

30<sup>th</sup> October 2015

Attention Director  
Infrastructure Projects  
Planning Services  
Department of Planning & Environment  
Application Number SS1 6307  
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SYDNEY NSW 2001

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Dear Sir/Madam

**Re: WestConnex  
Environmental Impact Statement**

We are acting on behalf of the owners regarding the EIS.

We refer to the recent information sessions and thank you for the opportunity to discuss issues relating to various properties managed by our firm.

We have also spent considerable time ferreting our way through the EIS, which is at times difficult to follow.

**We request elaboration as to the dilapidation report process and properties to be included as we have many properties within the zone identified by your EIS as requiring reports.**

Some of the issues raised by our clients include (in brief summary):

**Traffic:** traffic flows during construction will (potentially) increase alarmingly as drivers are redirected, choose established rat runs, create 'new rat runs', and attempt to avoid significant 'Choke points'. Your team and your report have emphasised that the construction time frame will be 3.5 years. This is 3.5 years of significant and alarming disruption to local residents, and loss of amenity, potentially leading to reduced letability of property and loss of income to our clients, a loss that is directly attributable to the construction process.

We are concerned as there does not appear to be any traffic flow monitoring or forecasting for roads surrounding Parramatta Road. This was confirmed by your representatives at the information presentation.

Of further concern is the long term impact on 'local' traffic flows. Here we are particularly referring to 'cross river traffic', that is traffic flows crossing Parramatta Road. Three intersections, all with traffic lights, that are of particular concern are Bland Street, Sloane Street and Dalhousie Street. All three of these will see increased traffic burdens during the construction and after as they represent drivers only options (in some cases).

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**Fumes / Dust / Particulate matter:** during the long construction process this will cause considerable loss of amenity to local residents.

**Noise & Vibration:** during the construction process this will have significant impact on local residents. We note that this EIS addresses this issue (at length) and we will elaborate further on a particular property later. This also leads onto long term impact of concentrated increased traffic flows into the tunnel.

**Flooding and Drainage:** this is a significant issue and reference should be made to Ashfield Council's recently completed 'Flood Zone' review. Recent extreme storms have tested the storm water system which has in some circumstances been stretched.

**Service Disruption:** garbage and postal services may be disrupted the crossing of Parramatta Road by children and their carers to get to and from Haberfield Public School.

**Acting on behalf of the owners regarding EIS (ASHFIELD Properties):**

- |                                 |                            |
|---------------------------------|----------------------------|
| • 1 & 4/95 Alt Street, Ashfield | • 15/58-60 Chandos St      |
| • 97 Alt Street                 | • 6/10 Curt Street         |
| • 59 Chandos Street             | • 2/120 Frederick Street   |
| • 43 Chandos Street             | • 124 Frederick Street     |
| • 23/115 Alt Street             | • 130 Frederick Street     |
| • 115 Bland Street              | • 5/76 Orpington Street    |
| • 4/100 Bland Street            | • 1/58-70 Orpington Street |
| • 15/43 Cecil Street            |                            |

From the information provided we raise concerns as follows:

- Traffic flows during construction avoiding alternate routes
- Dust/particulate matter during construction (pollution)
- Noise and vibration during the construction (noise pollution)
- Flooding and Drainage issues as raised by Ashfield Council
- Disruption to garbage and postal service
- **Satisfactory dilapidation reports may be required**
- Disruption to services and amenities including access to Haberfield public school

The proximity of this property to the construction site (3.5 years of disruption, reduced amenity and direct impact) and the tunnel, tunnel exit / entrance (3.5 years of construction underground and surface works plus ongoing noise impacts), and of great concern will be the truck convoys exiting the construction zone into Bland Street diagonally opposite this building.

In reviewing the EIS, in particular the noise treatments you have identified this property as requiring "Architectural Treatments" as standard actions are insufficient. Having been heavily engaged with work under the Sydney Aircraft Noise Insulation Project (SANIP), we look forward to working with you to positively resolve the need for Architectural Treatment and request that the appropriate personnel contact the writer immediately so that appropriate work can be agreed and commenced in a timely manner.

Bland street is a narrow residential street, linking Haberfield to Ashfield (coping considerable cross river traffic) via a set of lights and pedestrian bridge, that barely copes with the existing pressures of traffic (particularly at peak period).

We strongly recommend that consideration be given to widening Bland Street between the already widened section (opposite 120 Bland Street) up to Parramatta Road, making this section more "trafficable", decreasing the probability of traffic accidents (at least in this section), improving the ability to turn left off Parramatta Road into Bland Street (currently fraught with danger) and making Bland Street one way heading towards Parramatta Road (towards the city) from Charlotte Street to the widened section of Bland Street (for example 120 Bland Street). This will also restrict increased traffic flows once Woolworths take over the "Brescia" site (which has been indicated by your staff as the end play for this site). Alternatively, one side of Bland Street should be made "no parking". This however will not impress locals as the limited amount of parking is already under significant pressure (there being insufficient parking as it is). Parking on the "Brescia" site may offset the lost street parking.

Once again we look forward to meeting with your representatives to resolve the necessary actions aimed at mitigating our client's loss.

Yours faithfully

**BROUGH & TAYLOR REAL ESTATE**



**TIM SIMPSON**  
Director