

WestConnex M4 East - EIS - Questions

This submission is an objection submission based on unanswered questions within the EIS.

The objection to the proposal and to the content of the EIS is based on an unsound process to date, and to the impacts to properties not being acquired. The objection extends to the inappropriate mitigation measures proposed, the dismissive nature of the impacts, and the acceptability of the effectiveness of the mitigation measures in order to favour the project.

It is inappropriate to have the proponents provide community consultation, where the process has been clearly biased.

It is inappropriate to have the proponents offer counselling services where they have caused the grief and anxiety.

It is inappropriate for the entire process to be run by those that only have a desire to protect and promote the interests of the proponents and their shareholders.

Please provide answers to the following -

Questions / Requests -

In relation to the section of road at Wattle Street between Parramatta Road and Ramsay Street, based on the proposal maps –

- Confirm the maximum width of the surface roads from Wattle Street western side homes front boundary, to, Wattle Street eastern side rear boundary / adjoining rear boundary Walker Avenue western side homes, at the Allum Street intersection
- Confirm the number of lanes of surface road (it appears to be 11 or 13 depending on the entry and exit portals near Allum Street)
- Confirm whether there are any plans for further lanes at this point.
- Confirm whether there are any plans to fully utilise the acquired properties on Wattle Street up to the Walker Avenue boundary line, and provide no landscape buffer at all
- Can this be categorically ruled out in the future, given long term plans for Frederick Street
- Please provide a cross section diagram of Wattle Street, near Allum Street. Cross section from front house boundary western side of Wattle, to rear boundary eastern side of Wattle (adjoining rear boundary Walker Aveune) indicating rise of levels of Wattle Street across all proposed lanes, noise wall and tunnels and portals.
- Please provide an elevation cross section for the exit portal on Wattle near Allum (M4-M5 link) from Parramatta Rd to near Martin St or to the full stub length included in this phase of the project.

The M4-M5 connecting on ramps and off ramps for the M4-M5 link to/from Rozelle will be constructed as part of this project as entry and exit portals and stub tunnel sections on Wattle Street. For the exit portal near Allum Street, considering the exit tunnel needs to run below Ramsay Street and surface near Allum Street on Wattle Street (at near the crest of the hill on Wattle Street between Ramsay Street and Parramatta Road) –

- What is the maximum gradient (%) of the exit ramp between Ramsay Street and near Allum Street?
- Will this gradient exceed the desired maximum for good tunnel design, that was publicised and to be avoided for this project when compared to the M5?
- What is the distance from the exit portal near Allum Street to Parramatta Road.
- What is the expected maximum traffic flow from this exit portal?
- How many cars can be accommodated between the exit portal and Parramatta Road traffic lights?
- What is the expected maximum number of cars that will banked up within the exit portal and off ramp?
- What is the maximum distance that cars will be banked up within the exit portal and off ramp?
- What will be the maximum emissions at the exit portal during worst case scenario?
- What impact will the traffic lights at Parramatta Road 200m away have on exiting traffic?
- How will the traffic lights at Parramatta Road be automated to cater for the off ramp traffic from the exit portal for all 3 traffic movements (right turn west bound, straight cross over to Frederick Street, and left turn city bound)?
- How many minutes (at full traffic capacity from the off ramp and exit portal) will it take for cars to begin to be banked up within the exit portal?
- Will this cause trucks to slow down and increase emissions?
- Will trucks be forced to come to a complete stop not just slow down?
- What will be added impacts of vehicles navigating a steep incline at this exit portal?
- What are the expected noise, dust and pollution impacts of slow moving or stationary vehicles at this exit portal?
- Can the emissions or noise be modelled or quantified?
- How does this compare to the M5 worst case incline?
- Has any traffic modelling been made on this section of road and tunnels?
- How can there be zero emissions at this or any exit portal as stated in the EIS?
- Where will the last jet fan be located near the portal?

If information for the above cannot be provided because it has not been analysed or modelled, how can the impacts be quantified for properties in the near vicinity of this section of proposed roadway and this exit portal?

What is the maximum number of lanes for the entry portal (near Allum Street, for the future M4-M5 link)?

What is the maximum number of lanes for the exit portal (near Allum Street, for the future M4-M5 link)?

What will the traffic models indicate if the M4-M5 link is not built by 2023?

What will happen to the M4-M5 link stubs beneath Wattle Street if the M4-M5 link is not built?

Who are the main stakeholders for this project? (Name of developers, road builders, toll companies, etc)?

Who are the secondary stakeholders for this project? (local councils, businesses, community organisations, etc)?

Where does the local community, a street, or an individual sit on the stakeholder rank?

How did the current design come about, especially in relation to Wattle Street additional portals near Allum Street since the previous plans without these portals?

Were community members in Wattle Street, Walker Avenue or Ramsay Street consulted?

Was there any community consultation with the affected community before the plans were developed and released?

How many hours, weeks, months or years were dedicated to meeting and consulting with main stakeholders prior to these plans?

How many hours were dedicated to meeting and consulting with residents of an adjoining and severely affected street or an individual property prior to releasing the these plans?

How is it possible that property owners were completely unaware of the new acquisitions that resulted from these new plans, such as those in Walker Avenue?

Many hundreds of properties may be affected by the project to a varying degree outside the compulsory acquisition project corridor. Many hundreds with sub surface acquisitions have been identified. A few dozen are within noise contours, a few dozen have been identified as noise affected requiring treatment, for example. A few dozen are within vibration contours, some varying within air quality contours. How many properties are affected by ALL of the impacts listed below:

- Directly adjacent to compulsory acquired properties?
- Directly adjacent to project corridor at surface level?
- Directly adjacent to critical section of project corridor such as Wattle Street?
- Directly adjacent to acquired properties central to dozens of acquired properties along entire 400m stretch, with the resulting loss of amenity?
- Directly adjacent to acquired properties central to dozens of acquired property along entire 400m stretch, with the resulting 11 lane surface road and exit portal within 20m?
- Property is located on the street where the most critical infrastructure will be built (exhaust stack and supporting compound)?
- Within 200m of main exhaust stack (where previously none)?
- Impacted by construction noise, vibration, dust?
- Impacted by demolition within 10m of boundary?
- Impacted by operation including noise, dust, exhaust fumes, visual noise wall, loss of amenity, loss of heritage setting?
- Requires house treatment for noise?
- Surface road exhaust fumes cannot be mitigated?
- Security issue identified between noise wall and rear fence?
- Loss of heritage setting along Walker Avenue and Wattle Street?
- Within 200m of industrial compound (where previously none)?

- Within 20m of exit portal (where previously none)?
- Within 10m of 11 lane surface road (where previously none)?
- Within 10m of a 5m high 300m long noise barrier (where previously none)?
- Tunnel directly below house, and within 15m of foundations?
- Directly impacted by street closure – loss of utility to driveway and garage?

Whilst there may be varying numbers in each category, how many homes are affected by each and every one of the above impacts?

Surely a subset common subset can be established. How many would be in that common subset with all the above impacts applying to the property?

If the number of properties in that subset is relatively small, and the impacts so many and so severe, should these be offered the choice of acquisition?

If not, are they simply classified as collateral damage?

If so, what will be the \$ benefits from the project among the many stakeholders?

What is the current revenue of the consortium or individual companies involved in this project?

What is the current and anticipated profit for the companies involved in this project?

The EIS states –

What are the M4 East project objectives?

Create opportunities for **urban revitalisation, improved liveability, and public and active transport (walking and cycling) improvements along and around Parramatta Road**

Q. How does it improve Wattle Street and Walker Avenue?

Enhance movements across the Parramatta Road corridor which are currently restricted

Q. Is it ok to shift the problem and create a new problem at Wattle Street?

Protect natural and cultural resources and enhance the environment.

Q. How does this enhance Wattle Street and Walker Avenue?

As such, the project would **support NSW's key economic generators** and provide a strategic response to currently inadequate and highly congested transport routes. Critically, this includes providing the missing link in the motorway network which **supports Sydney's global economic corridor**.

Q. At who's expense? Is it ok for individuals to be collateral damage in the process?

Lastly, by reducing traffic volumes on Parramatta Road, the project would cater for improved public transport services, cycleways, pedestrian access and general liveability for residents and workers.

In addition to the strategic alternatives considered, a number of tunnel corridor, interchange location, and ventilation system design and location options were also considered in development of the preferred design. The options selected in the preferred design would:

- ☐ **Improve access to key centres such as Sydney Olympic Park, Strathfield and Rhodes**
- ☐ **Minimise impact on properties, including the number of properties to be acquired**
- ☐ **Minimise impacts on future development potential as a result of the presence of tunnels, particularly along Parramatta Road**
- ☐ **Connect and integrate with the M4–M5 Link, while minimising cumulative impacts on the local community.**

Q. How is this the case for Wattle Street and Walker Avenue?

Section of EIS –

How did the community participate in development of the preferred design?

This section implies active community participation in the design.

Q. How many individual residential property owners participated in the design?

Q. How many individual residential property owners feedback was incorporated into the final design?

Q. How and when did an individual property owner work with the proponents to incorporate their thoughts into the final design?

Q. How many individuals from Wattle Street or Walker Avenue were involved in this process?

Q. Is it not the case that the design was developed 100% by the proponents and the major stakeholders, and that no individual feedback was incorporated into the design?

Community feedback report, which was published on the project website in April 2014 following the display of the preliminary concept design

Q. Whilst the report may have been displayed, no aspect of the Walker Avenue group submission was taken into consideration in relation to Wattle or Walker. How can that be explained?

Individual meetings with property owners and nearby residents to discuss impacts on properties and to explain the property acquisition process

Q. How is it possible that nobody in Walker Avenue or Wattle Street was contacted until after the design?

Q. No adjoining owners were contacted. How can this be explained?

Section of EIS –

What benefits would the project provide?

Facilitate urban renewal in precincts adjoining the Parramatta Road corridor by improving local amenity with less traffic noise and vehicle emissions from congested traffic.

Q. How does this apply to Wattle Street and Walker Avenue?

Below are the key objectives for urban design -

5.2.2 Urban design principles and objectives

The following urban design principles and objectives have been developed for the WestConnex scheme in the Draft WestConnex Motorway Urban Design Framework (Roads and Maritime 2013):

- *Objective 1: Leading edge environmental responsiveness – Planning, design, construction and long term management shall be based upon a natural systems approach which is responsive to the environment and promotes the highest levels of sustainability*
- *Objective 2: Connectivity and legibility – Build connectivity across the city, beyond the boundaries of the motorway corridor and promote increased legibility of places, buildings, streets and landmarks*
- *Objective 3: Place-making – Create beautiful places, streets, structures and landscapes that draw their form, character and materiality from local context, the intrinsic natural and cultural qualities of each locale*
- *Objective 4: Urban renewal and liveability – Enable opportunities for urban renewal and provide high levels of urban amenity and liveability*
- *Objective 5: Memorable identity and a safe, enjoyable experience – Provide a memorable project identity and experiences for road users and adjacent stakeholders which are safe, convenient and enjoyable*
- *Objective 6: A new quality benchmark – Provide design and construction quality of world class standard. WestConnex shall establish a new benchmark for integrated sustainability, engineering, art, architecture and urban design.*

Q. How does any of the highlights apply to Wattle and Walker?

Q. No seriously, how does this apply to those adjacent to or impacted by the project corridor around Wattle and Walker?

Q. Has the person(s) who wrote any of the above visited Haberfield?

Q. How much time have they spent in Haberfield? In Walker Avenue? In Wattle Street?

Q. Do any of the designers or anyone involved in the project design live in Haberfield? Near the project corridor?