

11 September 2014

The Secretary
NSW Department of Planning & Environment
M4 Widening – Project Code SSI 13-6148
23-33 Bridge Street
SYDNEY NSW 2001

RE: Objection to M4 Widening
Environmental Impact Statement

Dear Sir / Madam,

As a long term resident of Granville at the above address both pre and post the existing M4 construction, I believe I am highly qualified to comment on the impact this road has made on my and my family's daily life and any future impacts thereon. Notwithstanding the additional temporary impacts suffered during construction and the long term effect on our lives and family home.

Since construction was completed, we are currently being impacted by the M4 operations as follows:

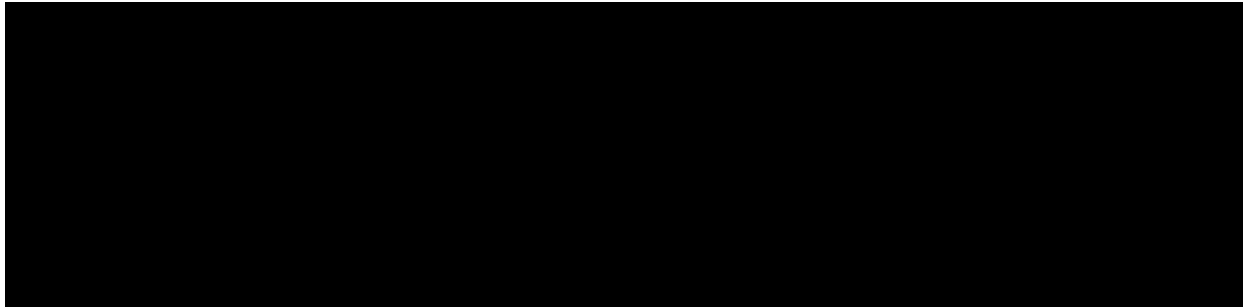
1. Heavy particulate matter / dust over our residence. Ostensibly, this seems to have increased since installation of noise barriers to the M4. Presumably due to the noise barriers having the effect of blocking the particulate matter so that it is not as widely dispersed as it was prior to their installation.

There has been no monitoring of possible long term health effects to residents in our area from this particulate matter.

Each morning when we wake we cough for several minutes, which is extremely discomforting. This coughing does not happen if we are away overnight from our property, the cause is therefore obvious.

The dust is unremitting and must be cleaned constantly from surfaces. This is not something that is a normal daily household task.

2. Excessive noise due to an expansion joint located in the roadway opposite our residence (see below). It would appear that this expansion joint has suffered structural failure and has not been repaired. The expansion joint has been in this condition for so long now that I cannot quantify the length of time, this is a clear indication of the lack of ongoing maintenance to the M4.



3. Night time impact due to M4 lighting and the light spill it causes to my property.

Blinds at night must be fully drawn as the light makes it difficult to sleep.

4. Vibration from M4 roadway, which during heavy traffic periods rattles windows and, has long term produced extensive cracks to walls, roof tiles and the concrete drive of our property. What recompense do we have to remediate our home?

5. There is constant traffic noise regardless of the sound barriers provided.

We cannot sleep with open windows during summer and we do not have air conditioning. Obviously, this makes summer quite uncomfortable.

Having reviewed the Environmental Impact Statement, in the short period since its release for the widening of the M4, it alarms me for its temporary and future long term effects on my family life and my property and personal safety. Originally the EIS was to be released in early 2014 (refer WestConnex Stage one fact sheet, September 2013) but was released in August of 2014.

I would like to bring to the Secretary's attention, my following objections to the M4 widening.

1. The widening of the M4 will overshadow my property considerably. The EIS indicates my property would be in shade for considerable periods of the year. However, I would query the accuracy of the models provided, bearing in mind what I currently witness from the existing structure.

I suspect my property would suffer considerably more shadowing than anticipated in the EIS. Currently my property has nominal affect from shadowing and generally a good sunlight outlook. Below is a photo of our property taken from underneath the M4 in summer, taken earlier this year in the afternoon, quite clearly you can see the shadows cast over our property.

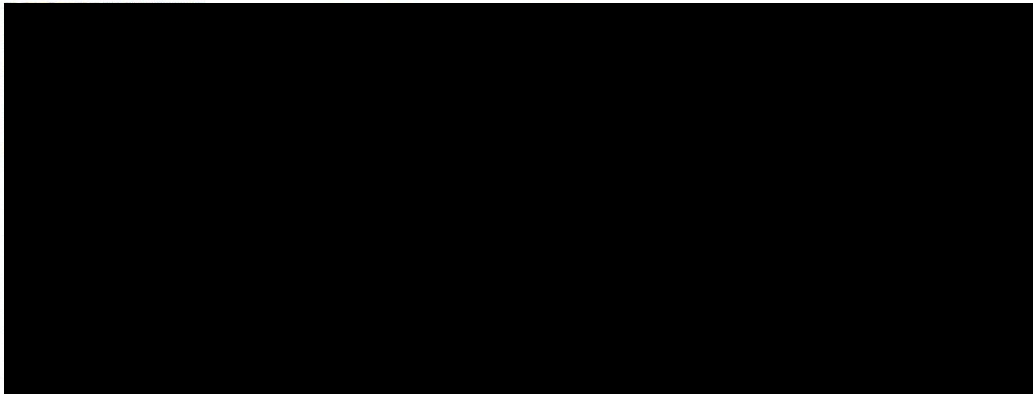
Especially in winter months, it is very hard to get clothes dry.



With the largest over shadowing occurring during winter we can only anticipate that the effect of over shadowing to our residence will be unreasonable.

I also question why the Overshadowing illustrations given in the EIS on pages 8-64 to 8-65 do not give a clear indication of the projected impact on affected residences in Onslow, Alfred and A'Beckett Streets at Granville, where the impact will be the most significant.

Currently I have a clear, open area of approximately 20m to the roadway (Viaduct). With the widening to the M4 and the proposed alignment, my property will be virtually directly under the southern most edge of the viaduct. This is not acceptable to me or my family and we have been denied possible acquisition of my property.



The Photos above taken outside our home from the front gate.

No environmental treatment will improve the visual impact that we will face once the viaduct is another 15 metres closer to our residence as we have been advised.

I would urge the Secretary to ensure that on site inspections of these locations are made prior to making any decision. An on site inspection at these locations will give a much clearer impression of the impending impacts than the artists impressions given in the EIS.

The figure below, taken from the EIS, does not adequately depict the impact of the viaduct on nearby residential addresses.

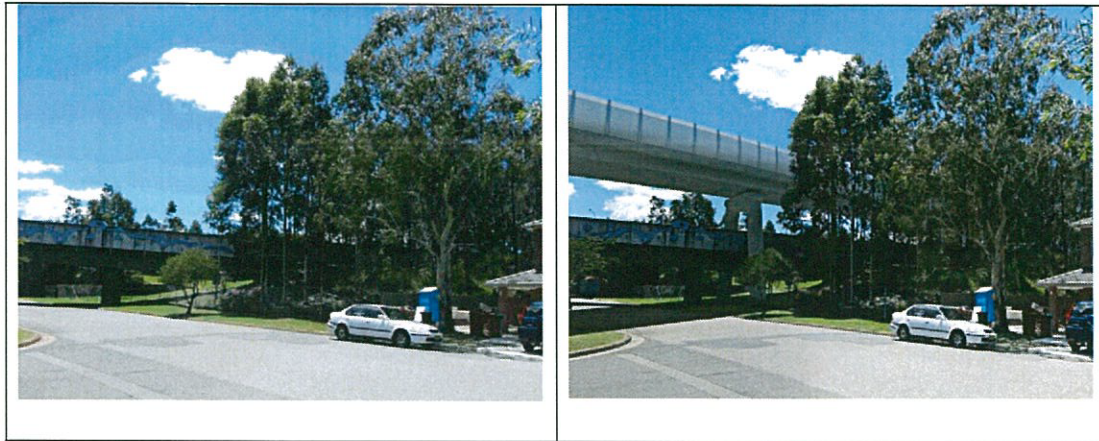


Figure 8.13 Existing view and indicative montage looking north east along Arthur Street

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M4 Widening
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WestConnex Delivery Authority

Existing Site photo with viaduct shown indicatively.



Figure 8.10 Existing view and indicative montage looking east along A'Beckett Street

M4 Widening Environmental Impact Statement
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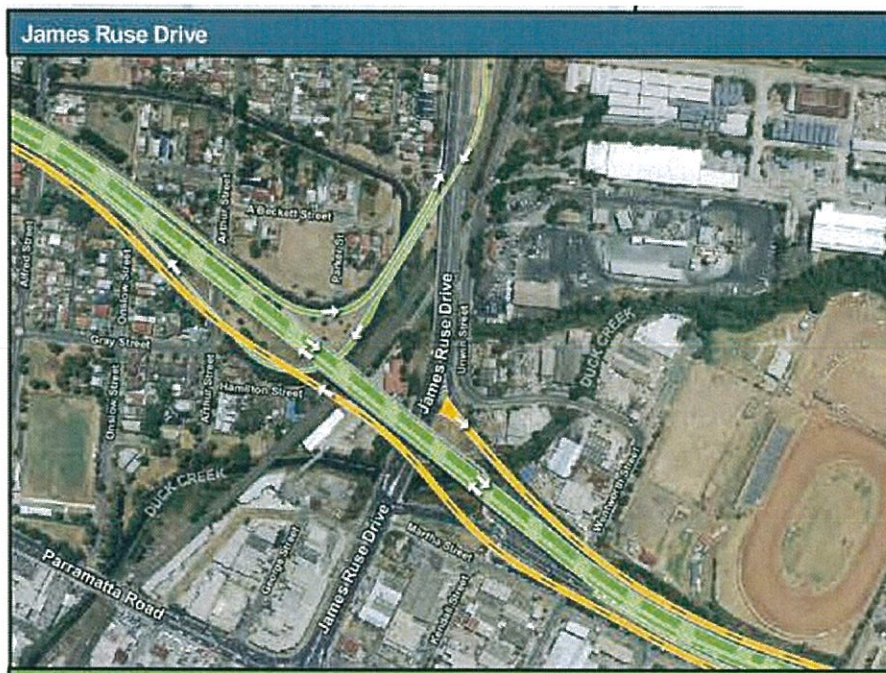
2. During construction, my property will be adjacent to a [REDACTED] construction compound. This compound will be operating at least six days/week, let alone some of the out of hours works anticipated, which will also have to be conducted. I do not believe this will increase my quality of life during the construction period and having had to endure the previous construction impacts I am all too aware of the unfair impact on residents.
3. Additional traffic and parking issue during construction. Plus additional time and access issues during the construction process.

During the previous construction phase, the construction workers caused considerable disruption to normal daily activities. Were often found using our hose at the front of the property, discarding rubbish in the street etc.

4. Construction noise and vibration during the construction period.

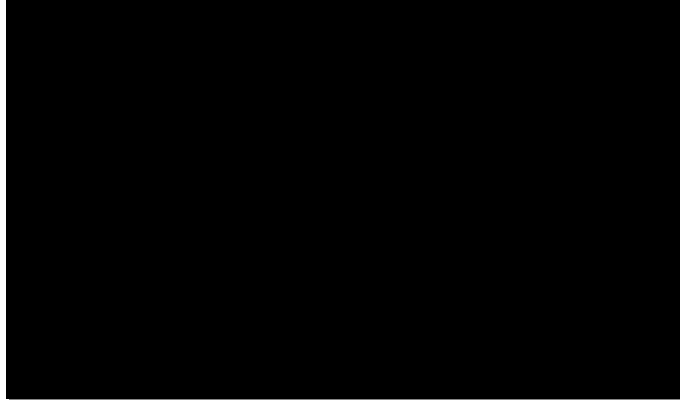
Whilst the EIS treats traffic noise and construction noise as issues, it does not adequately address the issue of the construction noise on top of current M4 road operation noise. Further, any increase in operational road noise impacting on residential addresses along the corridor cannot be justified by the attitude of what's good for the many outweighs the few.

It does not address the fact that in the small area south of the current M4, these residential addresses are not only affected by the M4 operations to the north, but also Parramatta Road to the south, James Ruse Drive and the Carlingford Rail line to the east. In combination, the load placed upon these residents is unreasonable.



5. Possible further vibration damage from the new viaduct support structure, which may further add to the vibration already experienced.
6. Additional traffic noise due to the close proximity of the widening roadway to my property. The current noise barriers do not eliminate a large amount of the traffic noise.
7. Visual impact of the viaduct on the outlook from my property, which cannot be understated.
8. Could the NSW Department of Planning & Environment on Westconnex guarantee in the future that my property or personal safety of me or my family in relation to the widening of the M4.

For the Secretary's information, a truck collided with the new jersey barriers and sound barriers on the James Ruse Drive off-ramp on 7 September 2014 at 4.00 am. This resulted in the collapse of the sound barriers, plus partial removal of the truck's load onto the residence below. This residence is less than [REDACTED] from my property, on the northern side of the M4 (shown left hand side, taken from front corner of our property prior to accident on 7/9/14)



The widening of the M4 would bring my property into the same position as the property which suffered this damage. The people in the affected property were extremely fortunate not to be killed or critically injured. Please see attachment for your information.



This accident is not the first serious accident on either the On or Off Ramps to James Ruse Drive. Sometime ago, a Shell petrol tanker crashed and local residents, including ourselves had to be evacuated for most of the night.

I believe that the department should seriously consider the possible consequences of future accidents and the current acquisition issue stance taken by government in relation to resident's personal safety and M4 widening operation.

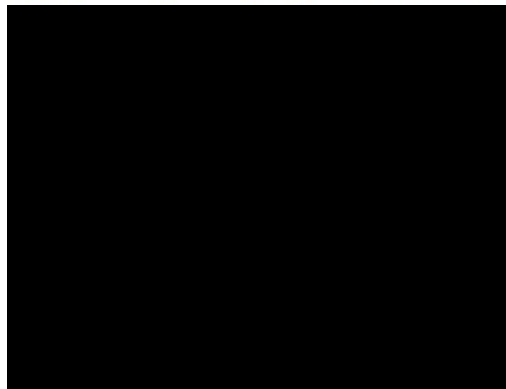
The On Ramp (West Bound) and Off Ramp (East Bound) at James Ruse Drive are poorly designed now and require a longer, less cambered ramp to facilitate safe ingress and egress to the M4 and the transition of merging traffic, where the propensity for an accident to occur is far greater.

There requires being a larger buffer zone between the viaduct and the residences adjacent.

There are also some errors I have found in the EIS, as below on the left. Photo on the right, clearly shows that the canal is on the northern side of the M4 at Good Street. Such an error, makes me sceptical about the accuracy, omissions and data provided in the EIS.

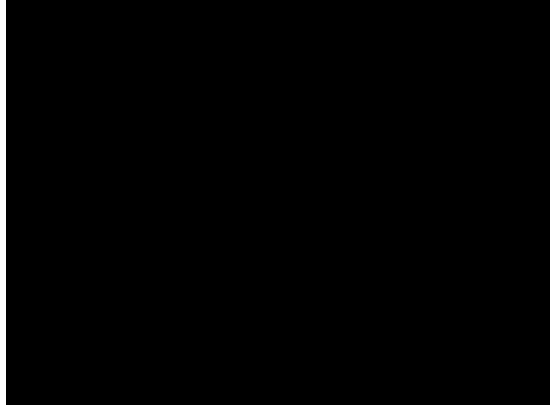


The EIS does not address the very real impact of social isolation being placed upon us. With [REDACTED] being under compulsory acquisition and demolished, this leaves us at [REDACTED] even further removed from a normal community environment. [REDACTED] can be seen at the right of screen, taken from the front of our property.



The current operators of the M4 do not regularly maintain the current viaduct and supporting infrastructure, what assurances are there that the widened version will increase their attendance to issues that arise?

There is no maintenance of the areas under and beside the current M4 viaduct. I personally have to spend hours mowing the area beside our home and at the cul-de-sac and across the road from our property to ensure that the grass does not grow out of control. Mowing these grassed areas in summer can take several hours.



The area directly below the viaduct is just a dust-bowl. A new viaduct is only going to increase the lack of light under the M4 and create more and more dust.

At some times of the year, the area under the M4 becomes a mosquito breeding ground, these mosquitos are both an annoyance and a health hazard.

In summary, I believe it is morally unjust to be placed in the position of having to go through this process twice in a 30 year period, suffer the ongoing impacts of the M4 operations, yet alone have to face an increase in the impacts currently tolerated. We trust that the Department of Planning & Environment will carefully consider our family's strong objection to this project.

We would welcome an opportunity to discuss our concerns with representatives of the Department of Planning & Environment.

Yours faithfully

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News

Resident and truck driver escape injury after B-double hits barrier and drops trailer off overpass onto home

- **by:** Tanya Smart
- From: The Daily Telegraph
- September 07, 2014 2:39PM

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A part of the truck hangs off the bridge and rests on a house below after tearing through the concrete partition on the M4 this morning. Picture: Gordon McComiskie

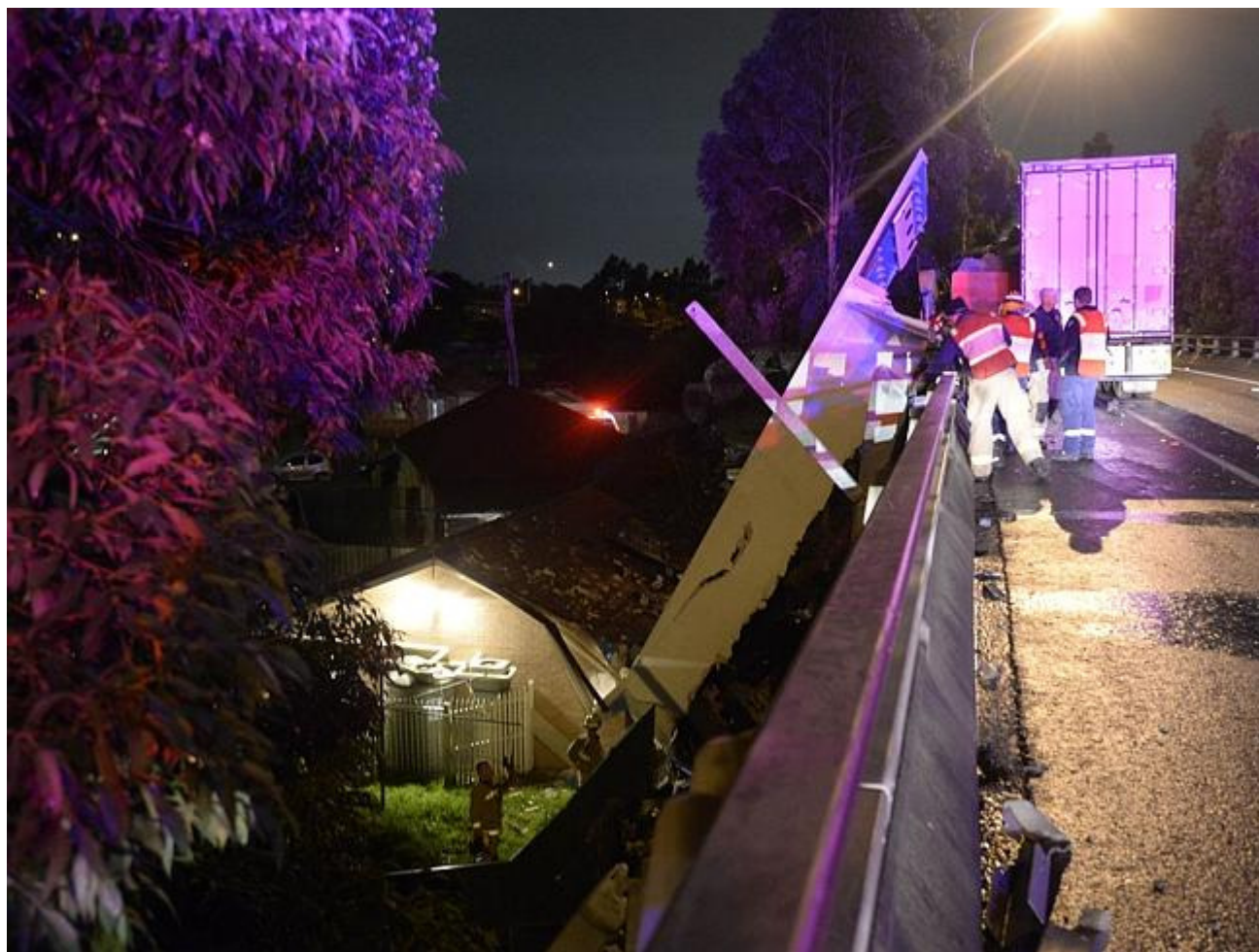
Source: News Corp Australia

A RESIDENT of a home and a truck driver miraculously escaped serious injury after part of a B-double flipped off a bridge onto the roof of a home in South Granville.

The single-truck crash occurred on the M4 motorway, when a truck driver was travelling eastbound on a bridge near James Ruse Drive exit before the vehicle sideswiped a concrete barrier, tearing off the back trailer which crashed down onto the roof of a home about 4am this morning.



The truck has apparently crashed into the left hand barrier on the exit tearing the trailer apart and dropping almost all of its load over the side and into a park and onto a house located on Arthur St Granville. Picture: Gordon McComiskie
Source: News Corp Australia



Emergency workers inspect the damage as they work out how to clean up the mess. Picture: Gordon McComiskie

Source: News Corp Australia



A huge clean-up job was needed to make all the sites safe after the truck also sprung a diesel leak.

Picture: Gordon McComiskie

Source: News Corp Australia



Syed Junaid was sleeping when he heard a massive thud and ran from his house. Picture: Gordon McComiskie

Source: News Corp Australia

Syed Junaid, said he was in shock after the trailer slammed into his home.

"I was sleeping around 3.55, and heard the noise it a was a big thud," Mr Junaid said.

"I ran away outside, and saw a large object and cardboard containers on the house."

Mr Junaid said he called the owner of the home straight away, who arrived a short time later.

Emergency crews raced to the scene and closed the ramp, where wreckage was hanging off the roadway into the Alfred St property below.



The crash caused a lot of noise and damage. Picture: Gordon McComiskie
Source: News Corp Australia



Some of the items the truck was carrying ended up on the roof of the house. Picture: Gordon McComiskie

Source: News Corp Australia



A section of the truck hangs down from the overpass. Picture: Gordon McComiskie
Source: News Corp Australia



The truck driver was seen to be talking to police on the James Ruse Exit where the truck was located. Picture: Gordon McComiskie

Source: News Corp Australia

Fire and Rescue crews worked for four hours to clear the debris as well as diesel spilt from a ruptured fuel tank on the truck.

The driver was breath tested at the scene and returned a negative result.

Investigations into the incident continue.

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