



OBJECTION FROM WESTPROTECTS

TO THE DEPARTMENT OF PLANNING, INDUSTRY & ENVIRONMENT

RE: Sydney Metro West (SWM) Environmental Impact Study

26 June 2020

Westprotects stresses the importance of ensuring that Sydney as well as our local community benefits from interconnected, continuous open green space and connected parklands as well as linking key suburbs including Ultimo, Pyrmont, Glebe, Rozelle, Balmain and the New Bays Precinct.

The Sydney Metro West is a unique opportunity to extend a green link corridor connecting the CBD, Western Harbour, Darling Harbour, the Bays Precinct through to Easton Park, and beyond to Callan Park and the Bays Walk and then through Council owned parkland. This is an opportunity to align parkland from the WestConnex path to a Sydney Metro West parkland at The Bays SWM station site.

We plead with the NSW Government to co-ordinate measures to ensure mitigation and minimisation of:

- **Noise (need for containment and prevention; need for mitigation measures for residents; need for co-ordinated respite periods which apply across ALL projects and State Government utilities; need for on-going noise monitoring to capture, benchmark and address noise issues as they happen and track accumulated impact)**
- **Traffic (including rat-running; safety issues for pedestrians and cyclists; volumes and resulting traffic jams on Anzac Bridge, Western Distributor, Victoria Road and side streets; the need for appropriately sized and resourced truck marshalling yards so that trucks are not idling in residential streets close to homes and Rozelle Public School)**
- **Dust (cumulative impact in one of Sydney's most polluted air basins with Rozelle at the epicentre)**
- **Vibration (cumulative impact of all projects and need for ongoing monitoring and transparent reporting)**
- **Property damage (cumulative impact of all projects and need for ongoing monitoring and transparent reporting)**
- **Parking issues (which are already hugely problematic as a result of WestConnex Rozelle Interchange not meeting its CoA to provide sufficient parking on site and which will be further exacerbated as a result of the almost non-existent parking in WHT and Metro Projects).**
- **Much of the sites subject to construction contain acid soil and other contaminants and mitigation is required.**



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Our ask:

We as a community carry the full brunt of the multiple projects underway and planned as well as several other massive infrastructure projects which make it difficult to function normally for years to come. Our community's ability to sleep, ability to walk and cycle, our everyday experience and our health are completely upended for very little benefit to us at the end of the project.

- 1. In recognition of this, we plead with DPIE to ensure additional money is allocated to compensate us at a community level through:**
 - Dedicated funds to support sporting and local organisations in our community
 - Dedicated funds to support and maintain more parks and sporting fields in our community
 - Dedicated resources to promote health and healthy living within our community
 - Dedicated funds to support the planting of mature trees throughout our community
 - Dedicated funds to allow residents overwhelmed by the cumulative impact of WHT, WestConnex and the other infrastructure projects to receive proper and appropriate sound mitigation and respite measures
 - Dedicated funds to support additional traffic patrols so that non-complying WHT vehicles and worker vehicles are ticketed
 - A co-ordinating unit which ensures co-ordination of construction times, respite periods and minimises impact on our community not just across WHT and WestConnex but across all major projects underway and which includes work conducted by State Government utilities.
- 2. WestProtects notes that where residential areas are predicted to exceed night noise levels, there MUST be respite measures put in place for residents that are accessible, understandable and not hard to access - including an easy access 24/7 phone hotline. These measures need to be an improvement on those implemented with the M4-M5 link.**
- 3. Given the long-term cumulative impact of all proposed State Government infrastructure projects together with Westconnex on the Rozelle Primary School, Westprotects insists that as part of the Metro and WHT projects, the NSW State Government carry out the necessary works on that School to eliminate all future increased noise and air quality issues. These works must be affected prior to the commencement of the both projects. This is only reasonable as these impacts are as a direct result of State Government infrastructure projects.**
- 4. As a precondition to the commencement of construction of any part of these projects, either:**
 - appropriate residential parking schemes must be implemented to ensure that such disastrous worker parking impacts are not replicated again, or
 - where residential parking schemes already exist, that central off-road parking facilities will be provided for workers from where they will be bused to the relevant construction site.
- 5. A real time monitoring and recording system to be established which would automatically record and feedback to the relevant authority the details of any noise or vibration exceedances. The relevant authority will then be able to act on that information rather than relying on the public to act as their watch dog and notifier of breaches.**



Specific Feedback on Metro West Issues

Cumulative impact of Rozelle Interchange, WHT and Metro and lack of Co-ordination of construction, respite

- We need a dedicated oversight team within DPIE that 1) co-ordinates construction across Rozelle Interchange, WHT and Metro (and eventually Bays Precinct redevelopment) including with other Government services as well as across projects; 2) co-ordinates and maximises respite periods; 3) brings some commonsense to the project management so that impact is reduced on our residential and business communities and so the eventual benefits are optimised
- Co-ordination of construction and construction-related activities which impact pedestrians, cyclists and vehicles as well as public transport is non-negotiable.

Parking

- **Worker Parking Issues of All Inner West Construction Sites:** As we have learnt from the Rozelle Interchange project, the parking of workers vehicles in our local residential streets had and continues to have dire impacts on the local community. If the appropriate residential parking schemes (as mandated by the DPIE conditions) had been implemented prior to the commencement of construction of the Rozelle Interchange, then the local community would not be experiencing the outrage it is towards the project. It shows a clear lack of planning, care and respect by all parties for the local community.
- Westprotects therefore insists, that as a **precondition** to the commencement of construction of any part of the Sydney Metro West project (SMW) at The Bays site, either:
 - appropriate residential parking schemes must be implemented to ensure that such disastrous worker parking impacts on our local roads are not replicated again, or
 - where residential parking schemes already exist, that central off-road parking facilities must be provided for workers from where they will be bused to the Sydney Metro West Bays construction site.
- We are yet to see any consequences for breaches of Conditions of Approval in relation to parking in relation to Rozelle Interchange – it's just not good enough.

Truck Movements

- A gps truck monitoring system which is actively monitored must be introduced. This needs to include a punishment for deviating vehicles including financial punishment with the removal from the project for multiple breaches.



- **There can be no** trucks on local roads. The stated "*Haulage routes would minimise the use of local and residential streets where possible*" - this is not good enough, they must NOT use local streets. Especially given the proposed spoil removal is 24/7 with over 1,000,000 cubic metres of soil to be removed from site including excavation and tunnelling!
- There must be truck marshalling yards on site - 148 trucks/day and 116 light vehicles/day with site establishment, 420 trucks/day and 142 light vehicles/day with excavation, 990 trucks/day and 251 light vehicles/day with tunnelling - this is a overwhelming increase in vehicle movement, especially when considered in the total context of the Rozelle Interchange and WHT projects.

Spoil Handling

- All material handling/spoil removal process must be under cover of acoustic shed
- Cut and cover excavation of station is noisiest and dirtiest option. Must be under enclosed acoustic shed to minimise noise light and dust spill.

Hydrodynamics, Ground Water and Water Quality inc Flooding

Westprotects notes that a water treatment plant is to be constructed at The Bays Metro Station. During both the construction and operational stages of the project volumes of wastewater will be produced by this treatment plant.

With the experience we have had in reviewing the EIS documentation for both the Rozelle Interchange and West Harbour Tunnel projects, groundwater drawdown will occur around the SMW corridor. Given the direct causal relationship between the construction and implementation of the SMW and groundwater drawdown in the area, the NSW State Government is therefore directly responsible to mitigate the consequential negative impacts on our local landscape, environment and community that such drawdown levels will create.

Given the wastewater volumes that will be produced, there is a huge opportunity to harvest those wastewaters and utilise them to proactively mitigate the drawdown levels in the area. The wastewaters can be utilised to maintain the urban landscape proposed for the SMW at The Bays, including the greater development of the White Bay Power Station site.. This will become even more imperative when the future impact of climate change is considered.

In addition, opportunities must also exist to allow for water trucks to collect wastewater from the water treatment plant for distribution to areas in the Balmain and Rozelle area impacted by groundwater drawdown.



- treated water must be part of a water harvesting concept to be used for irrigation of landscaping both for the immediate SWM project and the needs of future regeneration projects on the 100 hectare White Bays Power station/Glebe Island development

As to the operational dynamics of the proposed wastewater treatment plant, what are the proposed operational protocols should:

- the treatment plant not be able to operate?
- similar flood dynamics occur such as those we experienced in February 2020?

Landscaping Maturity:

- Westprotects requests investment in sufficiently mature planting, plus dedicated resources to ensure any plantings are appropriately maintained

UDLP consultation with community

- This is essential. The community must be consulted and our feedback incorporated.