



**Public meeting
6:30-8pm Wednesday 14 February 2018**

**WestConnex Stage 3 (M4-M5 Link)
Environmental Impact Statement (EIS)
Meeting 4: Annandale-Camperdown
construction issues**

Petersham Town Hall



INNER WEST COUNCIL

**Presentation to public meeting
6:30pm-8pm Wednesday 14 February 2018**

**WestConnex Stage 3 (M4-M5 Link)
Environmental Impact Statement (EIS)**

**Meeting 4: Annandale-Camperdown
construction issues**

**David Birds
Group Manager, Strategic Planning**

The purpose of this meeting

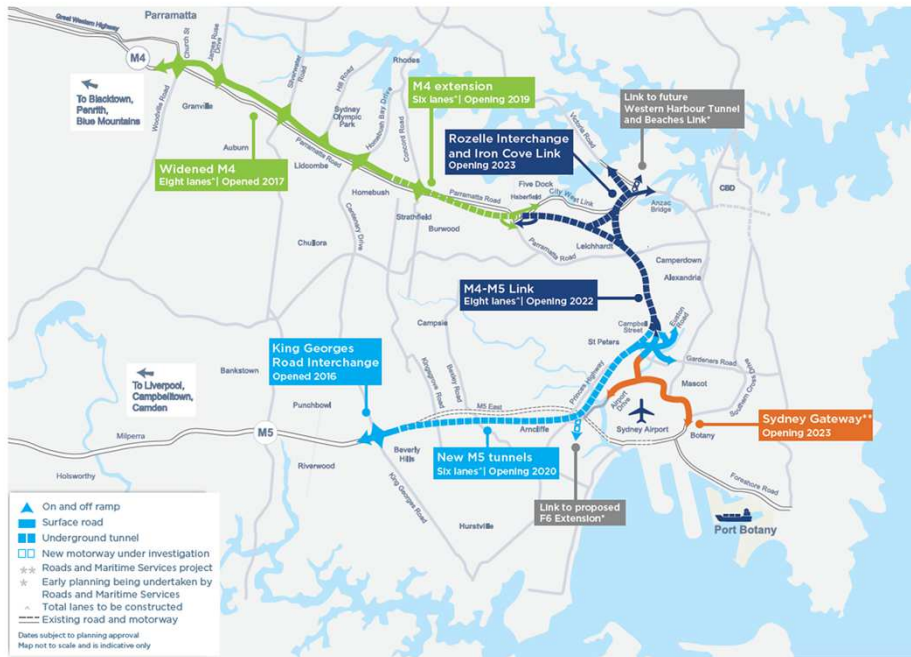
- Act on Council's recent resolution to consult on construction impacts of WestConnex Stage 3
- Inform communities around each of the Stage 3 work areas of what is proposed in EIS and Council's concerns (approx. 30 min)
- Answer queries & hear the community's concerns (approx. 1 hour)

This is the fourth of five public meetings being held – others were held for Lilyfield & Leichhardt in November 2017, Haberfield-Ashfield last week & St Peters to be held next week

Meeting concludes at 8:00pm

Some new info in Preferred Infrastructure Report

WestConnex Stages 1, 2 & 3



The three stages of WestConnex & future links

- **Stage 1** – M4 East – tunnel from Homebush to Haberfield interchange - 66% complete - opening first half of 2019 (shown green on map)
- **Stage 2** – New M5 – tunnel from Bexley to St Peters interchange - 45% complete - opening first half of 2020 (shown light blue on map)
- **Stage 3** – M4-M5 Link – tunnel linking the Haberfield and St Peters interchanges and Rozelle Interchange - in planning – if approved, construction would commence in mid-2018 - Stage 3(a) main tunnel would open 2022 & Stage 3(b) Rozelle Interchange would open 2023 (shown dark blue on map)
- **Possible future motorway links** – **Western Harbour Tunnel** – tunnel to northern suburbs from Rozelle Interchange (shown grey on map); **Sydney Gateway** – surface road to Sydney Airport and Port Botany (shown orange on map); and **F6 extension** – from Arncliffe to Sutherland – form of motorway not known (shown grey on map).

WestConnex Stage 3

Roadways are mostly below ground

Three above-ground interchanges within the Inner West Council area – Haberfield, Rozelle & St Peters, plus a below ground interchange at Leichhardt

Construction and operational impacts are greatest around the above-ground interchanges

Vent stacks are located at each of the above-ground interchanges



Council remains opposed to WestConnex

Council resolution from 3 October 2017 meeting:

“Inner West Council formally adopts a position of continued opposition in the strongest terms to the WestConnex project, both approved and future stages including Stage 3, consistent with the opposition of the former councils of Ashfield, Leichhardt and Marrickville.”

Council’s assistance to the community

- * Assistance from staff (including WestConnex Unit)
westconnex@innerwest.nsw.gov.au
- * DP&E compliance officers operate from Council part-time
- * Negotiations with SMC, DP&E, RMS and other stakeholders
- * Submissions, advocacy, media etc.

EIS update - Stage 3 Submissions & Preferred Infrastructure Report (SPIR) released

- Released 5 February & available on DP&E website
- Includes responses to all submissions, including a 400-page response to Inner West Council's submission
- Council is disappointed that there are few changes and most of its original EIS concerns have not resulted in changes to the design
- Main changes to the EIS:
 1. **Creation of truck marshalling area and employee parking at White Bay** – addresses marshalling & parking issues experienced from earlier stages, but Council is concerned about impacts from some of the truck routes to/from this site
 2. **Relocation of water treatment facility** near Iron Cove Bridge – not expected to create a significant impact

Council's remaining concerns

- Likelihood that there will be further minor design changes as a result of contractors' refinements
- Note that significant changes to conditions of approval would be subject to a modification process that involves consultation
- Concerns that the Rozelle Interchange is technically difficult to construct – a separate EIS would be needed if the design changes substantially
- EIS appears to be designed to keep options open for the proponent

Council's 'strategic' issues from EIS

- Increased traffic, reduced liveability/health and poor transport outcomes
- Preference for public transport, demand management & transit-oriented development options
- Poor economic case - opportunity cost of \$17B & equity impact of tolls

Council's 'local impact' issues from EIS

- Construction impacts – noise, vibration, dust, truck traffic, worker parking etc.
- Operational traffic impacts
- Operational air quality impacts
- Compulsory acquisitions
- Potential for cracking of buildings

Construction impacts experienced from Stages 1 & 2

- Noise, vibration, dust, truck traffic, parking demand, night works etc.
- Cumulative impacts from project works & service works
- Health problems from stress & sleep deprivation
- Poor construction practices
- Vague, unenforceable conditions of approval
- Poor responses to complaints
- Complex complaints procedures
- Inadequate compliance resources
- Proponent's lack of willingness to resolve issues

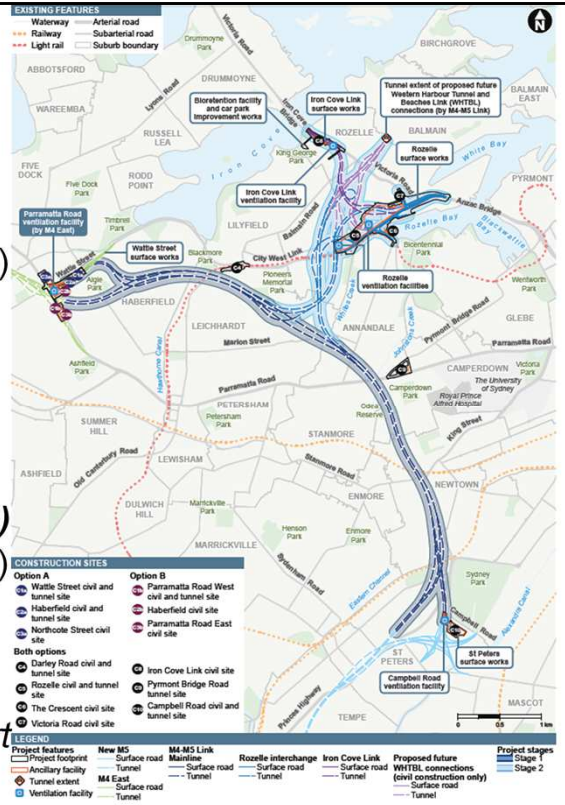
Council's demands in EIS submission to address these issues:

- WestConnex inquiry, with all lessons learned from Stages 1 & 2 to improve Stage 3
- Health study to be undertaken for Stages 1 & 2
- Stricter conditions of approval & environmental licensing with adequate resources for enforcement
- Better management of cumulative impacts, particularly in relation to utility works (some progress here)
- Filtration of stacks & tunnels
- Night curfew on construction
- No heavy vehicles on local roads or other roads with sensitive uses

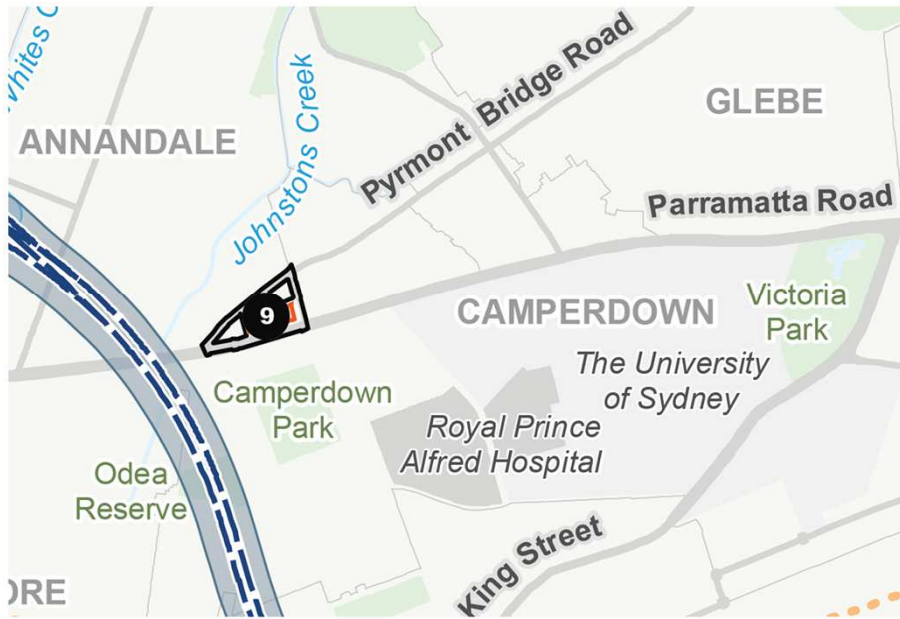
All Stage 3 construction sites

1. Haberfield/Ashfield (C1–C3)
2. Darley Road (C4)
3. Rozelle Rail Yards (C5)
4. The Crescent (C6)
5. Victoria Road (C7)
6. Iron Cove (C8)
7. **Pymont Bridge Road (C9)**
8. St Peters Interchange (C10)
9. White Bay Civil Site (C11)

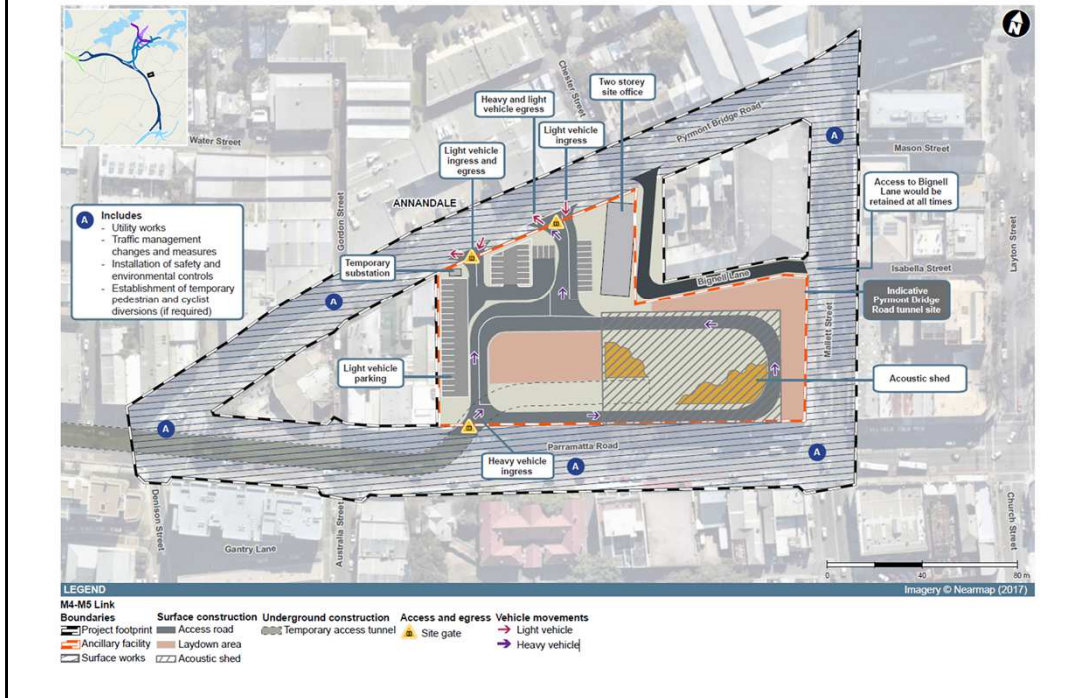
NB: C11 is proposed in *Preferred Infrastructure Report*



Pymont Bridge Road tunnel site - location



Bridge Road tunnel site - layout



About the Bridge Road site

- Currently most of the site is occupied by a mix of retail, commercial and light industrial uses
- Acquisition of properties is underway, with several buildings to be demolished
- Would utilise around 60-70% of land area between Pymont Bridge Road, Parramatta Road & Mallet Street, Annandale
- There is a group of terrace houses on the north-eastern area of the site which would remain – these would be buffered to some degree by surrounding commercial buildings
- Is wholly within the Inner West Council area, but Mallet Street is the border with the City of Sydney
- Is a mid-tunnel construction dive-site, i.e. for removal of spoil from the mid-point of the main Stage 3 tunnel
- Spoil from the main tunnel conveyed to the site via a temporary access tunnel

- Spoil loaded onto trucks within an acoustic shed
- Short-term closure and permanent reconfiguration of Bignell Lane, but lane access maintained during construction period
- Use as a construction site is temporary – site will be put to an alternative use post-construction
- 4.5 year timeframe - mid 2018 to end of 2022

Construction traffic movements to/from the site

- Trucks enter site by left turn from left lane of Parramatta Road, exit the site by left turn onto Pyrmont Bridge Road (via temporary signalised intersection)
- Light vehicles enter & exit site via Bridge Road
- Daily vehicle movements (one way) – 133 heavy vehicles; 70 light vehicles
- Morning peak truck movements (7:30-8:30am) - 7 in, 7 out (about 1 movement in or out every 9 minutes)
- Surface works - standard daytime hours - 7am-6pm M-F & 8am-1pm Sat (no work Sun & public holidays)
- Subsurface works (tunneling) - 24/7

Truck route to site from White Bay via Johnston Street



Truck route from White Bay to Bridge Road site

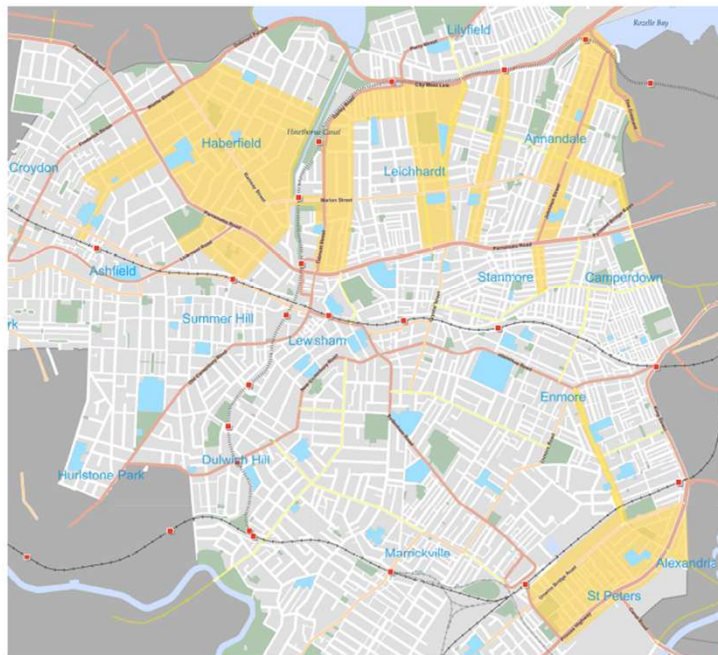
- SPIR report has confirmed that all spoil trucks travelling to the site will travel from the White Bay marshalling area (this was not included in the EIS)
- To do this, trucks will travel along Johnston Street (empty trucks southbound only) – around 7 trucks per hour maximum – about one every 9 minutes
- Raises amenity and road safety concerns for Johnston Street

Bridge Road site - issues

- Construction activities near residential areas, a school and businesses – creating noise, vibration, dust, truck traffic & worker parking impacts
- Use of Johnston Street (southbound) to travel from White Bay to this site raises amenity and road safety issues, as Johnston Street includes residential, school and village retail uses
- Potential conflicts between trucks, pedestrians and cyclists at the Parramatta Road entry and Bridge Road exit and between trucks and buses at the Parramatta Road entry – no detail on solutions in EIS
- Inability for trucks to 'go-around', so there could be queuing on Parramatta Road
- Council has argued that post-construction the site should be put to 'biomedical hub' use, consistent with use proposed by *Parramatta Road Strategy*) – this is acknowledged in the EIS
- Impact on Bignell Lane

Site option issues

Operational traffic – Council’s areas of concern



Operational traffic – general issues

- General traffic growth (induced traffic)
- Increased traffic in specific areas around the three interchanges – Haberfield, Rozelle & St Peters
- Acknowledged that some streets will have reduced traffic from WestConnex
- Traffic will increase or decrease in some streets depending on which stage of WestConnex is completed
- In the Annandale-Camperdown area, Council’s main concern is with traffic growth on Johnston Street, The Crescent and some surrounding roads
- Although Johnston Street & The Crescent are State Roads, they include residential, school and village shopping uses
- Council is undertaking modelling to support traffic-calming for local roads that may be affected by additional (or reduced) traffic from WestConnex – to be reported to Council in first half of 2018
- Traffic creates multiple impacts, including air emissions

Operational traffic: air quality

Pollution at the surface & at vent stacks

Stage 3 stacks in Council area:

1. Haberfield
2. Rozelle Rail Yards
3. Victoria Road
4. St Peters



Next steps

- Council will provide a response to DP&E on the *Submissions & Preferred Infrastructure Report* – the community is encouraged do the same – to information@planning.nsw.gov.au
- Community also encouraged to send issues to Council for information – to westconnex@innerwest.nsw.gov.au
- Comments relevant to construction impacts noted at this meeting (and other similar meetings) will be sent to DP&E for information
- After DP&E has completed its assessment, the Minister for Planning will make a determination on WestConnex Stage 3

Forthcoming meetings & events

- Final Council Stage 3 EIS meeting to be held for St Peters sites - at 6:30-8pm on Wed 21 February 2018 at Newtown Neighbourhood Centre – see Council website for further details
- *Fix NSW Transport* - march from Hyde Park to Martin Place at 2-4pm this Sat 17 February 2018

Further information

- To view the EIS, submissions and *Submissions & Preferred Infrastructure Report*, visit the DP&E website:
www.majorprojects.planning.nsw.gov.au
- Updates from Sydney Motorway Corporation, visit: **www.westconnex.com.au**
- Updates from Council (including this presentation), visit:
www.innerwest.nsw.gov.au/westconnex
- Updates from community advocacy groups on websites and Facebook