

29 October 2015

Director
Infrastructure Projects Planning Services
Department of Planning and Environment
Application number SSI 6307
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam

RE: PARRAMATTA ROAD INTERCHANGE HABERFIELD/ASHFIELD.

I am the owner of the property at 105 Chandos Street, Haberfield. Myself and my partner, Frances Turrisi, have lived at 105 Chandos Street for the past 19 years.

Our comments are based on our knowledge of our local community. More importantly, as you may note from the letterhead, I am the Director of a Town Planning firm known as GAT and Associates, and have been a Town Planner for almost 30 years with 15 years at Government level, including holding many positions at a Senior Management level.

In the first instance I wish to acknowledge that my submission is not an opposition to the proposed infrastructure. As a Town Planner I note that the infrastructure is needed and is required.

Our submission is about getting a better urban outcome and focusing on the finer detail of the design for that part of the Parramatta Road interchange.

My submission is going to be broken into four areas, in no particular order.

- Visual impact,
- Noise impact,
- Street light, and
- Local traffic movements.

Visual Impact

We are pleased to see that the Parramatta Road footpath will be widened along the northern side of Parramatta Road being on the Haberfield side. We endorse this strategy and we think it is a positive strategy.

We note that the concept plan illustrates tree planting along Parramatta Road in the vicinity of this corridor on the northern side and again we support this proposal.

It is our submission that the nature of that planting is of utmost importance and as like the Parramatta Road Urban Amenity Improvement Plan for the New

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Parramatta Road strategy, there should be appropriate mass planting and the provision of 200 litre street trees to ensure that there is a consistent approach not only for the area in which the works are proposed for the WestConnex M4 Extension but also a consistent strategy in the context of what is happening as part of the New Parramatta Road strategy.

We also note, and reproduce in Figure 1 below, that there is dense landscaping as indicated in the images attached as Figure 2 and 3, being the artist's impression of this interchange. This landscaping should be provided to create a visual buffer between the M4 Interchange and surrounding residential properties and should be of a substantial size and quality.

Figure 1: Parramatta Road Interchange.

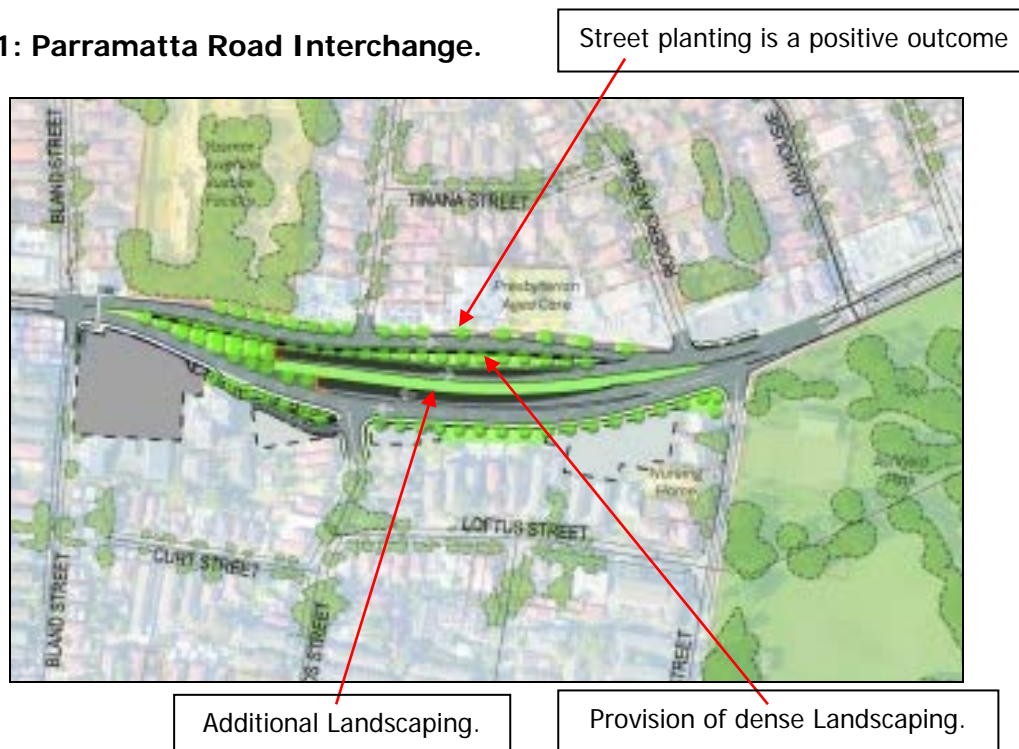


Figure 2: Artist Impression.

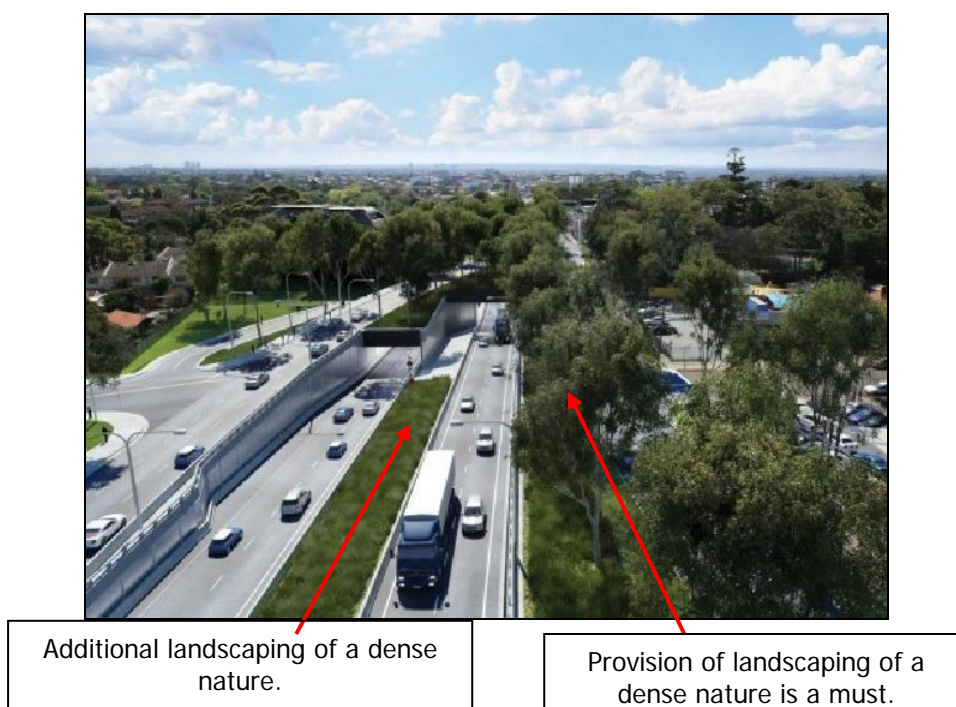


Figure 3: Artist Impression.

As you would appreciate, our site is within a Conservation Area and Haberfield is of state significance. It is our view that there is an opportunity to create an improved interface with Parramatta Road. Currently, when one views Chandos Street towards Parramatta Road, there are only 6 lanes of road which will be converted quite substantially to 10 plus lanes. This additional width needs to protect surrounding properties and good urban design principles would suggest that there is an opportunity, with the acquisition of properties on the southern side of Parramatta Road to enable adequate tree planting to reinforce the principles as illustrated in the artist's impression plus to provide additional landscaping.

It is our view that appropriate dense landscaping should be provided which will become an integral part in ensuring there is no light spill from street lights that will be erected as part of the interchange.

With the provision of appropriate landscaping we will be satisfied that the Government and the relevant consultants of this project have addressed our concerns regarding visual impact. There are no final plans in terms of landscaping but we trust large trees are provided and these elements are not removed from a funding perspective as an easy deletion.

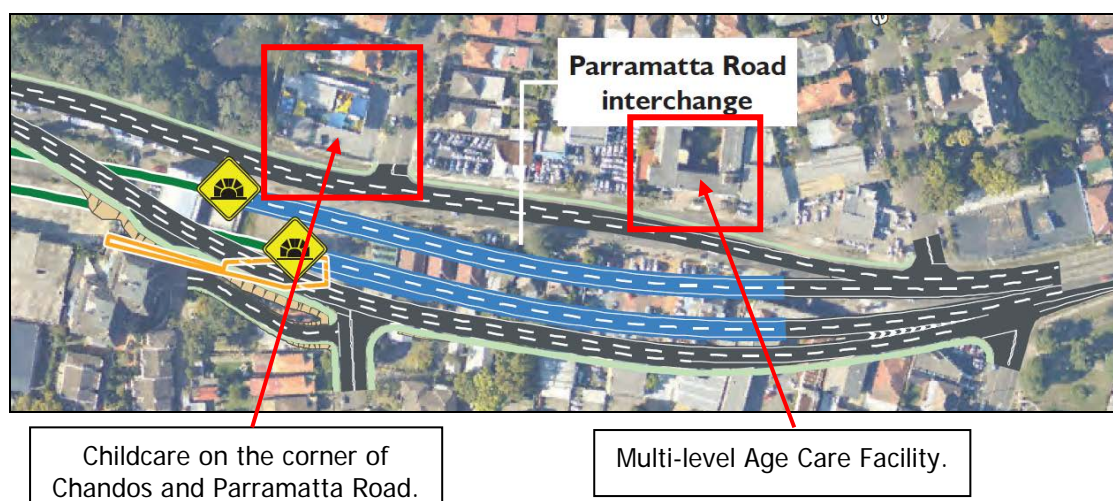
Noise

Currently our house, particularly to the front, is close to Parramatta Road and experiences high levels of internal noise in the evening periods when background noise drops and Parramatta Road is heavily used.

In addition to our current interface, it is also noted that there are other sensitive uses in our immediate area facing Parramatta Road. Figure 4 illustrates such examples being the

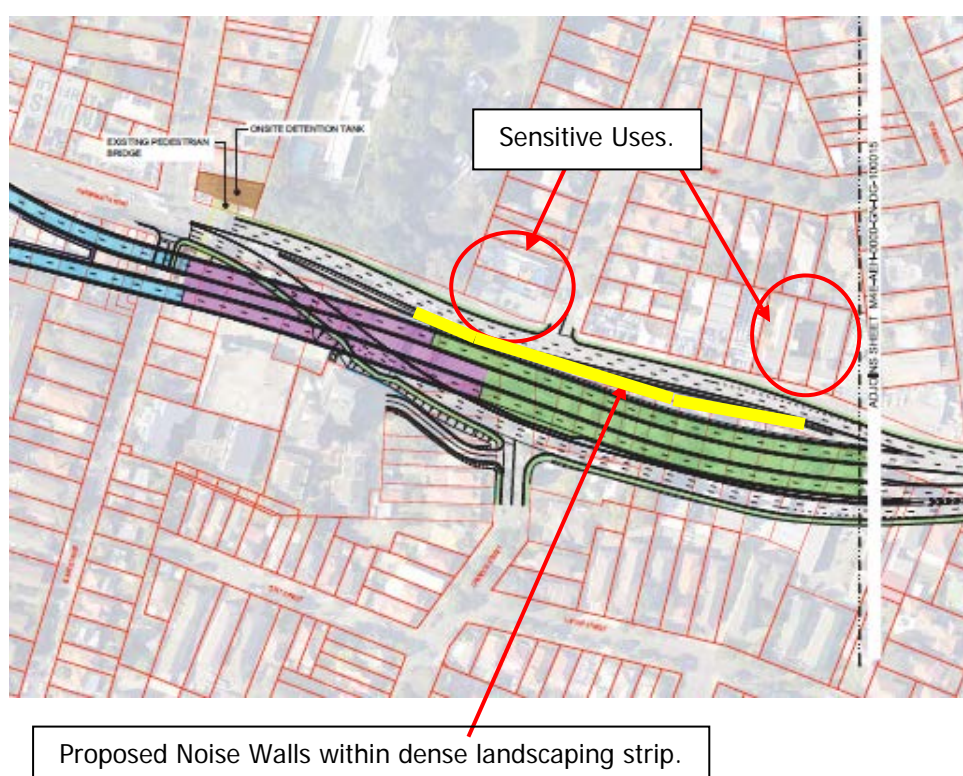
childcare centre on the corner of Chandos Street and Parramatta Road and the aged care facility located mid-block between Chandos Street and Rogers Avenue. If one refers to the New Parramatta Road Strategy, there is an acknowledgement that there needs to be at least a 20 metre buffer to sensitive uses such as senior housing development and other types of residential accommodation. For child care centres, a buffer on either side of the road should be 80 metres.

Figure 4: Sensitive Uses.



Clearly, this is not possible and it is therefore our submission to maintain consistency, from a strategy perspective, that noise barriers between the three lanes located on the northern side of Parramatta Road and the exit tunnel heading towards the city be erected. Figure 5 illustrates the area in which the acoustic wall should be erected.

Figure 5: Noise Walls.



Given that the final cost of noise walls is not significant, the amenity benefits greatly outweigh the cost.

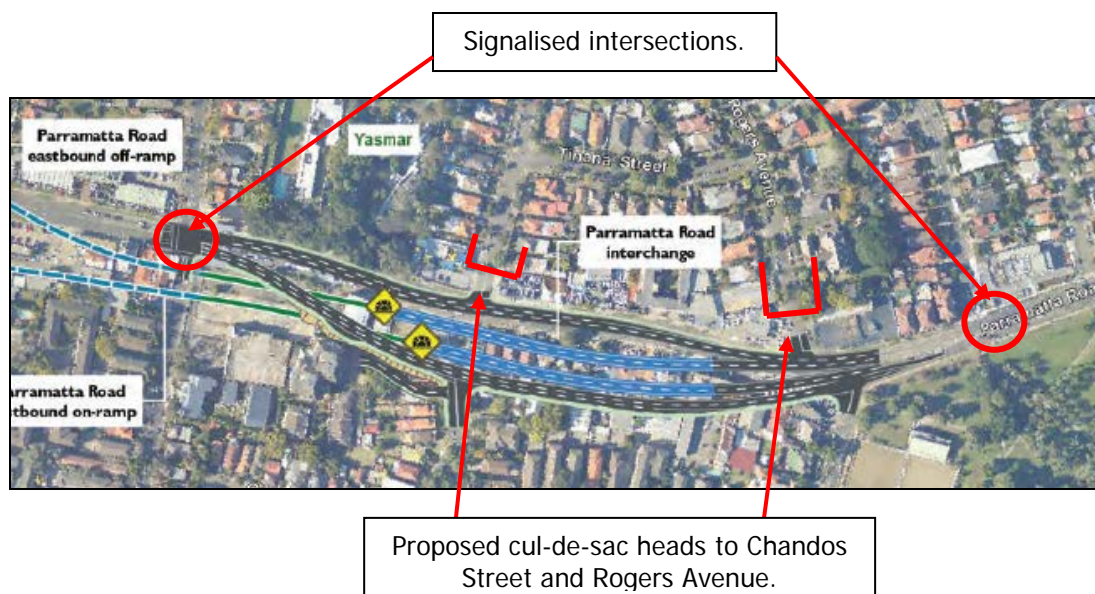
Street lighting

The location of the street lights should be strategically located in a manner where they minimise the ability for illumination into rear yards of residential properties. The provision of an acoustic wall together with dense landscaping will clearly assist in resolving this issue however locating the poles at a height which are at a bare minimum would also be desirable to ensure illumination issues to adjoining properties are protected.

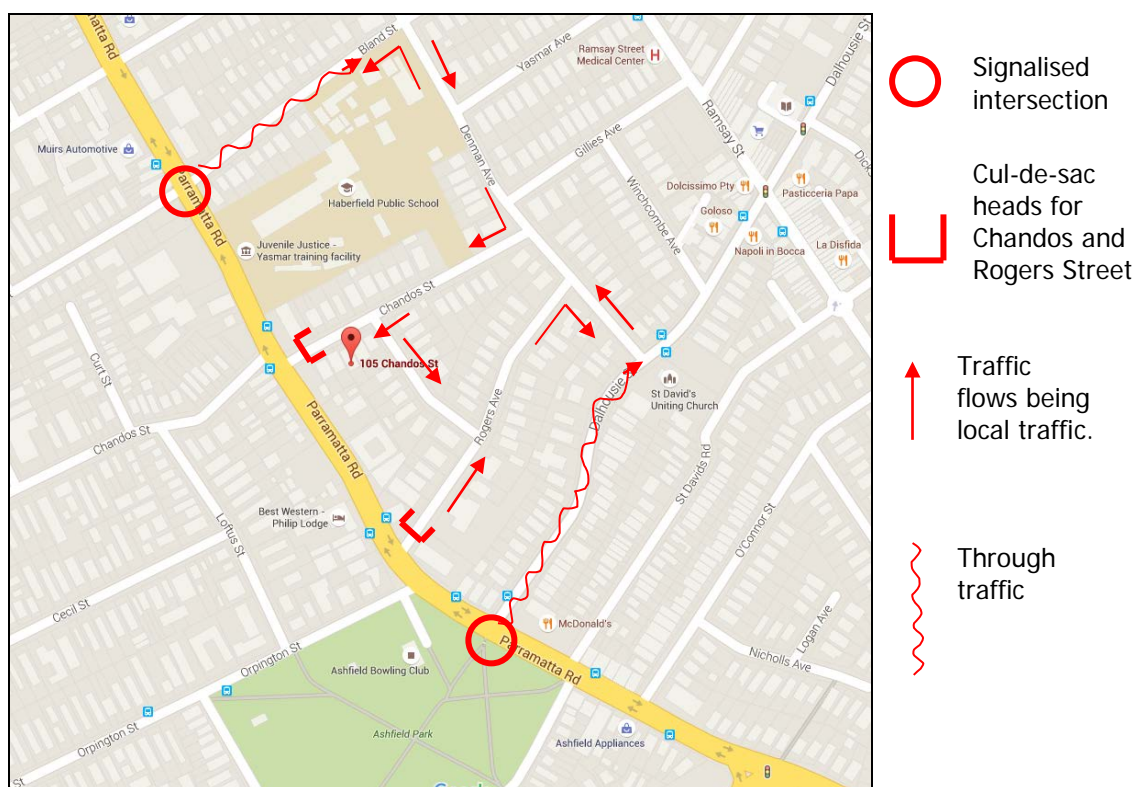
Local Traffic

It is our submission that consideration should be given to the provision of a cul-de-sac at the end of Chandos Street and to Rogers Avenue. Figure 6 is an illustration prepared by myself to reinforce and illustrate the location of such cul-de-sacs.

Figure 6: Proposed cul-de-sacs.



The importance of these cul-de-sacs ensures that commercial properties along Parramatta Road can still maintain access and can do so in a safe and appropriate manner. Evident in Figure 7, Rogers Avenue and Chandos Street are local streets servicing only a handful of properties. It is clearly evident as illustrated in Figure 7 that through traffic should not be encouraged through local streets. RMS would acknowledge, and reinforced under the Infrastructure SEPP, that access to classified roads is not encouraged. The suggested change ensures that traffic which moves along Parramatta Road enters and leaves Parramatta Road through signalised intersections which will assist in the flow of traffic.

Figure 7: Traffic Flow.

The cul-de-sacs will therefore minimise the creation of rabbit-warrens through local streets. This option still allows local traffic access by simply turning into Bland Street or alternatively into Dalhousie Street in a safe manner and at a signalised intersection.

This would also minimise potential conflict with the busways along Parramatta Road and also deals with the issue that the plan appears to indicate a merging of lanes from three into two to enable further merging of lanes closer to Rogers Avenue.

The provision of a cul-de-sac to these local streets will also enable additional planting and create a distinction between the classified road and the local streets. There are examples along Parramatta Road in the Croydon/Five Dock/Canada Bay area where local streets have been closed off to the classified road to enable a separation between local and through traffic. It is our view that this should also apply here. We also note that the local member for Summer Hill has also made a submission to this effect and the appropriateness to have cul-de-sacs and we support this view.

In the overall scheme of the scope of works, it is a minor cost to provide infrastructure which the community would be supportive of.

Conclusion

I hope that our submission is given significant consideration and not simply be treated as a letter of objection. As is evident, our submission is not opposing the WestConnex project but simply seeking minor changes to detailing, finishes and outcomes which we submit will provide a far better level of amenity and we think all parties would agree, would be a far better proposition.

There is no request to re-locate or re-route roads but simple cost effective measures to improve the amenity of not only our property but our surrounding neighbours.

I am very keen to meet with the relevant Urban Designers and/or the Communication team to discuss my submission. The objective of this meeting is to ensure that we can achieve a far better urban outcome.

Should you have any questions please don't hesitate to contact me.

Kind regards

A handwritten signature in blue ink, appearing to read 'Gerard Turrisi', with a stylized flourish at the end.

Gerard Turrisi
GAT & Associates