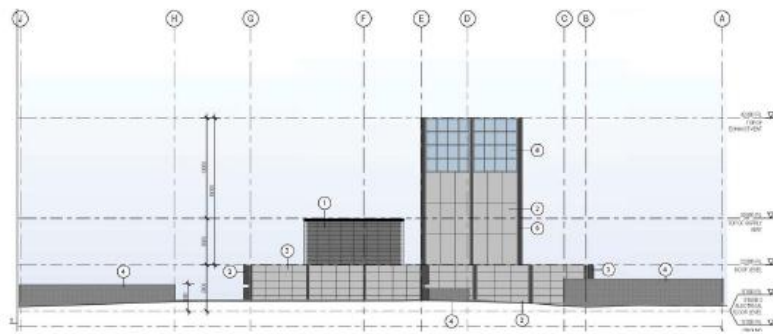
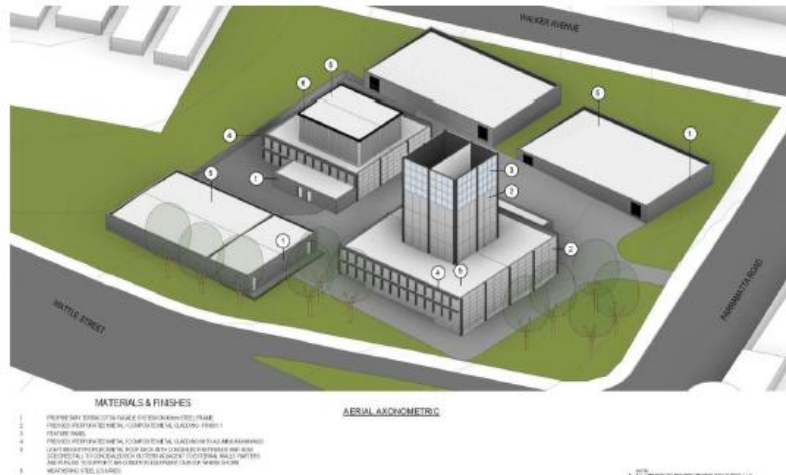


Figure 6.37 South west elevation of the eastern ventilation facility. This image is conceptual and is included for illustration purposes only.



Simply extraordinary - it is beyond words how out of touch the proponents and the EIS focus is with introducing such scale of roadworks and industrial infrastructure to an inner west residential environment. Not only a residential environment, but with significant heritage character. The kind of development proposed simply does not and will not ever blend in – it is more suited to already industrial and heavily congested suburbs.

It is simply the wrong design in the wrong location. There can be nothing but criticism for the design and location, and for the attempt to glorify the elements in the manner in which they are described in this part of the EIS.

However, if the government persists with such destruction, and imposing this level of impact to adjacent properties, a strict condition of approval must be additional acquisitions. Collateral damage on this scale is not acceptable.

6.3 Social infrastructure

covers direct and indirect impacts but

6.2 Property and household impacts

does not

5 Description of the existing community

This section describes the existing profile of the local communities that would be most impacted by the project. These are expected to be residents living in close proximity to the project, particularly those whose properties would be acquired, those living adjacent to areas that would experience the most physical change,

M4 East EIS_ Volume 2E_ App M_Part 1_Social Impact

3.2 Impact assessment framework and rating

Table 3.1 Impact assessment rating criteria

Duration - Long term

10 years or more

Spatial scope –Region Locality

2–3 SA1s (neighbourhood) or
specific location (e.g. a single
street)

Level of impact - Major

A significant change from
baseline conditions,
fundamentally altering the social
conditions in the community and
affecting a large or moderate
number of people in the long
term (more than 10 years). This
category also includes more
localised impacts such as land
acquisition and other impacts

It is evident from the various and severe impacts that the location of the subject property in relation to all the imposed impacts is adversely affected. However the EIS does not address this adequately. This will be challenged, as the impacts are many, varied, and severe. The mitigation measures are inadequate, ineffective or there is no mitigation. And the cumulative impacts and reduced compounding mitigation is profound. A property so badly affected must be acquired as part of the total project costs. These are not costs that can be borne by an individual.

Loss of Utility

This is a specific impact to the subject property resulting from the road closure of Allum Street. The impact will result in loss of utility and severe restriction of access to driveway and garage.

The EIS does not cover this impact to the property. This needs to be addressed as there is no mitigation.

5.9.1 Changes to the existing road network - p5-52

Allum Street – currently connects to Wattle Street, providing left and right turn movements into Wattle Street and left turn movements from Wattle Street into Allum Street. Part of Allum Street would be affected by the realignment of Wattle Street, and the remaining section of Allum Street north of Walker Avenue would be converted into a cul-de-sac.

This results in loss of utility to driveway and garage from Wattle Street approach, and restricted access to driveway and garage from Walker Avenue approach.

Further -

6.4 Access and connectivity

Minor impact for residents of Walker Avenue with the restriction of left turns from Parramatta Road to Walker Avenue for public traffic while permitting light construction traffic to enter construction compounds via Walker Avenue. This could reduce accessibility for residents while increasing local minor impacts for motorists

Further -

During the construction phase there is potential for impacts on property access routes due to road network changes.

Access to private properties would be maintained at all times, and where direct impacts to property access are unavoidable, consultation would be undertaken with the property owner and/or tenant to develop appropriate alternative access arrangements. This may involve provision of a temporary alternative access point.

Impacts to property access over multiple days are considered to be avoidable, however there may be a requirement for some works (e.g. pavement works) to disrupt access for short periods of time (e.g. several hours on a given day). These potential impacts would be discussed with the property owner and/or tenant to determine any special access requirements. Where impacts are required they would be limited to the shortest period possible.

Property access impacts would be limited to the construction period and therefore would only occur during a relatively short timeframe.

3 years is not a short time frame. Forever is not a short time frame.

Cumulative Impacts

The EIS refers to cumulative impacts in a different way to the most appropriate way.

8 Cumulative impacts

Additionally, if the M4–M5 Link proceeds, the **Wattle Street precinct would again potentially be subject to construction impacts.**

The cumulative impacts that need to be considered are all the individual impacts and their cumulative impact on a single property. The cumulative impacts and the reducing mitigation effectiveness would determine the full extent to which a property is impacted, rather than treating each impact in isolation.

facility are shown on **Figure 13.5 to Figure 13.14.**

LCZ 12 – Haberfield precinct

Almost all of the land within the **Haberfield precinct is zoned R2 Low Density Residential, with the desired future character comprising the retention of the existing low density housing, with an upper development height of seven metres. The project does not meet the desired future character for this precinct, impacting upon the western end of Walker Avenue through the introduction of major infrastructure, and the loss of housing within the street for which no redevelopment plans are yet in place, and to the northern end of Martin Street through the loss of housing. The project does provide substantial landscaping where these impacts occur, to assist visual integration with the R2 zone. Measures such as those provided in section 13.5 may further assist in the integration of the project within this precinct.**

In the absence of suitable mitigation for the cumulative impacts, acquisition is the only viable alternative. It is a process that has been suggested in the past and implemented by other governments.

Appendix D Council consultations

Strathfield Council

Mitigation measures

- It was suggested that:
- **People need to be compensated for the loss of value to their homes**
- **WDA could acquire more homes than necessary, pay existing owners a 'reasonable' price, and then package land for sale to developers for high density housing**

Given the importance of this project – State Significant Infrastructure project – and the total budget – it would be appropriate to set aside a relatively small amount for additional acquisitions for severely impacted adjoining properties, and for this to be taken into consideration as part of the overall necessary cost of the project.

The extent of construction and operation impacts is vast and numerous. The EIS indicates many of the impacts. However, it minimises the severity of the impact in favour of the project. The cumulative construction impacts and operation impacts on the subject property is unacceptable. The only acceptable mitigation is acquisition.

Community Consultations

The views on community consultation were submitted prior to this EIS. Suffice to say, the experience has been nothing short of outrageously deceptive and dismissive, as much as outright cruel and heartless.

Most affected property owners were not contacted let alone consulted, unless direct acquisition for the project corridor was required. Community consultation has failed at every possible level for affected property owners, and no amount of public reporting and glossy brochures will convince those affected otherwise.

This has left many communities and individuals disenfranchised, angry, full of despair and anxiety and enraged, depressed or despondent by the process. It has been a shameful process by the government for those adversely affected.

It must become mandatory for government to consider individual cases and provide the appropriate time to consult on-site to truly appreciate the real impact to certain properties where mitigation is inadequate for those few individuals severely impacted, and to provide the only viable solution for those that feel there is no other option.

This is the process that I have commenced with the minister for roads and currently in communication with RMS Valuations and Acquisitions in order to seek an appropriate resolution.

It is UNACCEPTABLE to have community consultation from the proponents when it is clearly their intention to *TO PROMOTE AND PROTECT THE INTERESTS OF THE COMPANIES OF THE JOINT VENTURE*.

Objections to the Project

Beyond the specific objections which relate to the direct, indirect and cumulative impacts to the subject property, there are general objections to a number of elements of the proposal. Regardless of the following, the main purpose of this submission is to deal with the impacts to the property and seek acquisition.

In simple terms, the project is ill conceived and will not solve the traffic problems it purports. It simply shifts and magnifies an existing problem at Concord further along to Haberfield. The following brief outline indicates the short comings of the proposal. A brief alternative is offered although I feel it is a complete waste of my time doing so given the attempts to deal with WDA since 2012 and intensely since June 2015. Whilst I accept that thousands of hours have been spent coming up with this design, as an engineer, I am surprised anyone is prepared to put their name to it, let alone promote it as a good design or viable. Nevertheless, the following outlines the obvious shortcomings of the design.

The Wattle Street Interchange (between Parramatta Road and Ramsay Street - M4-M5 link)

Again, in simple terms, this design is a square peg in a round hole. Placing an entry and exit portal at the top of the **crest** on Wattle Street (between Parramatta Road and Ramsay Street, near Allum Street) is simply ludicrous. The rise of the land from Ramsay Street up to the crest of Wattle Street and back down to Parramatta Road is a significant crest, which if used properly can work in favour of a tunnel. But not with this design.

The incline for the exit portal needs to rise from below Ramsay Street, to the surface at the crest of Wattle Street. The rise of the landscape works against the rise of an incline tunnel. This is obviously a greater incline than the natural climb from the surface road from Ramsay to top of Wattle which is already quite significant. Perhaps it is not as bad for the entry portal to have such a steep decline into a tunnel from the crest at Wattle to below Ramsay, although I would doubt the wisdom of this as well, but not acceptable for an exit portal.

To make matters worse, the exit portal is within 200m of a major intersection at Parramatta Road. The exiting traffic will be stopped at the lights and banked up within the exit. And to make matters worse stopped and starting on a steep gradient, until the lights change. No matter how good any kind of traffic monitoring systems can be, cars will be stopped at this major intersection for extensive periods and traffic will be banked up in the tunnel waiting to exit. The pollution of cars and trucks having to stop/start up a very steep climb will be unacceptable.

It is clearly poor design – and clearly jammed in as a square peg in a round hole. Presumably to make use of the vast land acquisition on Wattle Street already – even though the width of road was never meant to be this way with just the entry and exit portals between Ramsay and Martin – not these additional portals near Allum. It seems like a very bad afterthought. It would be a better design to have these in a location where the topography better suits (such as between Ramsay and Martin, or elsewhere where at least the land is flat – but not at the worst possible topography. And not where a major intersection will stop exiting tunnel traffic. Again, presumably, this decision was based on minimising further land acquisition – certainly not based on good design.

On the other hand, the entry and exit portals between Ramsay and Martin make sense because these make use of the hill to burrow quickly below ground. The hill and crest work in favour of the tunnel starting at a low point. This is good design. Devastating for the local community and neighbouring houses, and Haberfield – but at least it makes sense from a design perspective.

Single centralised exhaust stack

The single centralised exhaust stack is a poor design based on cost cutting. Any centralised system will have short comings compared to smaller dispersion over separate areas, lack of efficiencies, and prone to fail safe operation. Centralising all of the exhaust from three separate and connected major tunnels is fraught with danger.

Centralising the exhaust pollution in one system rather than separate and distant exhaust stacks is not good for the community. It would be better to have several exhaust stacks as previously proposed (at Parramatta Road Ashfield and near Martin Street Haberfield). This would provide less concentration at one point, and less dispersion over a larger area across the community. Neither of which is desirable. But the lesser of two evils. It is abhorrent that 33kms of exhaust pollution is not dispersed naturally over 33kms, and over countless natural square kilometres where it is produced - instead all at a concentrated point of just a few square metres at a single outlet.

Centralising the exhaust stack and supporting equipment also has short comings in attempting to connect all tunnels to the one exhaust point. The distance and limitation of duct diameter to the central exhaust point creates inefficiencies and ultimately results in failings of the system. In particular, the statement that zero exhaust will be emitted from any exit portal would be laughable if it weren't such a serious issue. It is unfathomable that the fans will be operating 24/7 at a capacity to prevent any exhaust from the tunnel being emitted from an exit portal – that somehow all will be sucked in from an exit portal, against traffic piston effect, down and through narrow and winding ducts, and hundreds of metres to a central stack – all against the natural path of least resistance which is the natural cavernous opening of the exit portal – immediately exposed to the open, unrestricted, unhindered, zero resistance, and more so enhanced by the direction of travel of exiting vehicles.

Centralised systems are naturally prone to failure. Separate disparate and independent systems have fail safe built in. If one part fails others continue to work independently, or can sometimes take the slack of other parts failing. One centralised exhaust stack will suffer the same issue. Multiple and separate exhaust stacks would be a better solution. If the fans or any supporting equipment fail, all tunnels will be affected in this design. If the fans or supporting equipment of one stack fails, other tunnels will continue to work with separate systems. And it may be possible for the other stack and equipment to take some reduced capacity of the stack that has failed.

Clearly, a central exhaust stack is not the best design. It is based on cost cutting. Cost cutting in duplicated equipment. Cost cutting in acquisition. All at the expense of the local community, instead of sharing the burden of air pollution across the entire community that is actually generating it.

Destruction of community

One of three high level key benefits of WestConnex is supposed to be bringing communities together. The other is removing traffic from local roads. So WestConnex fails in two out three key benefits. The Haberfield community will be destroyed by a significant and irreversible scar on Wattle Street and will divide Haberfield irreparably west of Wattle Street. In addition, the loss of a significant number of significant contributory homes and gardens along Wattle and Walker, will leave the remaining adjoining local community isolated, out of place, with a loss of setting, and closer to destructive infrastructure – not a recipe for a better connected community.

Bulk amounts of traffic will be funnelled onto local roads at Ramsay Street and Waratah Street. Other existing rat runs such as Walker Avenue will be exacerbated. Doubling the capacity of traffic from Concord with a tunnel that duplicates existing Parramatta Road traffic onto Wattle and City West Link, is ludicrous. The obvious build of traffic will worsen rat runs on to Walker Ave, Parramatta Rd, Waratah St, and Ramsay St, as well as numerous other local streets to cater for the overflow. The project will fail on Community and Local Traffic in Haberfield.

Alternatives

A tunnel is a great start to solving Sydney's traffic problems. But not a road tunnel. Sydney needs subway tunnels (subway, underground, metro, light rail, by any other name). Every great city has a network of subways. Pick any city – London, New York, Washington, Paris, Madrid, Barcelona, Rome, Vienna, Salzburg, Beijing - pick any great city, small or large – many with populations much greater than Sydney, some with less – all have less traffic problems than Sydney. That's because they have a good subway system. They move masses of people and take cars off the roads. It is easy and convenient for most people. Subway tunnels have a very small footprint at the surface – usually just an escalator or stairs that barely take up the size of a single car garage at the street surface, usually on just a widened footpath – nothing compared to highly intrusive road ramps – and many more can be implemented in suburbs than road ramps. For the tunnel being proposed from Concord to Haberfield, or every other tunnel route, a subway station could be placed at every suburb with minimal adverse surface impact, yet tremendous positive people moving impact.

Sure, tunnels are expensive – but you have to start building a subway system now – don't waste it on a road to a carpark – it's the only future for Sydney. All great cities are continuing to expand their underground rail network – because it works. Because it is more cost effective in the long run. Sydney is way behind other cities on underground network, but it's not too late to start building a future proof network. Various studies point to the fact spending on public transport is lacking and lagging further behind.

Whenever you decide to junket overseas for a fact finding study, take the subway – ditch your chauffeur driven red carpet diplomatic hosted transfers, and take a look at how real progressive cities operate – take the subway – in all directions in a major city you can travel by subway – and no matter where you are, there is always a subway within easy walking distance.

If you are serious about redeveloping Parramatta Road and increasing densities, the subway is the only solution. A road without any public transport is not a solution for more apartments and more people. And no, thinking you will free up Parramatta Road is a joke – thinking you can have all those extra apartments and people – and just add bus lanes – you are dreaming.

The proposed M4East from Concord to Haberfield will not solve any traffic problems. It will simply shift the current problem elsewhere and magnify the problem. Adding more apartments along the route will further add to the problem. The only way to solve Sydney's traffic problems is adequate public transport. A good proportion of commuters would use public transport if it were adequately available. Public transport will get people who don't really want to be or need to be in traffic, off the roads, freeing up the existing road infrastructure for those that really need to use it. Yes, for those that need to move a fridge every so often.

Summary

The main high level broad key issues identified in the EIS are as quoted -

What are the key issues associated with the project?

Traffic

Air quality

Noise and vibration

Human Health

Each of these issues has been addressed in the response. The subject property will be adversely and severely impacted by each of these issues for which there is no acceptable mitigation. Additionally the EIS has identified numerous other issues with the project at a general level. Each of these numerous impacts, and others specific to the subject property, have been addressed in this response. The numerous adverse and severe impacts are for extensive periods (3 years during construction) and ongoing (during operation). The impacts are direct, indirect, and cumulative, and have no acceptable mitigation. Given the voluminous EIS documentation and the lack of adequate response time, further material can be presented that challenges numerous statements and omissions in the EIS, via marked up copies.

The subject property should have been identified as part of the project corridor. At worst case it should have been acquired as a buffer to the remainder of the properties. The EIS should have identified this property more strongly for a number of key impacts, as well as the cumulative impacts. Additionally, no weight was given to the closure of Allum Street and the unique adverse impact to this property.

As many if not all impacts have no acceptable mitigation, the only acceptable solution is acquisition of the subject property. This is a matter that is currently with the Minister for Roads and RMS and will be pursued to the full extent. I ask that this process be fast tracked during the current round of acquisitions in the immediate area (Wattle Street and Walker Avenue) as the despair, the anxiety, and mental anguish of this project has had an adverse effect on my physical and mental health, and has placed severe strains on personal family relationships. I will be unable to live at the house or enjoy the property, because of what will be imposed around my property, during an extensive construction phase, nor at any stage during operation into the future. My home and property will be forever destroyed and I see no future at this location given what I will be subjected to. There is no other viable alternative other than acquisition.

I object to the project based on the proposed plans. I object to the devastating design around Wattle Street – 12 lanes of surface road across 80m of roadway is ludicrous in the Inner West. I object to the illogical design of the Wattle Street entry and exit portal incline for the M4-M5 link. I object to the unfiltered exhaust stack destroying Haberfield. I object to the mitigation strategies proposed for the cumulative impacts to the subject property. I object to the funding this project will take away from public transport which would provide a solution to Sydney's congested roads.

Finally, I suggest for the benefit of others similarly affected who cannot speak out, that the project not be approved. I also suggest that the project not be approved unless an adequate acquisitions scheme is established. It should be a condition of approval that additional acquisitions be considered, if the government insists on pursuing with this ill-conceived project. Adjoining severely impacted properties, with owners that stand to lose everything, should not be sacrificed for the greater good or treated as collateral damage in the process.

Previous Submission

The remaining pages include sections of the previous submission, prepared prior to the EIS being released in September. It was prepared immediately after the June plans were released. It was at that stage blatantly obvious the numerous adverse and severe impacts to the subject property, both during construction and operation. The details covered and many of the maps produced at the time, correlate with the EIS maps. As stated previously, the EIS confirms many of the worse impacts at a general level. However the EIS does not place enough weight on the severity to the subject property, unacceptably indicates mitigation measures as acceptable, and omits impacts to the subject property.

Unable to adequately deal with WDA at the time, the submission was sent to the Minister for Transport. It was referred to RMS for advice and back to the Minister, where the Minister and RMS acknowledged the concerns and the impacts presented. It was then referred by the Minister to RMS Valuations and Acquisitions. It is this process that needs to be fast tracked, as part of the current acquisitions in the surrounding area, in order to resolve this in an acceptable manner.

Certain sections of the previous submission which contained personal and financial information have been omitted as part of this submission in response to the EIS.

The maps highlight clearly the severe impacts and were submitted prior to the EIS being released. The EIS confirms some of these impacts with similar maps and commentary. However, the broad based approach of the EIS does not take into account sufficiently the impact on an individual property in many aspects. Generalised commentary regarding the severity of the impact or the effectiveness of the mitigation and net result highly favours the project and does not balance the real impact to an individual. So it is important that individual circumstances are addressed and where mitigation or acceptability is questioned, the right to discuss on-site should be provided. As an example, the property is placed by the EIS at the junction of three different general zones, for air quality, noise, disturbances, human health, etc. In reality, the property is at the centre of three zones and at one of the worst impact areas at Wattle Street near Allum Street.

The onerous task of reading the voluminous pages of the EIS makes it difficult for a single individual to quote each relevant section given the timeframe provided. As the EIS is copyrighted and no part may be reproduced, it is difficult to reference each section that requires comment and is to be challenged. The only way would be to allow the original documents to be submitted as marked-up, highlighted, with comments, as there are so many comments that can be questioned and challenged. I reserve the right to do this in any follow up, given the timeframe provided to submit a response to the voluminous documentation.

Extract from previous submission (prior to EIS)

The information included covers –

- Impact during construction
- Impact during operation
- Impact maps – amenity, adjacent acquisition demolition, earthworks, roadworks, exhaust pollution
- Community consultation process
- Haberfield and Wattle Street
- Heritage and Conservation

The previous submission also covered –

- Justification
- Business case
- Precedents of additional acquisitions
- Personal hardship
- Neighbourhood issues

These have been redacted or not been included in this submission to prevent publication of personal, health, and financial details. However, these have been considered in the current assessment process by the Minister.

Location

- The subject property adjoins Wattle Street at rear boundary and Allum Street at side, will be subject to major construction and future permanent impacts.
- Rear boundary directly adjoining rear boundary of nineteen Wattle Street properties to be acquired, plus five homes away from thirteen Walker Avenue properties to be acquired, plus two homes away from four Walker Avenue homes to be partially acquired.
- Side boundary directly adjoining Allum Street, subject to major construction and road closure, and loss of utility to rear side driveway and garage access.
- Proximity to proposed 11 lane surface road at Wattle Street, resulting in exhaust pollution, dust and noise
- Proximity to proposed exit portal near Allum Street, with concentration of exhaust pollution, dust and noise from 4km 3 lane tunnel from Rozelle
- Proposed shallow tunnel vibration impacts directly beneath home (main lounge, bedroom and study)

Location in relation to project corridor



Refer to various impact maps throughout this document.

Impacts during construction and operation –

Rear boundary directly adjoining major section of Compulsory Acquisitions on Wattle Street, side boundary adjoining Allum Street and close to Walker Avenue acquisitions which will have the following impacts during construction and operation:

Impacts during Construction:

1. During the construction period, the property will be impacted directly at the rear boundary by demolition and major road earth works on Wattle Street right up to rear boundary line.
2. Allum Street side boundary will be impacted by construction traffic, as well as Walker Avenue demolition and construction traffic using Allum Street. Walker Avenue and Allum Street are 3t load limit streets and this will be overridden by substantial construction traffic.
3. Demolition of 19 homes and 6 unit blocks (48 apartments) on Wattle Street, and 13 homes on Walker Avenue within 10m-50m. This will create excessive levels of dust, pollution, noise and vibration. In particular the demolition of an apartment block of 8 units, 4 levels high within 5m of rear boundary and a further apartment block of 8 units within 20m.
4. Construction traffic dust and noise along Wattle, Walker and Allum Streets surrounding the property will be unbearable. It will include major cut and cover operation within 20m of rear boundary for two portals.
5. Major earthworks along the entire length of Wattle Street, up to and including rear boundary. Construction right up to and including rear dividing fence will cause excessive noise, dust and disruption, and raise a security issue.
6. Allum Street will be closed and inaccessible at times, which I require for access to my rear Allum-side facing garage. This includes street space required to reverse a trailer beyond the proposed closure point.
7. Construction of industrial compound along Walker Avenue from Parramatta Road up to number 22 Walker Avenue – just 5 houses away. Plus major excavation point near No 22 for lowering tunnel boring equipment and the associated heavy vehicle construction traffic along Walker Avenue – main bedroom at front of house – as well as Allum Street – main lounge room and outdoor veranda facing Allum Street.
8. Construction of main 3 lane outbound tunnel from near Ramsay Street running through the middle of the property, directly under the house, under the main lounge and bedroom. This will create significant vibration and noise as it will be shallow (less than the 30m+ depth of main sections due to the near-by entry point). This may well cause irreparable damage to the brittle lime mortar of this 1919 conservation area home.
9. Significant demolition and construction at end of Walker Avenue along Parramatta Road and Wattle Street to accommodate the industrial compounds and exhaust stacks.
10. Loss of valuable conservation area homes and transforming Walker Avenue from a quiet residential street to one stained with industrial scale compounds.
11. Loss of neighbourhood amenity, and social and community impact - 19 homes and 6 unit blocks (48 apartments) on Wattle Street, and 13 homes on Walker Avenue, which provide a sense of a residential community. Loss of accompanying rear yards and greenery, as well as the warmth and spirit of neighbours and friends along Wattle Street and Walker Avenue properties to be acquired.
12. Substantial road diversion traffic from Ramsay Street into Walker Avenue and Allum Street. Substantial road diversion traffic from Wattle Street into Allum Street and Walker Avenue. Substantial road diversion traffic from Parramatta Road into Walker Avenue.

The dust, noise and vibration impacts will be unacceptable and no mitigating strategies can be provided given the proximity to such a wide ranging area adjacent to and surrounding the property.

We have lived through very minor roads works in the past which have lasted barely a week (road re-surfacing for Parramatta Road and Wattle Street) and can testify to the practical things that occur on-site despite any well-meaning mitigating plans or policies. The roar of trucks, reversing beepers, flashing orange lights at 2am, clanging of equipment, road diversions, illegal parking, swearing trades people and truckies, noise, vibration, dust is unbearable for just a few nights. This project will not be tolerable for this house location for three years.

Despite all good intentions, the practicalities of what workers do on site and how they behave can be foreseen given past examples. A look at a map and location of the property in relation to the construction areas and likely traffic flow will be obvious the roads that will be used (Walker, Allum and Wattle) for trucks and equipment, including heavy dump trucks at all hours, obstructions, and illegal parking, despite any reassurances to the contrary.

Impacts during operation:

1. Significant increased traffic noise and air pollution, increasing from existing 4 lanes 70m away from boundary, to proposed 11 lanes within 10m of boundary. There is no mitigation for air pollution from 11 lanes of surface traffic.
2. Further excessive increased air pollution from proposed tunnel portal exit within 20m of boundary, which will expel combined exhaust from over 4km of 3 lane tunnel traffic from Rozelle to Wattle Street exit. There is no mitigation for this concentration of exhaust pollution.
3. Allum Street will likely be closed, which will restrict access to my rear Allum-side facing garage. This includes street space required to reverse a trailer beyond the proposed closure point. There is no mitigation for this loss of utility.
4. Boundary line construction of high walls for noise abatement and screening will be unsightly and ineffective – nothing will stop the noise and air pollution from 11 lanes of traffic and a 4km tunnel exit portal within 20m.
5. Proposed main 3 lane tunnel runs through the middle of the property, directly under the house, under the main lounge and bedroom. This will be a shallow tunnel closer to the surface and closer still as it will be under a cellar basement (2m below ground) and swimming pool (2m below ground). I suffer from anxiety having to think about this permanent stain on the property I built for my family.
6. Permanent loss of neighbourhood amenity - 19 homes and 6 (48) apartments on Wattle Street, and 13 homes on Walker Avenue, which provide a sense of a residential community. Loss of accompanying rear yards and greenery (Haberfield is supposed to be the model garden suburb) as well as the warmth and spirit of neighbours and friends along Wattle Street and Walker Avenue properties to be acquired.
7. Permanent loss of homes and apartments that currently provide a social and community feel, as well as a noise buffer from Wattle street traffic 70m away, to be replaced by 11 lanes of traffic and high walls within 5m.
8. Loss of the associated land and vegetation which provides 70m distance buffer to Wattle street traffic noise and pollution. Loss of local amenity and social and community neighbourhood.
9. Loss of neighbourhood homes on Walker Avenue from No.22 to Parramatta Road which provide sense of a residential community on a quiet tree lined street. Loss of neighbours and friends on Walker Avenue properties to be acquired.
10. Proposed industrial compound along Walker Avenue from Parramatta Road up to number 22 Walker Avenue – just 5 houses away – transforming the whole feel of the street.

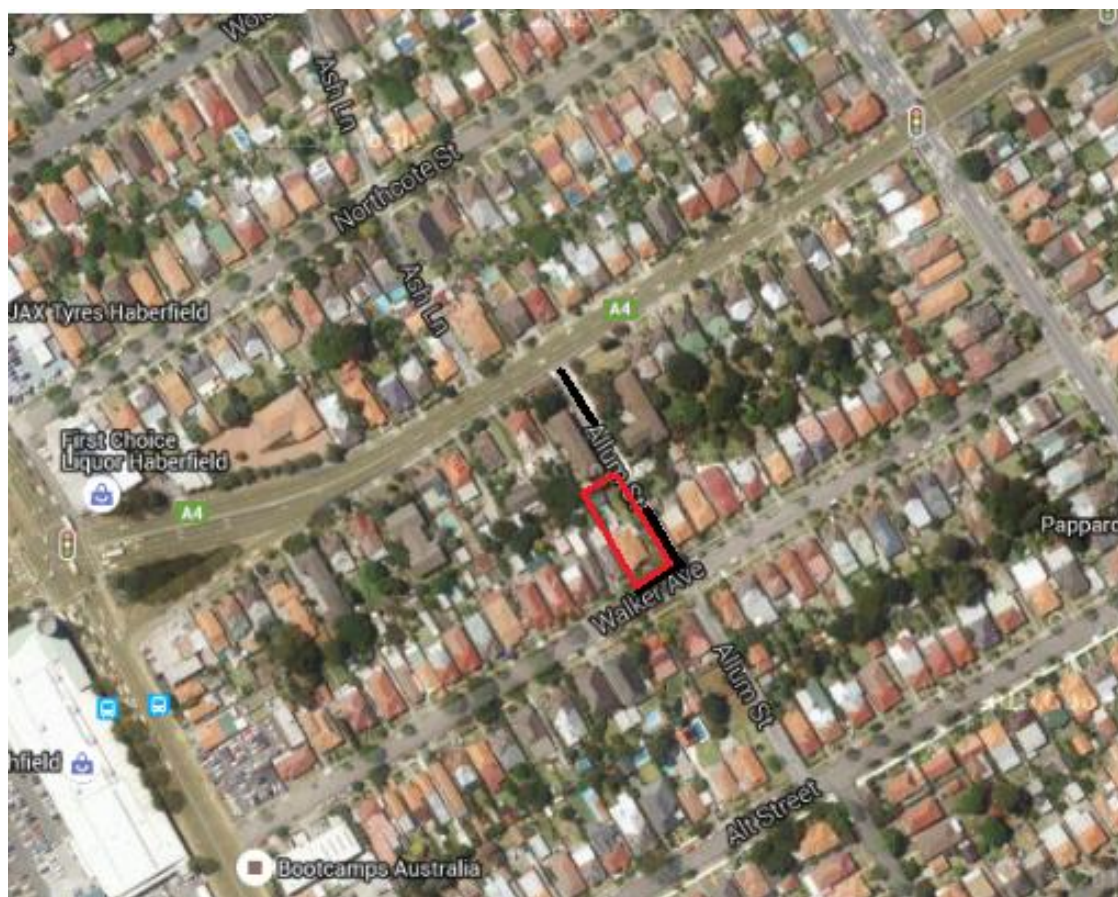
11. Exhaust stack at Parramatta Road / Wattle Street which will deliver the concentrated exhaust from every tunnel from Concord, Ashfield and Rozelle - countless kms and lanes. With a predominant prevailing westerly wind directly toward the property.
12. Substantial rat run traffic to avoid congestion of major intersections at Parramatta Road and Wattle Street, and Ramsay Street and Wattle Street. This includes from Ramsay Street into Walker Avenue; and from Parramatta Road into Walker Avenue.

Refer to impact maps for more details on these points.

It is the **combination of ALL the above factors** (not one single factor) that will make the home unliveable during construction as well as during future operation. The proximity of the property to this major section of the project corridor will be severely impacted both during construction and forever during operation. I cannot envisage being able to live in the property I spent 19 years restoring and extending for my family, with so many impacts during the construction period and into the future. Many of the impacts, in particular exhaust pollution from surface lanes and exit portal, cannot be mitigated.

There is no viable means to mitigate all of the impacts on the property and the loss of amenity of Walker Avenue that has been a quiet tree lined street, with a significant loss of neighbourhood homes and gardens along Wattle Street. In acquiring the properties directly adjacent to this property and immediate surrounds, and proposing the new destructive infrastructure to the neighbouring surrounds, the government has in effect acquired a significant portion of the value of the property without any consideration. Consideration for acquisition must be provided.

WestConnex impact - current amenity surrounding property - homes and gardens

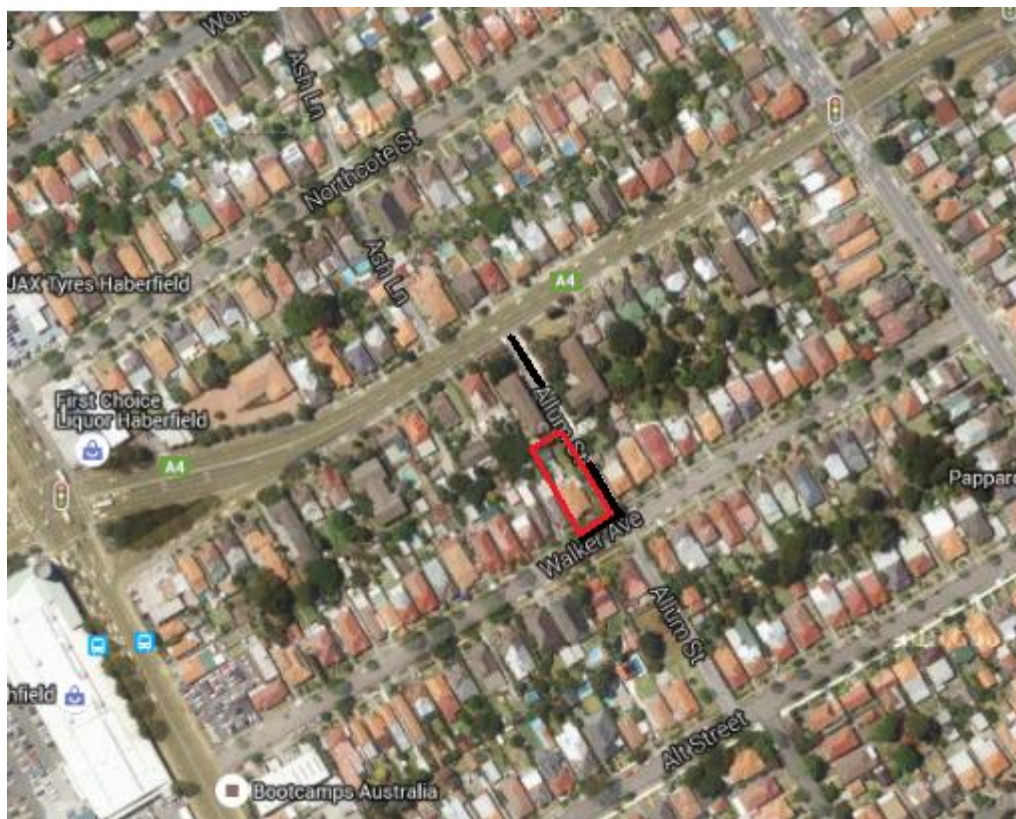


Impact around property – loss of amenity, 11+ lanes of surface traffic plus exit portal, stack and compound



Loss of amenity impact

Current amenity, social and community neighbourhood, landscape and heritage setting

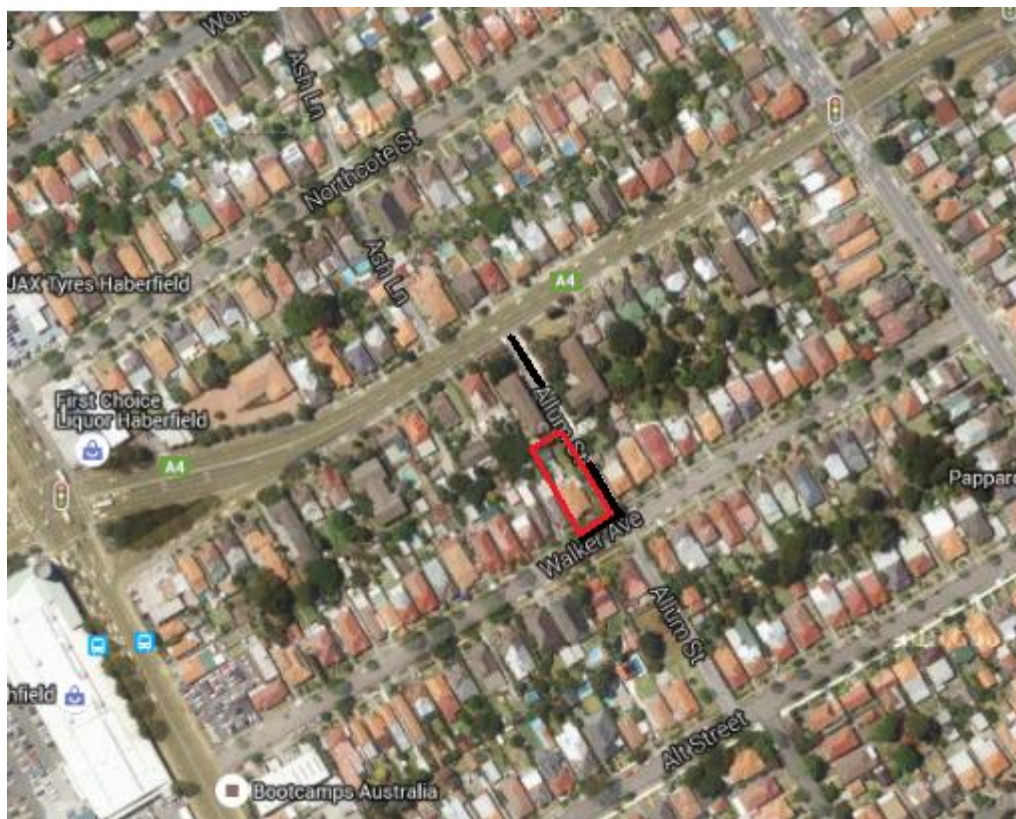


Loss of amenity impact – social and community neighbourhood, landscape setting



Demolition and earthworks impact

Current amenity

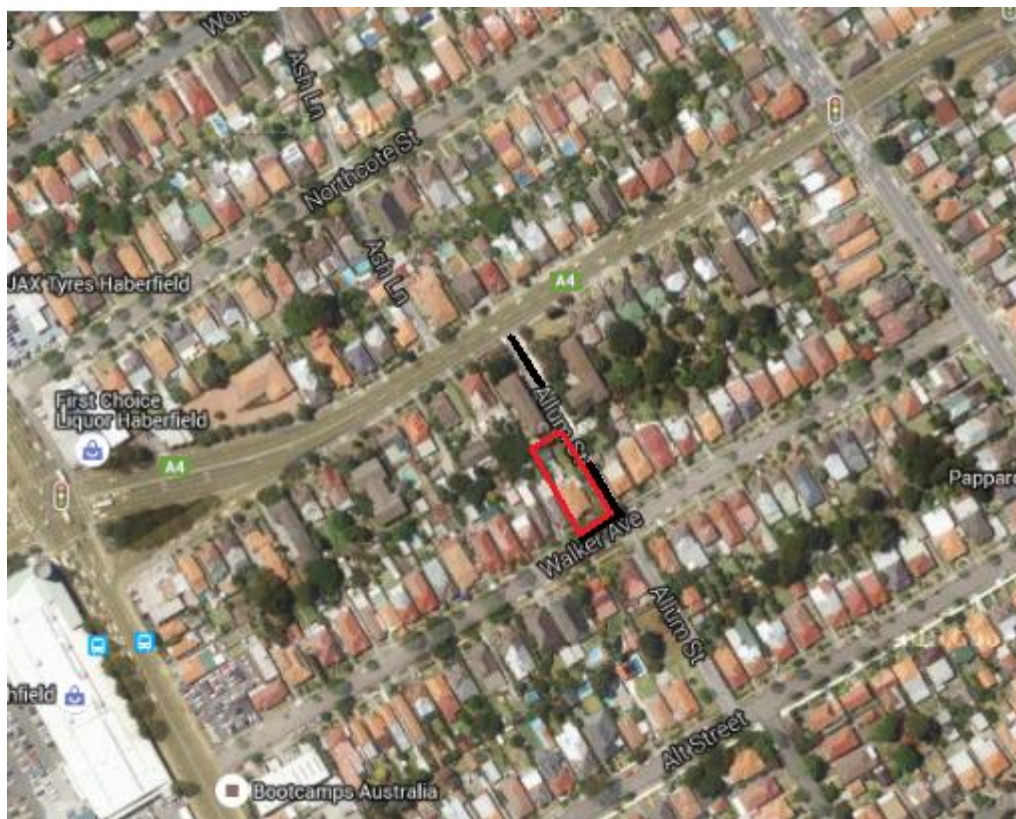


Impact – demolition and earthworks impact



Earthworks and roadworks impact

Current amenity

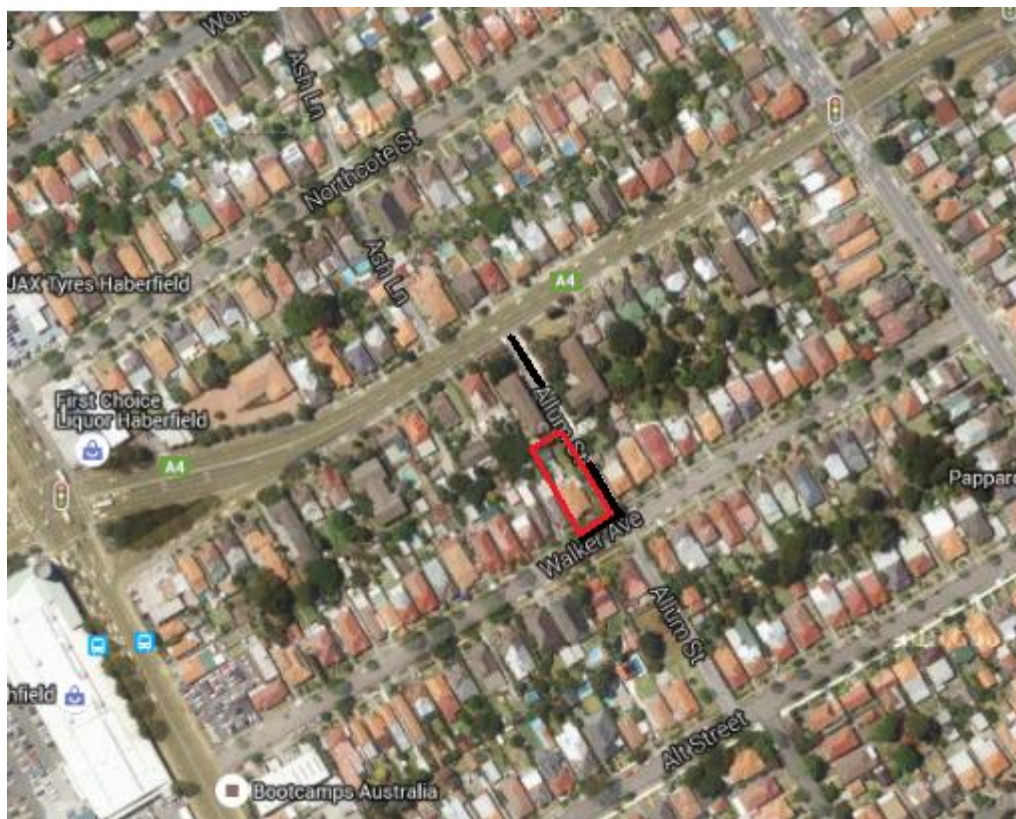


Impact – demolition, earthworks, construction and roadworks impact



Construction Traffic impact

Current amenity



Impact – construction traffic impact



WestConnex Impact – main tunnel – very shallow beneath house



One of the main tunnels will run directly below the house at a shallow depth, unlike the main tunnel elsewhere at full depth. This is the tunnel westbound from near Ramsay Street entry, through toward Concord. As it commences near Ramsay Street just a couple of hundred metres away, and needs to negotiate other tunnels above Parramatta Road tunnels near Wattle Street, it will be shallow (near the surface) – significantly less than the 30m+ depth of other main sections. It will be even more shallow (and nearer to house structures) because there is a cellar basement 2m below ground and an in-ground pool at least 2m below natural ground level. This is deeper than the natural foundations of the main house.

A shallow tunnel nearer the surface and closer to building structures and foundations will increase the impact of vibration significantly during construction to an unacceptable level. Vibration impact will also be likely unacceptable during operation of the main tunnel, with lanes of traffic designed specifically for trucks ("WestConnex will remove trucks from surface roads"). These would be significantly highly laden heavy vehicles up to 90t rumbling through the tunnel at speed directly below the main lounge, bedroom and study of the house and property.

The sub surface acquisition will be a permanent stain on the Certificate of Title for ever on this property. This will naturally cause a significant reduction in value, and whilst it is clear the government policy on sub surface acquisitions, it is unconscionable in light of the cumulative impacts that need to be considered.

Lastly in relation to this tunnel, the location is completely deception and misleading - for the past 3 years and continued during the June 2015 public brochure community update. As a group of touch and concern residents Walker Avenue residents were reassured before and after a submission with regard to the tunnel location (among others – refer additional detail), that the tunnel would be under the acquired properties of Wattle Street or at the boundary. And there is no reason why it cannot be located under acquired properties or at the boundary from an engineering perspective. The argument that it requires the radius to maintain vehicle speed around the curvature from Ramsay to Parramatta Road can be disputed. The argument that it needs to go over and under other tunnels can also be disputed. There is simply no need to further impact this property by imposing this tunnel location and therefore a significant value and disturbance impact, from a sub-surface impact.

The EIS also refers to the tunnel location and other subsurface acquisitions in other suburbs, rather than under Parramatta Road, so that development can take place. So again, ordinary citizens are made to pay the price on their home so developers can benefit.

The issue of misinformation and misleading and deceptive conduct during the past 3yrs extends to the exhaust stack location. Originally, there were to be two stacks – one near Ramsay Street portals and one near Parramatta Road Ashfield portals. This would have dispersed and spread the load of all tunnels at two locations. However, the chosen design of one central stack that will concentrate the exhaust of every single tunnel in one place, is based on cost savings – just ludicrous. No justification based on health impacts. Just cost savings for one stack construction and one set of associated equipment and industrial compound. Cost savings! Well if that's the case, those costs savings (in addition to all the other money the government will benefit from) can be directed to additional acquisitions for those paying the ultimate price by the impacts of this design.

Exhaust Pollution impact – surface road, exit portal and exhaust stack

Prevailing winds are generally from the West. During certain times hot northerly winds also blow in the direction of the house from Wattle Street.

Wattle Street surface road will create considerable exhaust pollution, dust and noise. The current 4 lanes will become 11 lanes of surface road that will add significantly to current levels (just 4 lanes) and cannot be mitigated. This will be exacerbated by slow traffic at entry and exit portals, in particular stopped traffic from exit portal due to traffic lights just 200m at Parramatta Road.

The exit portal on Wattle near Allum will expel the concentrated exhaust fumes of a 4km 3 lane tunnel from Rozelle (that will not vent via the exhaust stack). This will be an immeasurable increase of exhaust fumes over the property, for which there is no mitigation.

The exhaust stack will expel the concentrated exhaust fumes of countless kms of 3 lane tunnels from Concord, Ashfield and Rozelle at one point. The prevailing westerly winds will blow directly over the home where heavier particles will begin to settle at around this radius. The exhaust stack height will be closer to the height of the house as the home sits on the crest of the hill, while the stack is at a much lower point. Furthermore, it is a well-known fact that the most dangerous pollutants are heavy particles (2.5), in particular diesel pollutants (from all those trucks that will be using WestConnex) that settle to ground (as can be seen in most homes as black dust on window sills and most surfaces).

Refer other comments in relation to single exhaust stack design instead of previous two stack location (near Ramsay Street and Parramatta Road portals). Now concentrated in one location instead of being spread and dispersed over multiple locations.



Winds from predominantly from the West

Driveway access impact due to closure of Allum Street

Current amenity – clear driveway access along Allum Street from Wattle Street and Walker Avenue



This point is very specific to this property as the impact is possibly total loss of utility of driveway and double garage.

As previously mentioned, it is the combination of ALL the impacts and issues mentioned in this document that warrant acquisition. However, this one point will be covered in more detail in the summary maps section as it is unique to this property and combined with all the other impacts, would elevate this property in priority for acquisition.

Allum Street is a very narrow two lane laneway providing the only off street access point for 34 Walker Avenue.



Specifically, Allum Street provides side access to rear driveway (D) and double garage (G). The narrowness of the laneway, and the very narrow path, required the garage and driveway design to be based on entry predominantly from the direction of Wattle Street. This provides unrestricted access with an appropriate turning radius. Additionally it provides clearance from any parked vehicles on Allum Street as it has always been No Stopping on the NE side of Allum Street between the driveway access of 36 Walker through to Wattle Street. This No Stopping area is designed to provide the same access requirements to several driveways along Allum for 27 Wattle Street, from any direction, as well as either forward or reverse entry.

Access from Wattle Street direction is available comfortably in a forward direction, with reverse exit. Access from Wattle Street direction is also available comfortably in a reverse direction, with forward exit. This applies equally to the various driveways of 27 Wattle Street along Allum Street. This utility will be lost by the closure of Allum Street from Wattle Street and will contribute to the overall loss of utility to 34 Walker.

While the driveway is clearly favoured toward Wattle Street, access from the direction of Walker Avenue is possible with a degree of difficulty. Mostly to the first garage, but not the second garage, in a forward direction, due to the tight turning circle, without additional manoeuvring. This is exacerbated by the extremely narrow path on the driveway boundary – as this does not provide the usual additional length from kerb to boundary that provides additional turn in radius from the street. Imagine trying to turn in into a driveway whilst parked on the footpath of a regular driveway instead of from the street – that is the distances in question here. This forward entry with reverse exit requires the additional length of Allum Street toward Wattle in order to reverse out (toward Wattle) and then

forward (toward Walker). This utility will be lost by the closure of Allum Street from Wattle Street and will contribute to the overall loss of utility.

More specifically, the only access for a passenger vehicle, let alone a passenger vehicle with trailer or an acceptable service vehicle, is from the direction of Walker Avenue in a reversing entry only. This requires the additional length of Allum Street beyond the boundary of 34 Walker toward Wattle Street in order for the reverse manoeuvre to take place into the driveway. If Allum Street is closed at or near the boundary of Walker/Wattle properties, this utility is lost. It also means no passenger vehicle will be able to reverse into the driveway. It means a vehicle with a trailer (not even small box trailer, let alone a boat or caravan) will be able to be reversed into the driveway and garage. It also means no service vehicle (furniture delivery or small mulch tip truck) or work service van, will be able to reverse into the driveway. This renders the driveway utility and garage access useless and results in a loss of utility.

Current amenity provides driveway access from direction of Wattle or Walker in either forward entry / reverse exit and reverse entry / forward exit in all combinations.

As detailed, the closure of Allum Street at the Wattle/Walker boundary will result in a loss of utility of the driveway and double garage and contribute to the loss of overall amenity and enjoyment of the property. The inability to comfortably enter or exit with an average sized vehicle will be devastating. The inability to reverse a box trailer, boat or caravan, or for an appropriate service vehicle, will be a total loss of utility.

The Australian Standards for driveway access, in respect of off street parking, with regard to appropriate turn in radius for a passenger vehicle and appropriate service vehicles, will be compromised. Details of these issues can be described in further detail and any on-site observer will easily testify to the issue raised without any mitigation possible. Again, this is something the EIS will not address and where I need someone from WDA to visit on-site and to accept as fact.

The primary access point to the driveway from the direction of Wattle Street will be lost with the closure of Allum Street at the Wattle/Walker boundary.



Driveway/Garage Access - Summary of Combinations – and resulting impact:

From Wattle – forward entry / reverse exit – toward Wattle – no longer possible

From Wattle – forward entry / reverse exit – toward Walker – no longer possible

From Wattle – reverse entry / forward exit – toward Wattle – no longer possible

From Wattle – reverse entry / forward exit – toward Walker – no longer possible

From Walker – forward entry / reverse exit – toward Walker – highly restricted or no longer possible

From Walker – forward entry / reverse exit – toward Wattle – no longer possible

From Walker – reverse entry / forward exit – toward Walker – highly restricted or no longer possible

From Walker – reverse entry / forward exit – toward Wattle – no longer possible

The only remaining option is severely restricted to small passenger vehicle only. Additional distance would be required for passenger vehicle, passenger vehicle with trailer, and service vehicle.

First option left - From Walker, forward approach, forward entry, with reverse exit, and forward toward Walker - Even this situation is severely impacted in the reversing manoeuvre as there would be insufficient distance at the road closure point.



The main option that provides the required utility is restricted to small passenger vehicle only. Additional distance would be required for passenger vehicle, passenger vehicle with trailer, and service vehicle.

Second option left - From Walker, forward approach, reverse entry, forward exit toward Walker - Even this situation is severely impacted in the forward approach as there would be insufficient distance at the road closure point to provide adequate reverse distance and turn.



The only two options left of the current 8 options are severely restricted or possibly lost altogether, leaving no reasonable access to driveway and garage.

Note that ALL combinations approaching from Wattle Street are lost completely, and this was the main approach in the design of the driveway, garage and gates.

From Walker, reverse entry (or reverse exit) requires additional length along Allum Street beyond Walker/Wattle boundary toward Wattle – especially for trailers or service vehicles. The proposed closure point does not provide sufficient length to perform the reverse entry (or reverse exit).

Justification

WestConnex has been deemed a State Significant Infrastructure project. NSW government has appointed WDA with special powers in conjunction with RMS which essentially override all other approvals. It is the largest road project in Australian history. It has been described as twice the scale of the Snowy Mountains Scheme, bigger than the Harbour Bridge project. The largest road project in Australian history. It has been described as providing so many benefits to millions of Sydney motorists, hundreds of communities, thousands of businesses, developers, construction companies, toll operators, company shareholders, executive individuals, and to NSW economic growth. All great. So if everybody wins, why should it be at the expense of literally a handful of individuals grossly affected?

The project is so vast and devastating that the original proposal indicated 100 properties to be acquired and a project cost of \$11B. Now 180 properties are to be acquired and the project cost is \$15B. Clearly the impacts (of a tunnel) are substantial at several surface points (Wattle Street and surrounds), and extend beyond the required properties - surely specific heavily impacted corridor areas must be acknowledged. I am sure the EIS will state the benefits of minimising the number of acquisitions for this project – but that just adds to the argument that not enough properties were considered in the project corridor. It is only fair and just to acquire/compensate those severely impacted adjacent to critical project corridor sections such as Wattle Street and Walker Avenue (as well as Concord no doubt).

It is expected that motorists will benefit significantly in time and real money savings. It is expected transport companies and all businesses will save considerable time and real money via fuel savings. It is expected developers will reap tens of millions from this project. It is expected construction companies will reap hundreds of millions from this project. It is expected the road toll operators will reap huge financial windfalls. It is expected it will create thousands of jobs. Economic benefit of \$5B to NSW. It has been described as revitalising communities and returning local roads to local communities. Great, except for Haberfield and Walker Avenue. All of this benefit cannot be at the expense of a few individuals.

How is it possible that with such a huge budget (\$15B+) for a project with such vast benefit to so many millions of people, thousands of companies, as well as the NSW economy, that a handful of individual property owners will suffer catastrophic impact and devastating financial loss. It is unconscionable that a government can sacrifice a small number of individuals without a compassionate approach to consider a small budget to acquire additional properties in the worst affected corridors. Surely this must be considered as part of the overall cost of this State Significant Infrastructure project and should be budgeted for.

We are not asking for a handout, or to profiteer from this project like so many will – we simply want what the government has taken from us by this decision. In acquiring neighbouring properties, and building such massive roadworks around our property, they have acquired a significant portion of our amenity and value of our property, and this is simply not justifiable. Especially considering we cannot live with the health and other impacts imposed.

The NSW government has reaped over \$5B in stamp duty alone in the past six months from the current Sydney property boom. This figure will continue to rise as property values increase from the benefits that this project will generate in other suburbs, as well as all the other areas that will generate revenue directly and indirectly from this project. Surely a tiny proportion can be allocated to acquire severely impacted properties. There are so many examples of where the additional funds can come from – another is the tolls – less than one days' worth of tolls would cover the cost. It is likely the government will waste more on PR and marketing on WestConnex that could be better allocated to those few that will suffer. The government generally has so much wastage that could be better managed – the sums involved are so small compared to this. There is plenty of scope for a modest sum to be allocated to the overall budget of this project to ease the angst and despair of a few individuals.

There are precedents where governments have approved a buyout scheme along the worst impacted corridor.

Business Case

It would not be unreasonable given the size of the WestConnex budget that a small amount be included for additional acquisitions. The government has done so in the past for similar, even smaller infrastructure projects. The Victorian government did so with the East West Link. There are policies for neighbouring acquisitions in relation to similar dust and pollution impact from mining and extractive industries. There have been precedents set on the M2 and M5 previously as well as other projects. For such a once in a generation scale project – the largest ever infrastructure project in Australian history – there must be appropriate consideration and funding set aside for such additional acquisitions.

The case for additional acquisitions is in fact favourable for the government. Unlike compulsory acquisitions where a property is acquired and effectively destroyed for a road – money spent and never recovered - adjacent acquisitions do not represent a large cost or loss to the government – they are an asset – usually a good house with valuable land – with relative little loss in value (for a government). It is an asset that can be used, such as immediate rental with a decent rental return, government housing, community use or simply a land bank for future development. They might even be sold to developers for substantial profit.

Whilst I am not speaking on behalf of any other resident, the properties from 24-34 Walker Avenue would fall into these categories (given the proposed plans for acquisition up to No 22), and the worst impacted in relation to Wattle Street - from the 11 lanes of surface road and exit portals directly adjacent. Others further along Walker toward Ramsay become less affected as surface roads reduce to two lanes with tunnels – an arbitrary argument as to where the line is drawn – however 24 Walker to Allum is a distinct group – and more specifically 34 is severely and uniquely impacted regardless.

A home purchased for say \$1.8m as an example, might have reduced to \$1.5m with impact – a \$300k loss to an individual may be a life changing financial loss that they cannot recover from in their remaining working life – but it is a minuscule amount the government can absorb. Just \$300k. Even if the government acquired 6 properties, it would be less than \$2m cost or actual loss – again an incredibly insignificant amount compared to the scale of the project – but would make a world of difference to the individuals affected. And remember, for my part it is not all about the money – it is about the health impacts and liveability of all the impacts on the property.

The property could be resold by the government at a slight loss to a willing buyer prepared to accept the homes new location adjacent to the new works – but an individual may not be able to cope with remaining in their home by a devastating impact. At some stage into the distant future beyond 2023 the infrastructure and the homes location will become “normal” to future generations and willing to accept its location when buying, and perhaps this is when the government can recover its investment. But an individual cannot wait for this situation to normalise. And as for my family that have purpose built this home, we cannot accept and live with the change imposed. But someone new in the future will see it as normal – as the Harbour Bridge perhaps is.

The property might not sell at a loss at all after the works and the government will recover the full value it invested (highly unlikely in this case) – that is a risk an individual cannot be burdened with, during the construction or the long timeframe – but the government has the capacity to hold property for much longer than an individual. In fact the government has held land bank property and corridors for decades beyond one person’s whole lifetime.

The property could be re-zoned and the government could sell to developers at a significant gain – again an individual cannot be burdened with the uncertainty and time for this to occur, but the government has the capacity to hold property for longer periods of time and influence such changes.

The fair and equitable solution is for the government to invest in these acquisitions rather than burden an individual. It is a fair and equitable solution – with such little cost to government (\$300k) - individuals should not be sacrificed

and burdened with such a devastating loss – when the government has the capacity to absorb such minor costs given the scale of the project, the budget, and scale of the impact.

The government is likely to spend \$300k on just one 30 second commercial or PR marketing campaign telling the public how good WestConnex will be – shameful dollars wasted. A better public image would be to recognise the impact and acquire additional properties.

I urge the government, for the sake of \$300k actual cost or less, to acquire this property. I will be unable to live in the property during construction or operation for the various health reasons stated, and unable to market or sell the property with these plans in place for the next three years during construction, and possibly not until 2023 when the dust finally settles. I cannot be forced into this situation through no fault of my own – purely imposed by the government - nor accept the associated life changing financial loss. The government has the capacity to do so and a duty of care.

Government responsibility and Precedents for additional acquisitions

There are many precedents for additional acquisitions beyond the compulsory acquisitions by government for major infrastructure projects, including the M2 and M5 previously. The Victorian government also identified additional properties around the East West Link corridor. There are even specific policies for similar impacts to adjacent properties from extractive industries that create dust, noise and pollution. It is a government duty of care to look after all its citizens – each and every one – and not sacrifice an individual for the greater good - in this case to look after severely impacted adjacent property owners.

Previous governments have acknowledged severe impacts to adjacent properties around project corridors and there are existing mechanisms for cases of hardship. It is not uncommon to setup additional acquisition schemes and to consider purchasing properties near the project that are clearly severely impacted. That is *“something the government does, as they should, to look after the people who are directly affected by the building of infrastructure and those who are on the periphery”*.

Below are statements from WestConnex documents that already acknowledge impact areas –

Construction activities have the potential to cause a number of construction related impacts for the community including amenity issues such as noise and vibration, dust, visual impact, traffic impacts and construction fatigue due to ongoing works.

During construction, the project is likely to result in localised construction noise and vibration impacts particularly at ancillary sites, including tunnel portals and ancillary facilities. During operation of the project, vehicle noise is likely to impact sensitive receivers adjacent to the existing road network as well as proposed tunnel portal locations at Powells Creek, Concord Road, Parramatta Road and City West Link.

Sensitive receivers identified within a 600 metre study area (ie 300 metres either side of the project corridor) include residential properties

4.3.2 Summary of issues

Construction of the project has the potential for the following noise and vibration related impacts:

- *Areas of construction activity along the project may affect residential and non-residential sensitive receivers to varying degrees. The level of impact from construction works experienced by receivers would depend on the proximity to the works, the types of activities, the duration of activities, the existing noise level and the time of day the work is being carried out.*

- *Increased noise levels during out-of-standard construction hours may affect residential and non-residential sensitive receivers. Construction activities typically occur during daytime hours however, due to a need to maintain network capacity and safety considerations, work may need to be undertaken outside normal working hours due to construction methods. Tunnelling activities are also expected to be undertaken on a 24 hour basis and need to consider impacts associated with day, evening and night time project criteria.*
- *Increases in road traffic noise levels for receiver locations are expected around the areas of major construction such as the tie-in works, intersection upgrade locations at Concord Road, Parramatta Road and Wattle Street, and tunnel portal locations, which would provide a new source of traffic noise for sensitive receivers.*
- *Potential vibration impacts need to be assessed for nearby buildings and other structures during tunnel works due to small offset distances between the works and sensitive receiver locations. Heritage structures may be particularly vulnerable.*

Operation of the project has the potential for the following noise and vibration related impacts:

- *Operational noise impacts will be considered at the tunnel portals and surface road connections at Powells Creek, Concord Road, Parramatta Road and City West Link (Wattle Street). Whilst these areas are already impacted by road traffic noise from the M4 Motorway and Parramatta Road, additional traffic movements may further increase noise levels at the tunnel portal locations.*

Whilst I understand many people within a 300m corridor may feel they are hard done by, there is a limit on what the government could do, and the EIS will likely address mitigating factors. I am concerned with my own property located on the boundary of the worst affected area in Haberfield – Wattle Street / Allum Street. My property is not only adjacent to the worst affected area, it is also at the centre within 300m of the whole of the Wattle Street area between Parramatta Road and Ramsay Street. Others can bring forward their own case if they wish, as I am not representing anyone else. I just want due consideration and a rational discussion on the impact on my property and a quiet, peaceful, private resolution without resorting to legal action, demonstrations, highly publicised media, or social media shaming of the government and contractors, as others may choose to do so.

In the case of the proposed East West Link, the impacted corridor identified was within 50m and certainly included adjacent properties in the worst areas. My entire property is within 50m of the worst WestConnex corridor at Wattle Street.

Whilst I understand the EIS will address many factors and attempt to mitigate impacts, it is plainly obvious that dust, exhaust pollution, noise and vibration will be significant, in fact unbearable, for which no mitigating strategies can address adequately during construction or during operation. For example,

- the dust, noise and vibration from the demolition of a 4 level apartment block of 8 units (12mx40m in size – approx. 5000 cubic metres of rubble alone from just one building) 5m from the rear boundary.
- Dust, noise and vibration for earthworks for 11 lanes of traffic and associated truck movements within metres of adjoining rear boundary on Wattle Street, for 200m in both directions.
- Demolition and construction of industrial compounds along Walker Avenue within 50m
- Vibration from a shallow tunnel beneath main lounge and bedroom
- Exhaust pollution from 11 lane surface road within 10m of boundary
- Exhaust pollution from an exit portal within 20m which has to expel the concentration of 4km of a 3 lane tunnel without passing to the exhaust stack.
- Closure of Allum Street causing loss of utility to driveway and garage.

These are just a couple of examples. There are several other impacts as detailed previously for which no mitigation will reduce to an acceptable level during construction or operation, and for which there is simply no mitigation at all

– such as exhaust pollution from 11 surface lanes and concentrated exhaust pollution from exit portal both with 20m of property.

Personal Hardship

The home is the only significant asset we as a family have (a close family of just 4 – (personal information deleted)). All my spare time, effort and significant money has gone into the home over the past 19 years. It was brought back to life from a derelict state – its history well known by older members of the Haberfield Association and by long term residents. It was slowly restored and transformed (within the heritage conservation guidelines) to a home purpose built for our family needs, with a focus on the future, our kids who attended Haberfield Public School, and their kids one day. It eventually became a home (when completed) that entertained various members of the local community, naturally other family and friends, as well as extending to legal community and Judiciary from around Sydney through my wife's work. My pride for this home has now turned to shame and despair by its future location and impact from WestConnex.

An important element was the rear and side extension encompassing a northerly aspect pool, large garden, garage and veranda. Unfortunately these key areas facing the rear (Wattle Street) and side (Allum Street) will be the most impacted by the construction at the adjoining rear boundary and closure of Allum.

The uncertainty of WestConnex concept plans since 2012 has caused enormous stress, anxiety and depression, and has placed significant strain on our family relationship with the thought of the impacts to our health, lifestyle, emotional and financial well-being. The news of June 2015 was simply devastating. My mental health and anguish has suffered significantly to the extent I have not slept through the night since June 4 without waking in a cold sweat over the impacts to my property, home, health and financial position.

Beyond the health impacts, my financial position hinges solely on this home (further personal information deleted) – the home is everything – it is my bank account for the future in retirement.

(further personal information deleted)

I am not on welfare of any sort, but given my emotional state of distress and anxiety I may need to seek some assistance. Without the ability to move on from a home I fear I will not be able to live in, and now unmarketable to any buyers with these plans, plus the emotional toll it would take to be stuck with the impact around my home, I fear I will not be able to function properly and continue to return to the workforce and contribute to society in a meaningful way. I honestly fear a spiral of depression will take over me if I begin to witness the demolition and destruction of the neighbourhood around my home. I am likely to end up on a mental health disability pension or unemployment benefit. I wish it wasn't so and I don't want to exaggerate the emotional fragility I am experiencing at the moment from the impact of these plans.

Neighbourhood Issues

The impact of the plans since 2012 has already had an impact on the neighbourhood. Several homes on Wattle Street as well as Walker Avenue have been let go and run down in just the last couple of years. Many owners have recently rented out their properties and the condition from the street is noticeable in simple terms such as lack of care and attention, to minor deterioration, to lack of basic maintenance to even front garden or grass verge. Others have tried to sell or sold at significant reduction. The fear is that Walker Avenue will become the new Wattle Street – homes let go because the ambience of the street will deteriorate. It is evident by comparing the condition of Wattle Street properties backing on to Walker Avenue. Many Walker homes have significant money spent on restoring and maintaining them – everything from paint and gardens, through to tuck-pointing, timber work, roofing and even major extensions.

This is not uncommon when the value of homes drop and their location is not as favourable as they used to be. Naturally people no longer put in the time and money into looking after them as they once did because they will not grow in value. Some who can afford to may hold them as rentals and move on. In essence lots of owners have moved out and Walker Avenue isn't the same already since 2013, and will only get worse during construction and beyond.

Another issue that has arisen recently is the ability to deal with RMS acquisitions and basic issues such as dividing fences. It may seem petty but it has become a genuine concern. I have been trying to have the rear boundary fence replaced (shared costs) with the unit owners on Wattle Street. Since the plans came out 2012 and specifically since the acquisition notices were issued, the strata do not want to spend a cent on the property. So three years on, the fence is further dilapidated and I cannot deal with the Strata company, nor can I get through to anyone from RMS who have begun acquiring those units. So I now have a financial burden and a safety and security issue.

Our neighbours have had a similar experience with their rear boundary adjoining another Wattle Street property with more worrying results. The Wattle Street property (a house) has already been acquired and government contractors have been on site to clear up the yard, secure the property, and to board up the house (doors and windows). In the words of the contractor - ***“to keep out vandals and junkies from moving in and using it as a graffiti gallery or drug den”***. To make matters worse, the contractors further damaged their fence and left some rubbish on their property over the fence for which there is no re-course trying to contact RMS. It is a small but typical example of the sorts of things we will have to put up whilst slowly all the houses adjoining are acquired, boarded up, until they are demolished, for months and years up to and during construction. So from now we already are suffering significant angst on a daily basis which will continue for years to come even during operation for other reasons will surface.

So not only can the neighbours not get in touch with RMS to get their fence replaced (shared costs), they and I have an immediate security issue over the back fence. This will only get worse as more homes along the length of Wattle Street are acquired and each boarded up. It may be more than 12 months before they are demolished and this new problem goes away (of course only to create an even bigger problem of the massive earthworks and construction phase on Wattle Street). Whilst this may sound petty to an outsider, these are real concerns that we face on a daily basis and will only get worse. These thoughts are simply unbearable and I am hysterical thinking about this deterioration of the immediate neighbourhood, and the welfare and safety of my family and property.

As mentioned previously, at some point construction will take place on and around the dividing boundary to build noise abatement walls. During that period our properties will be exposed to the construction site - the entire length of Wattle Street creating further security issues. Additionally, even when the construction is completed, the area adjoining an 11 lane road with concrete walls will naturally be frequented by unsavoury elements along the proposed new footpath and new vegetation. It is not uncommon for such areas to be targeted by graffiti vandals

and generally fall into an unsightly area of blown rubbish against out back fence. Additionally, the closure of Allum Street adjacent to my property will further create security risks. So the above problems are not short term problems but long term issues for which there is no mitigation.

Community Consultation

Lack of information and detail throughout the process has resulted in uncertainty and angst since 2012. This has affected property values in the immediate area for the past three years. The lack of information to date with each update in 2013 and 2014, combined with the June 2015 announcement has resulted in community shock and further depressed the market for adjoining properties.

It has been disappointing to say the least with regard to community consultation that has led to such an outcry since June 2015 announcement. The area was impacted since the first announcement in 2012 and the lack of information and detail in relation to the impacts has been appalling.

There was no indication that homes on Walker Avenue up to No22 were ever going to be acquired, or the additional property acquisitions on Wattle Street and Ramsay Street since the first plans. It appears that since 2014 to the recent 2015 plans significant changes were made without any community consultation. Initially some properties were given notices that "your property may be required". Others were given notices that "your property will be required". It was impossible to get information about which areas were to be impacted. But the latest acquisitions (and overall plans) were a surprise to all, especially up to No22 Walker. Just complete disbelief.

The width and number of lanes as well as the proximity of the Wattle Street roadway was unbelievable. The width and proximity to Walker Avenue property boundaries leaves no buffer to the roadway. The introduction of two new portals on Wattle between Parramatta and Ramsay were a shock, and the proximity of an exit portal near Allum (within 20m of my property) is completely shocking.

The apparent closure of Allum Street (map shows continuous footpath and grass verge) is now apparent given the 11 lanes of surface road, but again a complete shock.

All of this was completely different to any indication from previous plans and information previously discussed at community information sessions, and despite rigorous questioning over the past couple of years up to 2015.

The location of the exhaust stacks was completely different to the original suggestions, which were two (Wattle Street east of Ramsay Street and Parramatta Road near Ashfield Park). Now one central stack is proposed to vent every tunnel.

The location of the tunnels was misleading to say the least given the latest plans. The addition of new tunnels and portals materialised also on Wattle Street near Allum Street.

Partial acquisitions on some Walker Avenue properties (42-46) came as a shock as much as the acquisition from 2-22.

Residents of Walker Avenue previously provided a submission that was completely ignored by WDA in relation to the tunnel location and proximity of Wattle surface roads. Specifically, the land buffer from Wattle to Walker, and the tunnels running under acquired properties to limit affectation to Walker titles. No feedback, no consultation. When we asked for information, just marketing spiel. All this knowing full well that someone within WDA must know the exact details of what is going on with the design, detailed drawings, elevations, cross sections, 3D maps, etc, which properties would be affected, etc. But no communication with the community.

Initial plans were centred around the number of lanes on Wattle Street, the Wattle acquisitions, and what would happen to the remaining land adjoining Walker Avenue – the emphasis that so much land would be left over for a buffer, whether it was enough to be sold for unit development or built as earth mounds and green space. It was suggested that just a little more than the existing road widening was required, leaving plenty of buffer to Walker Avenue boundaries, providing a distance, as well as earth mound and landscaping buffer. Yet the new plans leave virtually no land and no buffer with the increase in the number of lanes to 11 (possibly up to 14 across a 70 metre wide scar, plus portals within 20m of some properties).

To the extent that information was lacking and not forthcoming during the past three years, it goes beyond that to this day, it is outright deceptive and misleading. The June 2015 community update for the M4 East is clearly misleading to the public. The map for the Wattle Street area when compared to the detailed maps that people had to try to find separately buried in a website, highlights a significant deceptive and misleading difference in relation to the width of Wattle Street lanes, the portals, and the tunnel location when both maps are compared. Specifically around Allum Street and the impact to Nos. 24-34 Walker Avenue.

Subsequently requests for further information has been lacking, with a complete utter disregard for genuine concerns of affected residents. Unless an acquisition notice had been issued, WDA would not discuss anything meaningful in relation to the new plans. Let alone contact anyone that they knew full well would be grossly affected. Everything is now deferred to the EIS – which we have been waiting for since 2014. I have registered my personal concerns since 2012 individually and as part of specific local groups to no avail. And to add insult to injury I now appear in photos on two different community update marketing material (without my approval) – that supposedly highlight the success of the community consultation events. It's just deplorable the way residents have been treated. These are real homes with real people – not just lines on a map.

Now I have 11 lanes of surface road, an exit portal, and a tunnel running right through the middle of my property and house – yet still no contact from anyone at WDA. I know that a sub-surface acquisition will be required which will plummet the value of the house even further with a permanent stain on the title deeds as an easement, yet no one from WDA has made any contact. The property will require a dilapidation report for the sub-surface acquisition, but no contact from WDA.

More recently I learnt that Allum Street will be closed, severely impacting driveway and garage access – in fact possibly total loss of utility. Yet again, no contact from WDA. It is just disgusting to think this is Australia – after living here all my life and working for the past 30yrs, this is how individual citizens are treated.

If this is supposed to be a world-class project with world's best practice, the consultation process has failed - completely. You may want to refer to the Arnstein Ladder of Participation – you have failed at the lowest of 8 levels. Do not call this community consultation when it is just blatantly simply informing what you are going to do regardless. This is simply unacceptable.

Misleading and deceptive public information

Community Update 2015 brochure (distributed) and detail map (hard to find) clearly show discrepancies yet produced at same time. One of a series of blatant uncertainty and misinformation for past 3yrs from WDA.



Detailed map – compare width of Wattle Street roadway in relation to divide between Wattle/Walker boundary, with buffer to rear of Walker. Also compare tunnel through Walker properties around Allum Street (tunnel at boundary (green above) with tunnel through property and house (blue below)). Yet both released at same time.



Haberfield and Wattle Street - background

When we purchased in Walker Avenue Haberfield in 1996, we understood the road widening of Wattle Street and the zoning on those properties. It was and still is very clear where the road widening boundary is, as can be seen from certain properties on Wattle Street such as number 27 and 29 and various others between Parramatta Road and Ramsay Street. If at any time Wattle Street was widened to this point we would have accepted that as possible without issue. It was clearly documented.

The zoning for Wattle Street behind my property at Walker Avenue has been known for some time. We accept there are units and where there are houses more units could eventuate. Again we accepted that as a possibility.

Ashfield Council LEPs and DCPs have been clear as to what could and could not happen along Wattle Street in terms of impact to Walker Avenue. There is a clear 3 level, 9m height limit with specific setbacks. Two development types are detailed, with the notation for development on Wattle Street states –

“Adequate setback to be maintained to rear boundary of Walker Avenue properties to retain ‘garden suburb’ feel”

And this is with Wattle Street widened to its known boundary with at least 50m buffer to Walker properties.

But WestConnex in relation to Wattle Street – and the impact of Walker Avenue – is a completely different set of circumstances. 4 lanes 70m away, will now be 11 lanes 5m away. Clearly as a State Significant Infrastructure project, all the rules went out the window and the government trampled on everything. It is unacceptable that corresponding impacts from such overriding actions are not treated accordingly via acquisition where no mitigation is possible.

The plans for Wattle Street have been in place for decades and have not changed when many people bought in to the area. It is incorrect for the current government to state that *“had the previous government not sold road corridors to balance the budget we wouldn’t need to acquire so many properties. . .”*. This is misleading and irrelevant in relation to Wattle Street and the existing road widening easements. This project breaks all the rules at this location. And where there is a need for exceptional circumstances, so should there be exceptional remedies – additional acquisitions.

Whilst Wattle Street is a busy 4 lane arterial road, the Wattle/Walker interface is buffered by 70m of land, houses and apartments. Even with road widening to 6 lanes, more than 50m of buffering would remain with homes and apartments. Now Wattle Street will be an irreparable scar on the landscape becoming an 11 lane eyesore with less than 5m buffer to Walker Avenue property boundaries. The major scar spans and encompasses all the acquired properties (70m width), and whilst proposed 11 lanes, it has the capacity for up to 14 lanes in future – not so unlikely given future plans for Frederic Street from Canterbury Road and future road projects that will link into Wattle Street and WestConnex in the future. I cannot think of a Sydney road with 11 lanes or greater through and adjacent to such an inner city residential area. It is clearly a severe and permanent impact to adjoining properties that needs to be considered in terms of acquisitions.

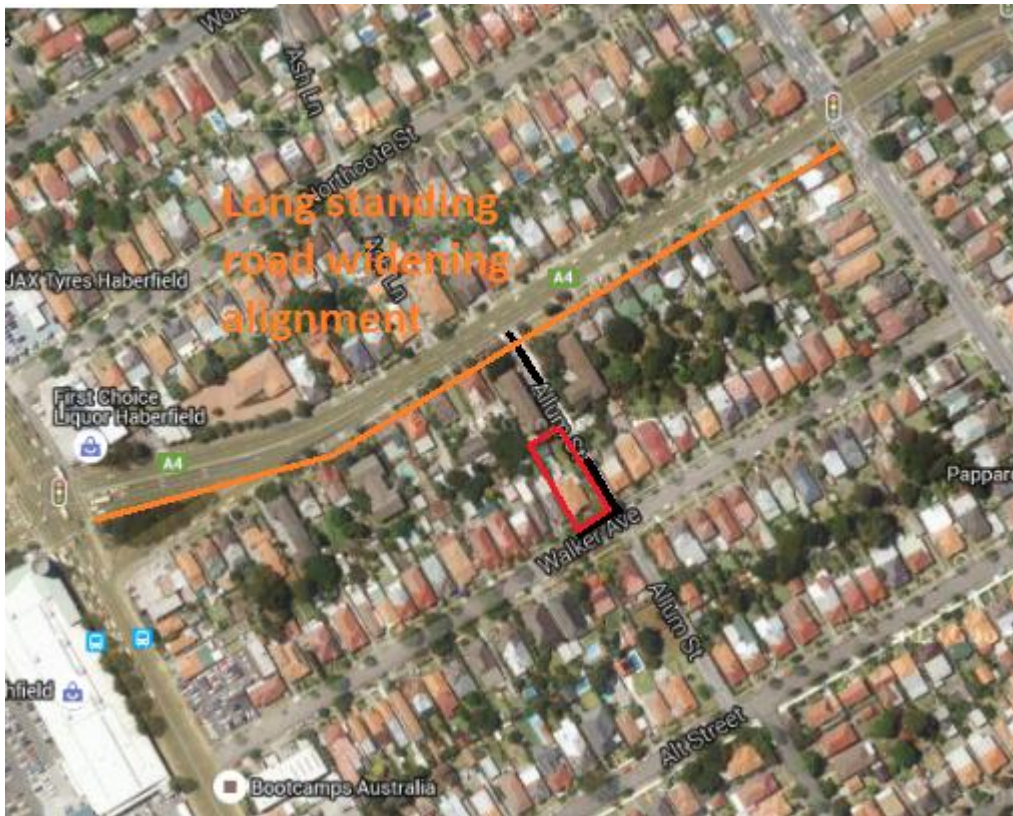
The vast width of the resulting roadway, its location and connectivity, including the portals, will prevent any kind of maintenance on the proposed greenery. Like so many road-side plantings, these will turn to weeds and grasses within a couple of years, and become rubbish piles for blown rubbish. So whilst all good intention to make the proposal maps look green and neat, the reality is far from it.

Quite simply, we did not buy into this – it has been imposed on us. We did not design and build for this – and the home design and aspect will be unbearable and impractical by this imposition for us. Others may buy into this in the future, but we should not be punished by this imposition – emotionally, health-wise, or financially.

Whilst I and most residents of Haberfield are devastated by the overall scarring and division of the suburb at Wattle Street, nobody envisaged such a devastating result. The suburb will also be permanently stained with the exhaust stack. What was once a quiet relatively unknown garden suburb oasis, will forever be known as the suburb with WestConnex and the exhaust stack – but I guess that's progress, Sydney style.

So if it is such a State Significant Infrastructure Project, and so many people, businesses and government will make money and benefit, then great. Just don't sacrifice a few individuals for the greater good of Sydney – do the right thing and provide the opportunity to be acquired so we can move on away from the disaster we didn't buy into.

Wattle Street – long standing road widening boundary line – (possible 2 lane expansion)



Wattle Street M4 East impact – 11-13 lanes possibly up to 14 lanes across 70m of roadway – unheard of in Inner West – wider than any other suburban roadway known in Sydney - well beyond any foreseeable road widening and no land buffer left to rear of Walker Avenue.



Haberfield Heritage and Conservation

As mentioned previously, we spent considerable time and money renovating according to Haberfield conservation principles, guidelines, and requirements. This came with significant additional cost. We also spent considerable money extending the house again according to Haberfield conservation principles, guidelines, and requirements. This came with significant additional cost also. We complied with all known regulations at considerable extra expense, and based on all available knowledge with regard to Wattle Street. The design and build took into consideration its location, with Wattle Street behind (as detailed) and Allum Street to the side. The design was based on actual and constructive knowledge of Haberfield and Wattle Street policies in place for decades.

Now the home's heritage value has plummeted given the direct impact, loss of amenity, loss of neighbouring heritage conservation homes, loss of streetscape and overall visual impact due to destruction and industrial scale construction all around. This comes at a significant cost to our investment that could never be foreseen and now never recovered.

No one could have foreseen such a State Significant Infrastructure project overriding all known planning and heritage controls in this particular area. And so if it has to happen, appropriate compensation (via acquisition) for those few most gravely affected should be provided.

The aerial maps detailed also provide a perspective of the extent of rear garden and outdoor leisure designed into the property. As part of the garden suburb, there is a 50% landscape ratio imposed which we have had to conform at significant cost. The property consists of 50% outdoor landscape, predominantly at the rear adjoining Wattle Street. The rear yard consists of manicured lawns and gardens, an in-ground pool and a driveway play area.

It currently has a good buffer of buildings and trees to Wattle Street 70m away from just 4 lanes of traffic. Dozens of homes and gardens will be lost, and 11 lanes of traffic will be just 10m away, with an exit portal just 20m away. No amount of mitigation will prevent severe impact to the rear yard and outdoor entertainment and leisure areas. A 5m high 400m long noise barrier may reduce some noise, but not enough for the outdoor space closest to the impact zone, given the home may require unacceptable window treatments to meet noise requirements. In relation to dust and pollution, there is no mitigation for the rear yard. The impacts from the project in relation to noise, dust and exhaust pollution cannot be mitigated to an acceptable level.

Mitigation measures may suggest window treatments to the home, but this is unacceptable – period. Significant expense has been taken to renovate the period home, and to provide connected indoor and outdoor spaces to the veranda, rear yard and pool. No mitigation measure can be provided for the loss of enjoyment via increased noise, dust and air pollution, of the significant outdoor spaces – pool, garden, lawn and driveway play area.

The only means to truly appreciate what we stand to lose, and the extent of the impact, is to meet on site to view the property, its features, and its relationship to the impact zones. Remaining behind a desk, drawing lines on a map, tabling mitigation strategies, and stating that impacts can be minimised, and all will be ok, is not good enough. These are real homes, with real families, that are being impacted, and due consideration must be provided.

Summary

In summary, the property at (subject property) will be severely impacted both during construction and forever during operation, as detailed. It is the combination of all the impacts that will make the property unliveable during construction and into the future.

The construction impacts will be severe and over an extended period of time. The property is already impacted from neighbouring properties being boarded up as the compulsory acquisition of individual homes has begun along Wattle Street. A security issue will continue to increase at the Wattle/Walker property boundary and extend during the demolition and construction period.

The property will suffer greatly during the demolition of a significant 8 unit apartment building within 5m of the boundary, the closure of Allum Street, and the demolition of a further 8 unit apartment building, apart from all the other homes along 400m of Wattle Street. The corresponding amenity and construction area, as well as increased traffic will be untenable.

The property will suffer greatly from the extensive earthworks along Wattle Street right up to the rear boundary, and the corresponding dust, noise and traffic will be untenable during this extensive period. Additionally there will be tunnelling and cut and cover roadwork operations within 20m of the boundary causing further excessive dust, noise and vibration, for which there is no mitigation to the impacts.

Combined with significant industrial construction compounds along Walker Avenue itself, the dust, noise and traffic impacts will be unbearable. Furthermore there will be shallow tunnelling directly below the main house for the main tunnel which will create significant vibration.

During operation, the property will be severely and permanently impacted by the loss of significant neighbourhood amenity. The property will be severely impacted from noise and pollution from 11 lanes of surface traffic, as well as excessive noise and pollution from a major exit portal concentrating the exhaust of 4km of 3 lane tunnel, for which there is no mitigation. The property will also be adversely impacted by the closure of Allum Street causing a loss of utility to the driveway and garage access. Additionally, a sub-surface easement for the main tunnel under the house will be a permanent stain on the property causing a drastic reduction in value.

The property is currently unmarketable with these plans and will be unsaleable for many years during construction. In essence, acquiring adjoining properties has had the effect of acquiring a significant portion of the value of this property – a financial loss that an individual should not have to suffer.

The health implications during construction and operation, as much as the mental anguish of witnessing the immediate surrounding social and community neighbourhood destruction, combined with financial pressures, will add significantly to our current personal hardship situation.

As a State Significant Infrastructure project, it is only just that the government consider additional acquisitions at severely impacted project corridors, such as this property, which will suffer the most from the impacts of Wattle Street, Parramatta Road and Allum Street area, especially the subject property given the combined impacts detailed and additional impact of loss of utility by the closure of Allum Street.

END OF PREVIOUS SUBMISSION PRIOR TO EIS

Final Comment

I believe that both the prior submission and this EIS submission covers in sufficient detail the objections to the proposed project, the numerous impacts of the proposed project to the subject property, the unacceptable mitigation measures, and the cumulative impacts and resulting cumulative reduction in mitigation effectiveness. The combination of which should warrant acquisition of the property.

The project should not be approved without an additional acquisition scheme for severely impacted adjoining properties. Given the severity of the impacts both during construction and operation, the request is to finalise acquisition prior to construction, during the current round of compulsory acquisitions in the extensive adjoining and immediate surrounding area.

Further detail could be provided on any of the points raised, however, given the extensive EIS documentation, the limited time period to respond, and the plainly obvious overwhelming evidence this should not be necessary. Any point can be argued as to the severity of impact or acceptability of mitigation, but a true understanding of the nature of the situation cannot be appreciated without a face to face on-site meeting to view the stark reality of the situation. I welcome the opportunity to finalise this matter as soon as possible prior to demolition and construction commencing at adjoining properties.

END OF EIS SUBMISSION