



INNER WEST COUNCIL

Public meeting

6:30pm-8pm Tuesday 28 November 2017

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

**Meeting 2: Leichhardt
construction & traffic issues**

Sydney Secondary College, Leichhardt



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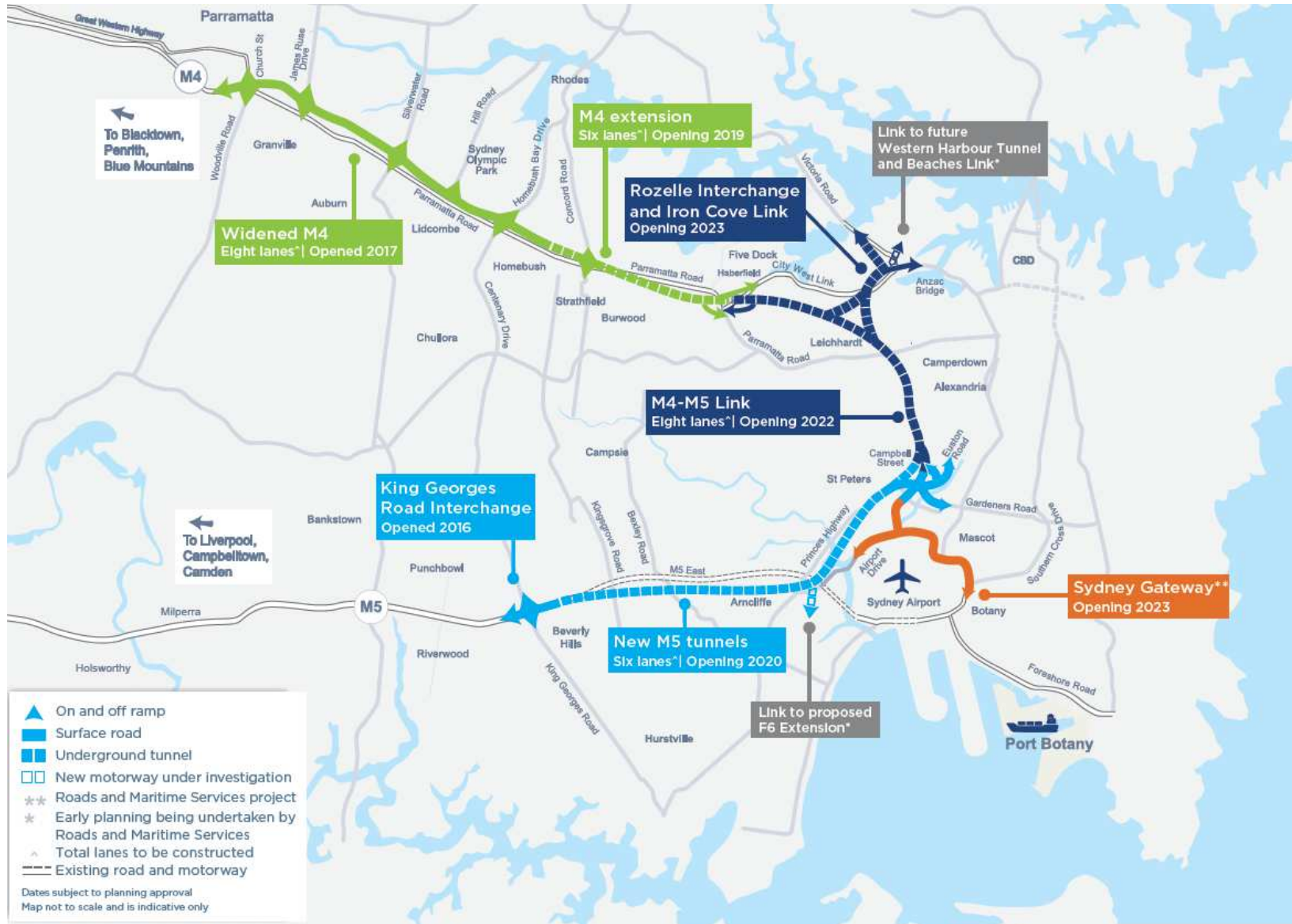
**John Warburton
Deputy General Manager
Community & Engagement**

The purpose of this meeting

- Act on Council's resolution to consult
- Inform communities around each of the Stage 3 worksites of Council's issues (approx. 30 min)
- Answer queries & hear the community's issues (approx. 1 hour)

This is the second of five public meetings to be held in late 2017 & early 2018

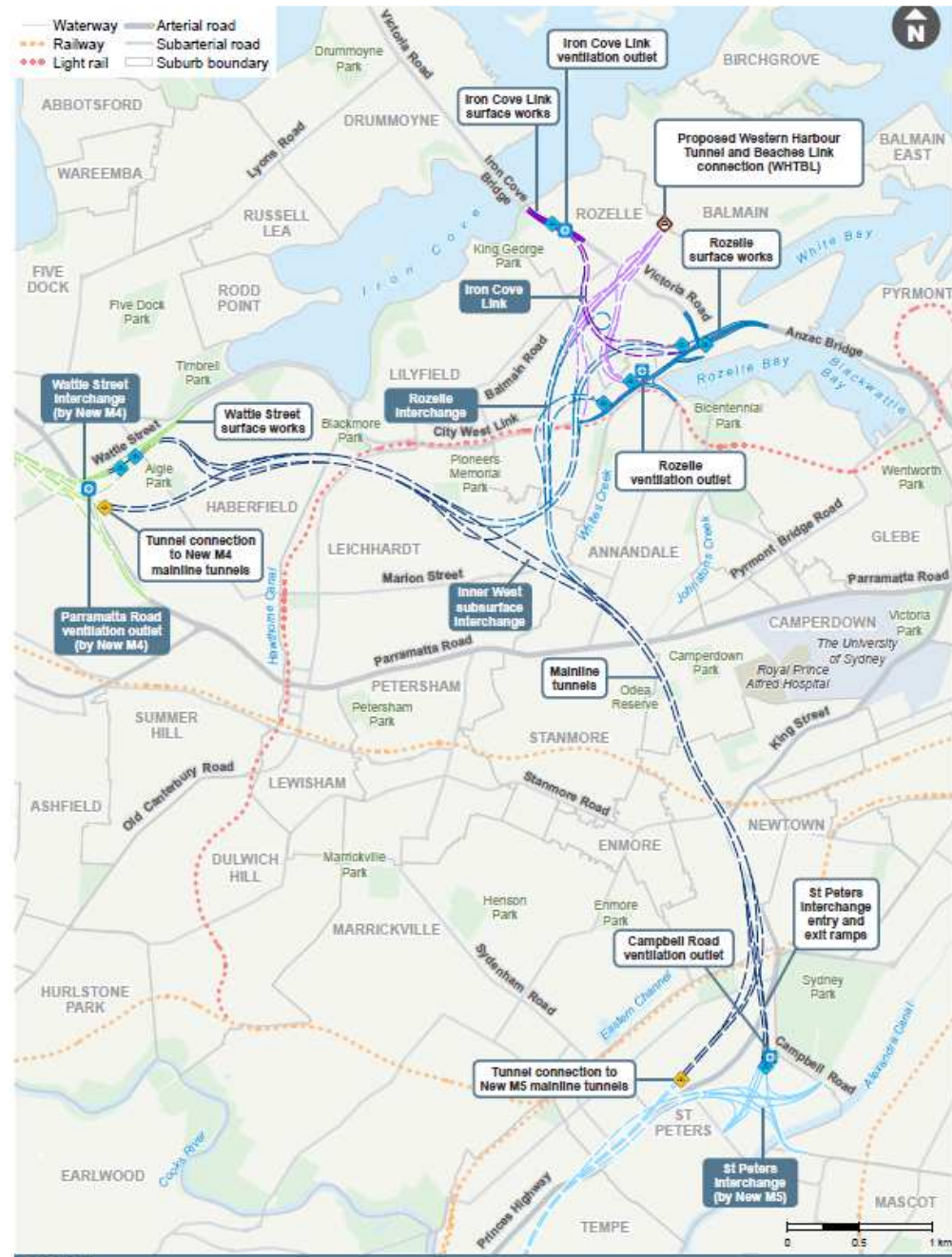
WestConnex Stages 1, 2 & 3



Progress of the three stages

- **Stage 1** – M4 Widening completed & M4 East about 50% complete (opening 2019)
- **Stage 2** – King Georges Rd interchange completed & New M5 about 35% complete (opening early 2020)
- **Stage 3** – M4-M5 Link - in planning – EIS submissions being assessed. Minister's determination expected early 2018. If approved, construction would commence in mid-2018. Stage 3(a) main tunnel would open 2022 & Stage 3(b) Rozelle Interchange would open 2023

WestConnex Stage 3



LEGEND

Project features	New M5	New M4	M4-M5 Link	Rozelle interchange	Iron Cove Link	Proposed WHTBL connections
Tunnel portal	Surface road	Surface road	Mainline	Surface road	Surface road	Surface road
Tunnel extent	Tunnel	Tunnel	Surface road	Tunnel	Tunnel	Tunnel
Tunnel connection	Project stages	Project stages	Tunnel	Surface road	Surface road	Tunnel
Ventilation	Stage 1	Stage 2		Tunnel	Tunnel	

Stage 3 consultation



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 'process' issues from EIS

- Need for longer exhibition period
- Likelihood that designs will further change
- Need for public exhibition of *Submissions Report & Preferred Infrastructure Report*
- Concerns that the Rozelle Interchange is technically difficult to construct – a separate planning process may be needed for this part
- Lack of detail in EIS on several key issues, with detail deferred to later stages

Council's 'strategic' issues from EIS

- Increased traffic, reduced liveability/health and poor transport outcomes
- Project not consistent with several NSW Government plans & initiatives
- Poor economic case - opportunity cost of \$17B & equity impact of tolls
- Preference for public transport, demand management & transit-oriented development options

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
- Rozelle Rail Yards – clean up, design & delivery
- Possible loss of public transport corridors

Construction issues from Stages 1 & 2

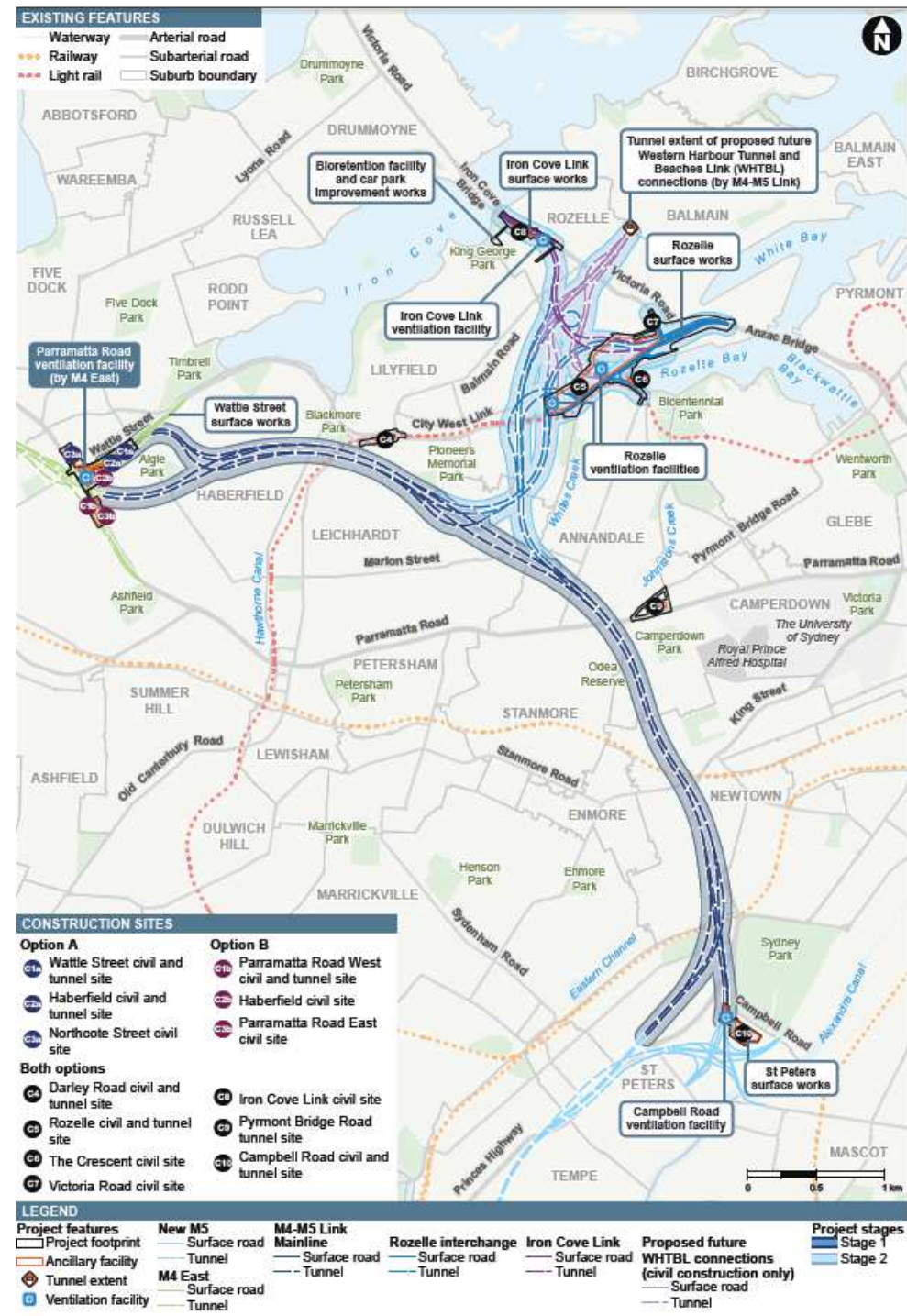
- Noise, vibration, dust, truck traffic, parking demand, night works etc.
- Cumulative impacts from project works & service works
- Health problems from stress & sleep deprivation
- Poor construction practices
- Vague, unenforceable conditions of approval
- Poor responses to complaints
- Complex complaints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

Council's demands in EIS submission:

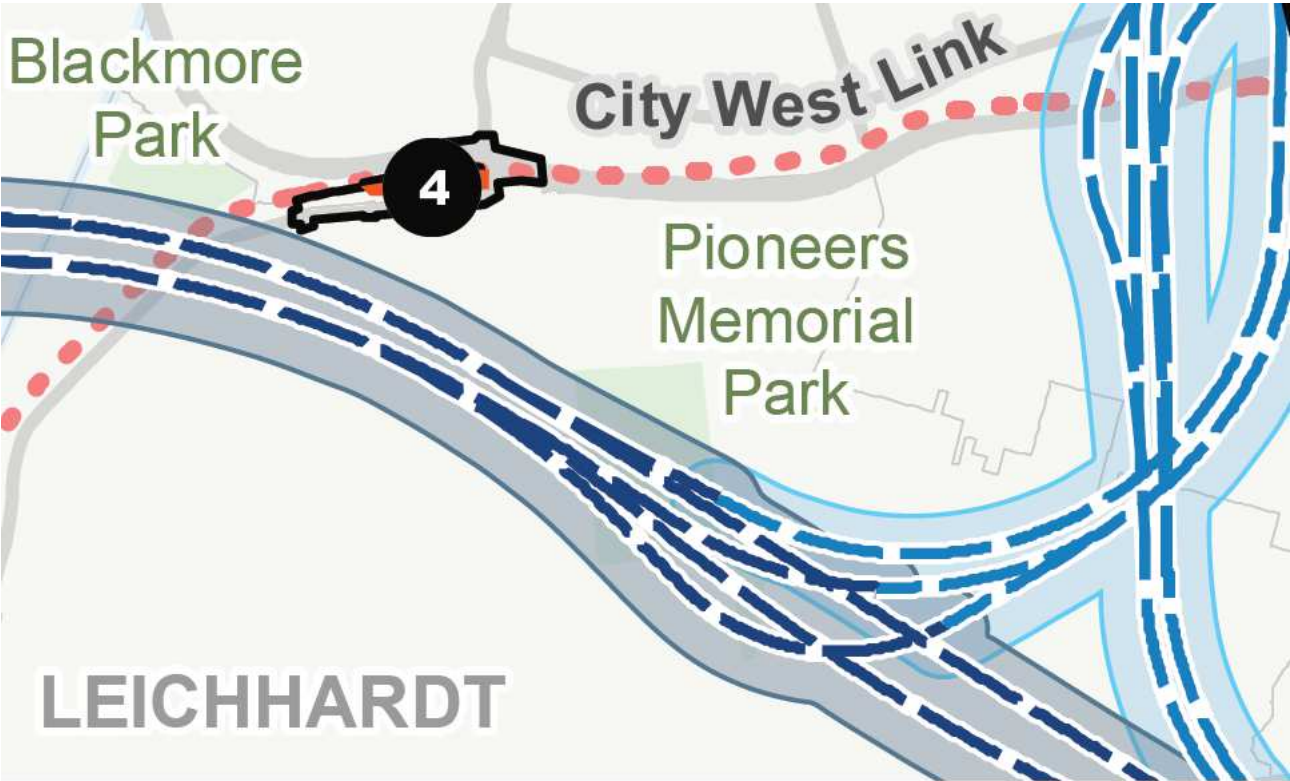
- WestConnex inquiry, with all lessons learned from Stages 1 & 2 to improve Stage 3
- Construction details to be publicly exhibited with Preferred Infrastructure Report
- Council & community to be involved in development/approval of construction/management plans
- Health study to be undertaken for Stages 1 & 2
- Strict conditions of approval & environmental licensing with adequate resources for enforcement
- Better management of cumulative impacts, particularly in relation to utility works
- Filtration of stacks & tunnels
- Night curfew on construction
- No heavy vehicles on local roads

All Stage 3 construction sites

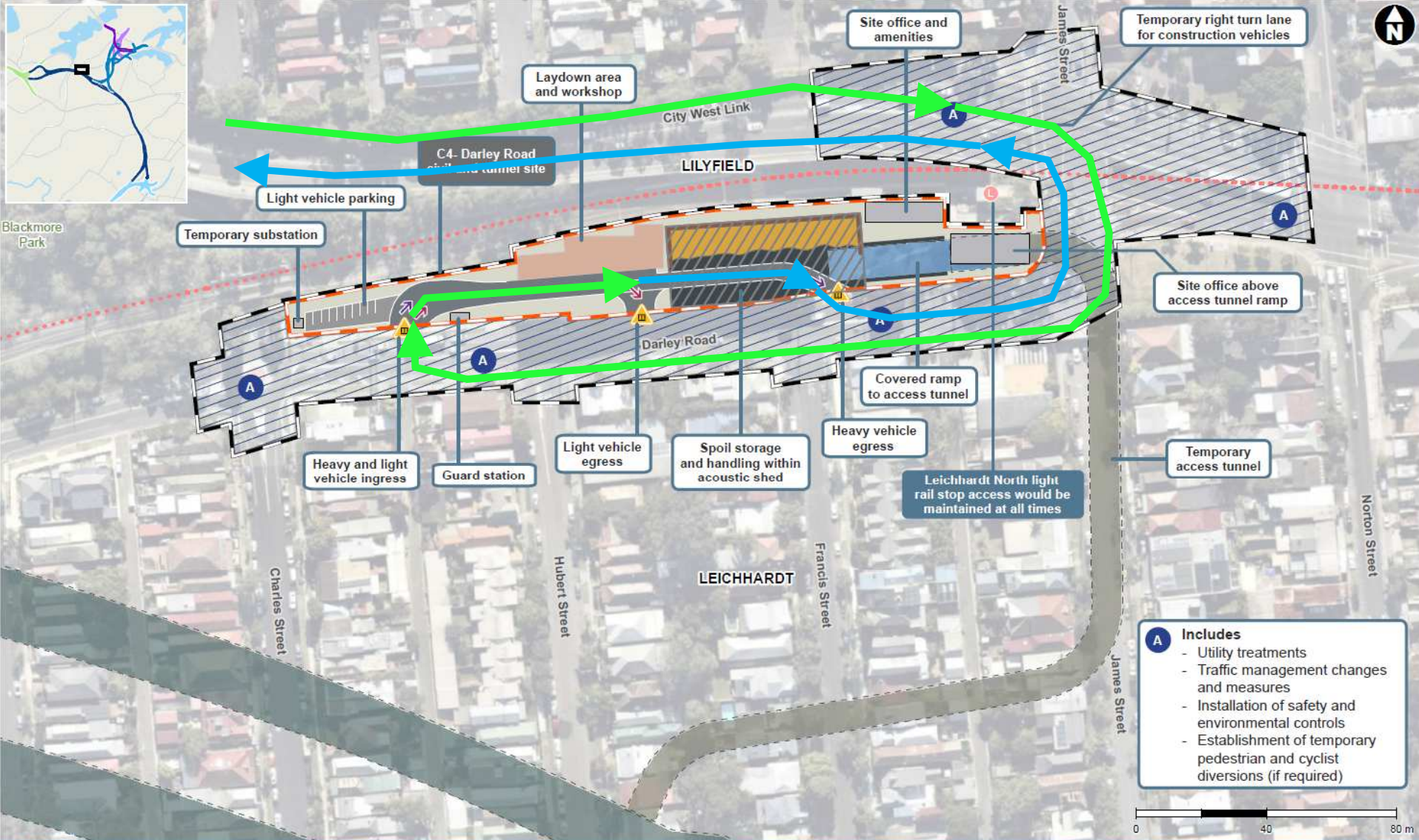
1. Haberfield/Ashfield (C1 – C3)
2. **Darley Road (C4)**
3. Rozelle Rail Yards (C5)
4. The Crescent (C6)
5. Victoria Road (C7)
6. Iron Cove (C8)
7. Bridge Road (C9)
8. St Peters Interchange (C10)



Leichhardt construction site – C4: Darley Road



C4: Darley Road - layout



A Includes

- Utility treatments
- Traffic management changes and measures
- Installation of safety and environmental controls
- Establishment of temporary pedestrian and cyclist diversions (if required)

LEGEND

Existing infrastructure	M4-M5 Link	Boundaries	Surface construction	Underground construction	Access and egress	Vehicle movements
--- Light rail	● Light rail stop	▭ Project footprint	▭ Access road	▭ Mainline tunnel	▭ Site gate	→ Light vehicle
		▭ Ancillary facility	▭ Laydown area	▭ Temporary access tunnel		→ Heavy vehicle
		▭ Surface works	▭ Acoustic shed			

C4: Darley Road – truck access

- Proposed truck route:
 - temporary right-turn lane on City West Link would allow eastbound trucks to turn right into Darley Road
 - trucks turn right from Darley Rd into site
 - spoil loaded into trucks within acoustic shed
 - trucks exit site onto Darley Road, then left onto City West Link westbound
- About 100 truck movements per day = one every 9 min
- Truck movements during “standard daytime work hours” – 7am-6pm Mon-Fri, 8am-1pm Sat, with no work on Sundays & public holidays
- Underground tunneling 24/7
- No space for truck marshaling or queuing on-site or on-road
- Truck marshaling details yet to be confirmed

C4: Darley Road – light vehicle access

- About 70 light vehicle movements a day = one every 12 min
- Minimal parking for light vehicles on-site (about 10 spaces)
- No on-site parking for workers – will need to park on alternative site (Rozelle Rail Yards?) & access site by light rail – details yet to be confirmed
- Little availability of kerbside parking for workers
- 20 kerb spaces to be removed from Darley Road
- Council investigating parking management options, including temporary resident parking scheme

C4: Darley Road – general construction issues

- Densely-developed residential areas in close proximity affected by noise, vibration, dust & truck traffic
- Darley Rd / City West Link intersection problematic because:
 - the approach to intersection is steep
 - many pedestrians cross to access light rail stop
 - intersection is already congested
- Worker parking impacts - parking is already tight
- Some permanent facilities to remain on site post-construction
- Potential for water quality impacts on nearby Hawthorne Canal
- Potential for cracking of buildings, particularly where tunnels are at shallow depths
- Duration of works - mid-2018 to end-2022

C4: Darley Road – alternative sites & alternative design

- Council had advocated Rozelle Rail Yards (western end) as an alternative lower-impact site, but this has been dismissed
- Council & some community groups have also advocated an alternative lower-impact design that involves:
 - construction of truck stopping platform between light rail line and City West Link
 - Trucks would enter/exit directly from City West Link
 - spoil transferred via conveyor belt from acoustic shed on Darley Road site over the light rail line to platform
 - All conveyor equipment would be covered and noise barriers erected to minimise dust and noise
 - This could significantly reduce impacts

C4: Darley Road – possible alternative design



City West Link & Darley Road looking north



City West Link & Darley Road looking west



Darley Road looking east



Charles Street looking east



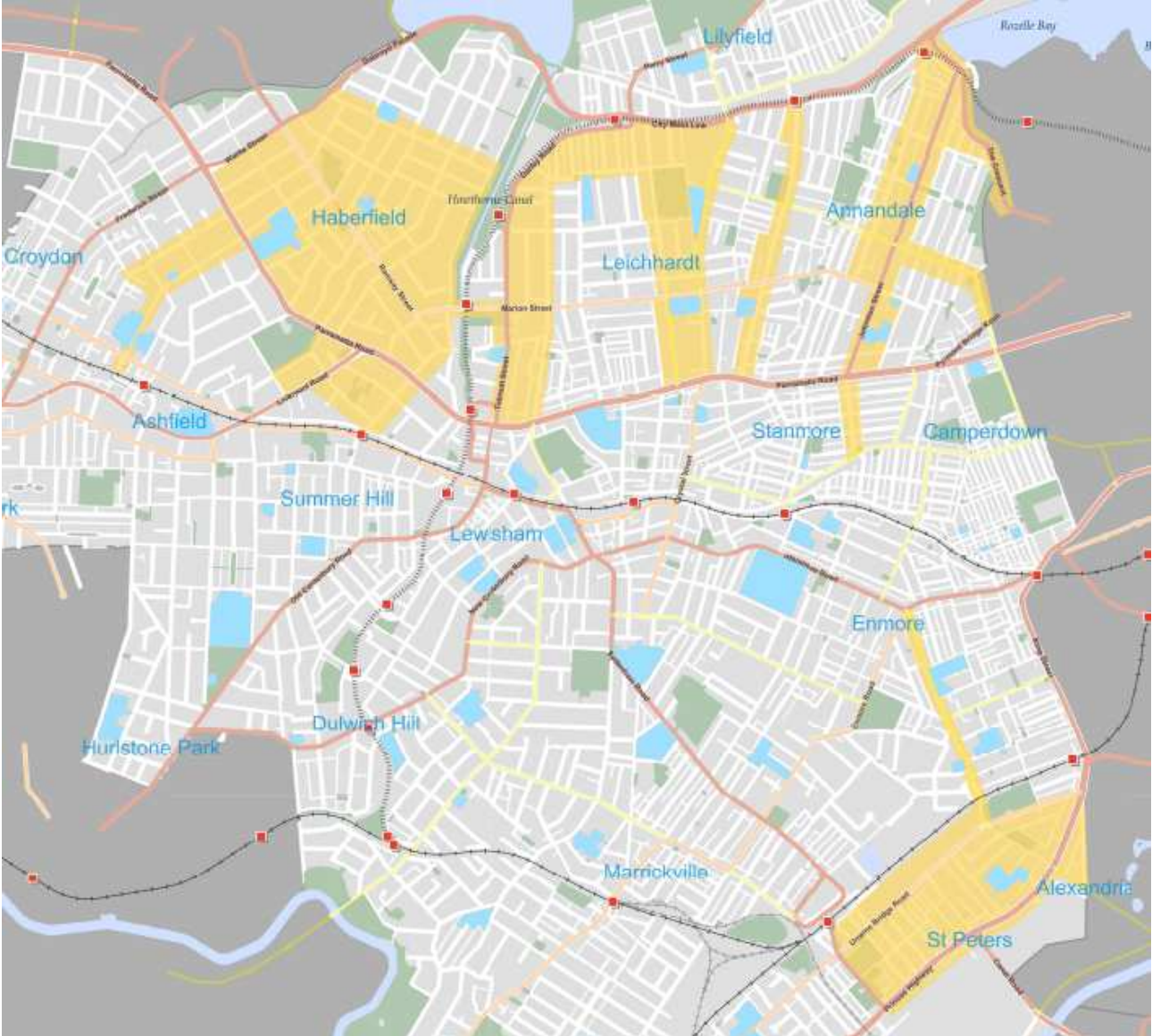
Operational traffic – general issues

- General traffic growth (induced traffic)
- Increased traffic in specific areas around the three interchanges – Haberfield, Rozelle & St Peters
- Council seeks to traffic-calm all local roads that may be affected by additional traffic from WestConnex

Operational traffic – Leichhardt issues

- Foster St / Darley Road already has high levels of traffic
- BUT WestConnex not anticipated to increase traffic levels along those streets or nearby streets
- Need for certainty in reclaiming traffic space on Victoria Road & Parramatta Road

Operational traffic – Council’s areas of concern

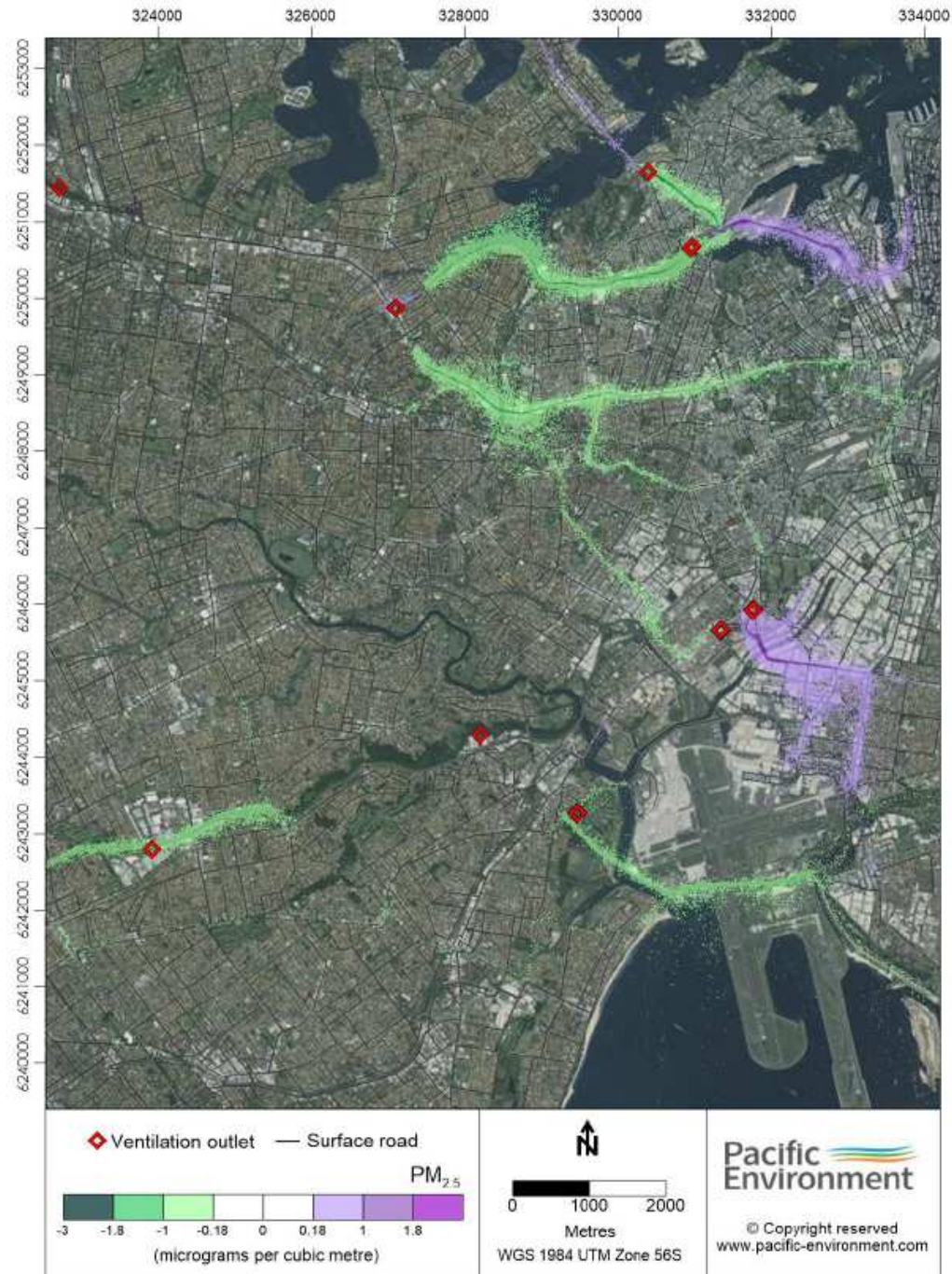


Operational traffic: air quality

Surface & vent stack impacts

Stage 3 stacks:

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



Stacks at Rozelle Rail Yards



Stack at Victoria Road, Rozelle



Next steps

- Comments noted at this meeting will be sent to DP&E for information
- A similar community meeting was held in Lilyfield last week, and meetings will be held at Haberfield/Ashfield, St Peters & Annandale/Camperdown in Feb/March 2018
- Send your further issues to Council:
westconnex@innerwest.nsw.gov.au
- Decision on Stage 3 EIS expected in the first quarter of 2018

Further information

- To view the EIS & submissions, visit the Department of Planning website:
www.majorprojects.planning.nsw.gov.au
- Updates from Sydney Motorway Corporation, visit: **www.westconnex.com.au**
- Updates from Council, visit:
www.innerwest.nsw.gov.au/news---hot-topics/hot-topics/westconnex
- Updates from community advocacy groups, e.g. Leichhardt Against WestConnex (LAW)