



**Public meeting
6:30-8pm Wednesday 7 February 2018**

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

**Meeting 3: Haberfield-Ashfield
construction issues**

Ashfield Civic Centre



INNER WEST COUNCIL

**Presentation to public meeting
6:30pm-8pm Wednesday 7 February 2018**

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Environmental Impact Statement (EIS)**

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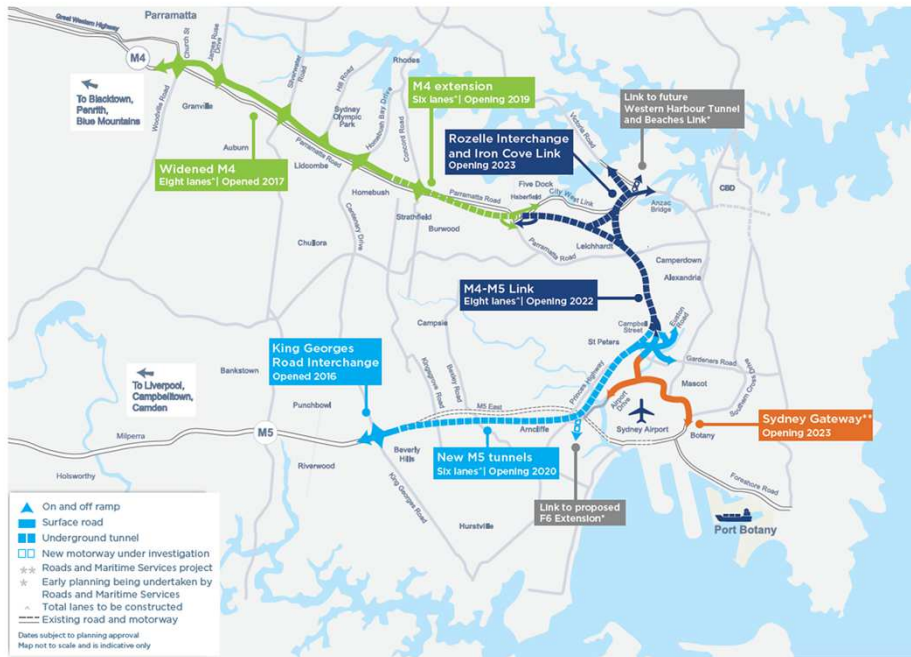
**David Birds
Group Manager, Strategic Planning**

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 third of five public meetings being held – others were held for Lilyfield & Leichhardt in November 2017 and will be held for Annandale/Camperdown & St Peters in February 2018

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 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 interchanges

Vent stacks are located at each of the 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 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 positive 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** – positive overall, but Council is concerned about some 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 for this 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

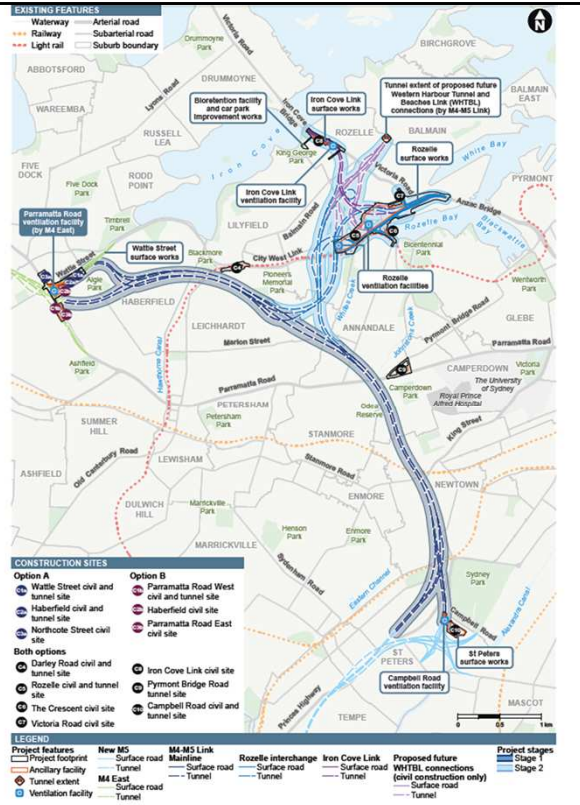
Council's demands in EIS submission to address these issues:

- 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

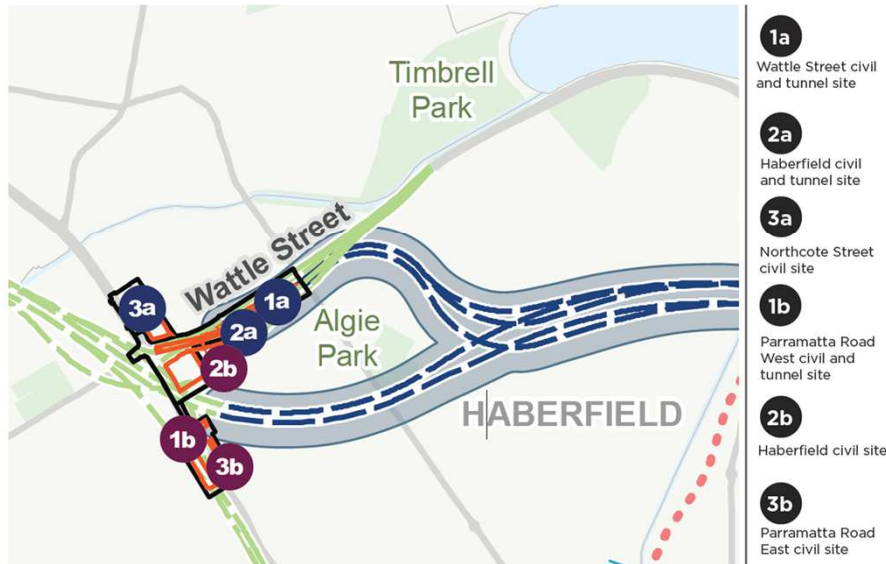
All Stage 3 construction sites

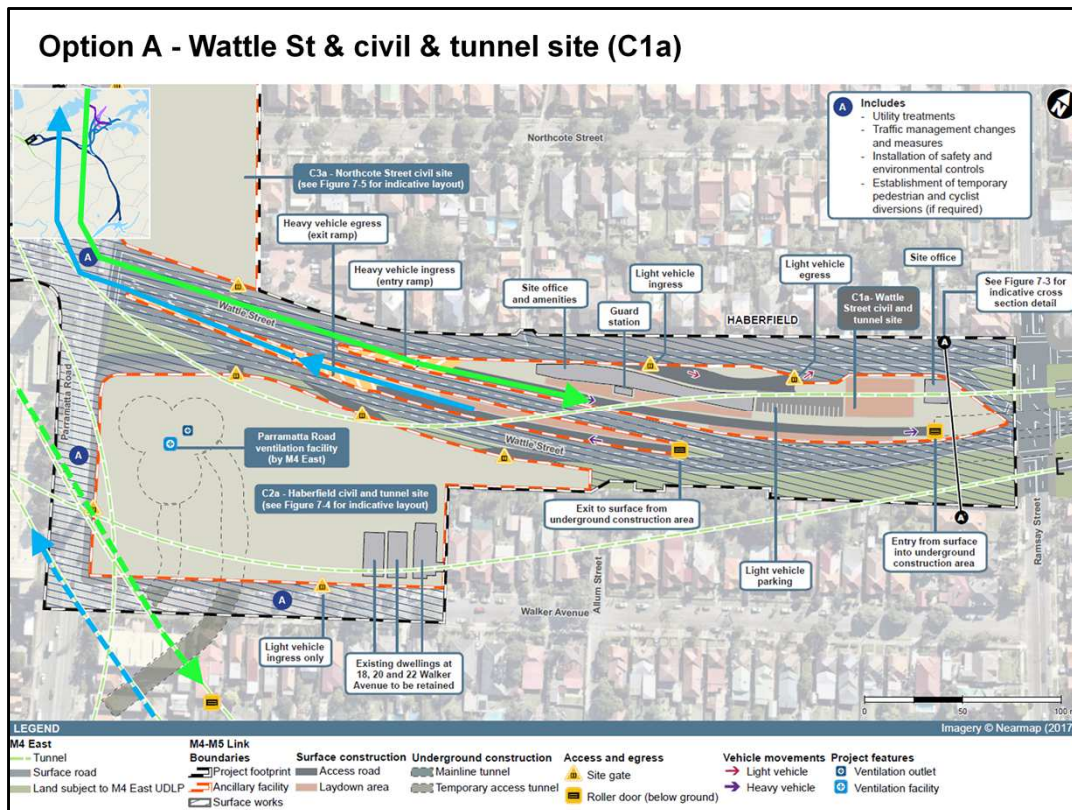
1. Haberfield/Ashfield (C1–C3)
2. Darley Road (C4)
3. Rozelle Rail Yards (C5)
4. The Crescent (C6)
5. Victoria Road (C7)
6. Iron Cove (C8)
7. Bridge Road (C9)
8. St Peters Interchange (C10)
9. White Bay Civil Site (C11)

NB: C11 proposed in *Preferred Infrastructure Report*



Haberfield-Ashfield construction sites – with two options – A & B





Wattle St civil and tunnel site (C1a)

Change in status – currently a construction site for Stage 1 – if adopted for Stage 3, impacts not expected to alter significantly

Activities - Tunnelling for the main tunnel & road surface works for Wattle Street

Vehicle access - trucks (for construction access ramps) enter the site via eastbound entry ramp and exit to Wattle St via the westbound exit ramp; light vehicles enter and exit the site via a left-in-left-out arrangement off the eastbound Wattle Street carriageway; no HV or LV impacts are expected on local roads

Vehicle volumes - HV – 133 daily; LV – 50 daily

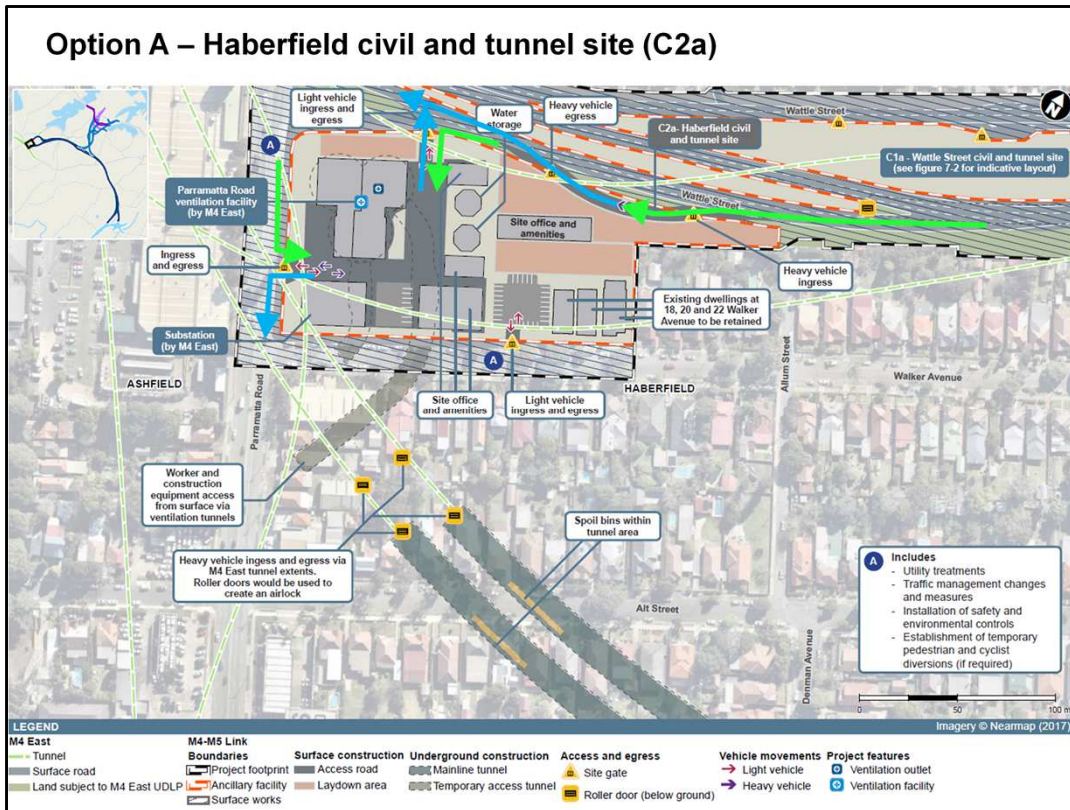
Parking - none, but LV parking on nearby Northcote Street site (C3a)

Duration - Mid-2019 to end-2022

Working hours - standard hours for surface works: 7am-6pm M-F & 8am-1pm Sat (no work Sun & public holidays); tunneling works 24/7

Wattle Street looking south – current situation





Haberfield civil and tunnel site (C2a)

Change in status – currently construction site for Stage 1 – this site is part of both Options A & B - Stage 3 activities not expected to significantly alter current impacts
Activities - supporting tunnelling of main tunnel; substation, fit-out for permanent operational infrastructure

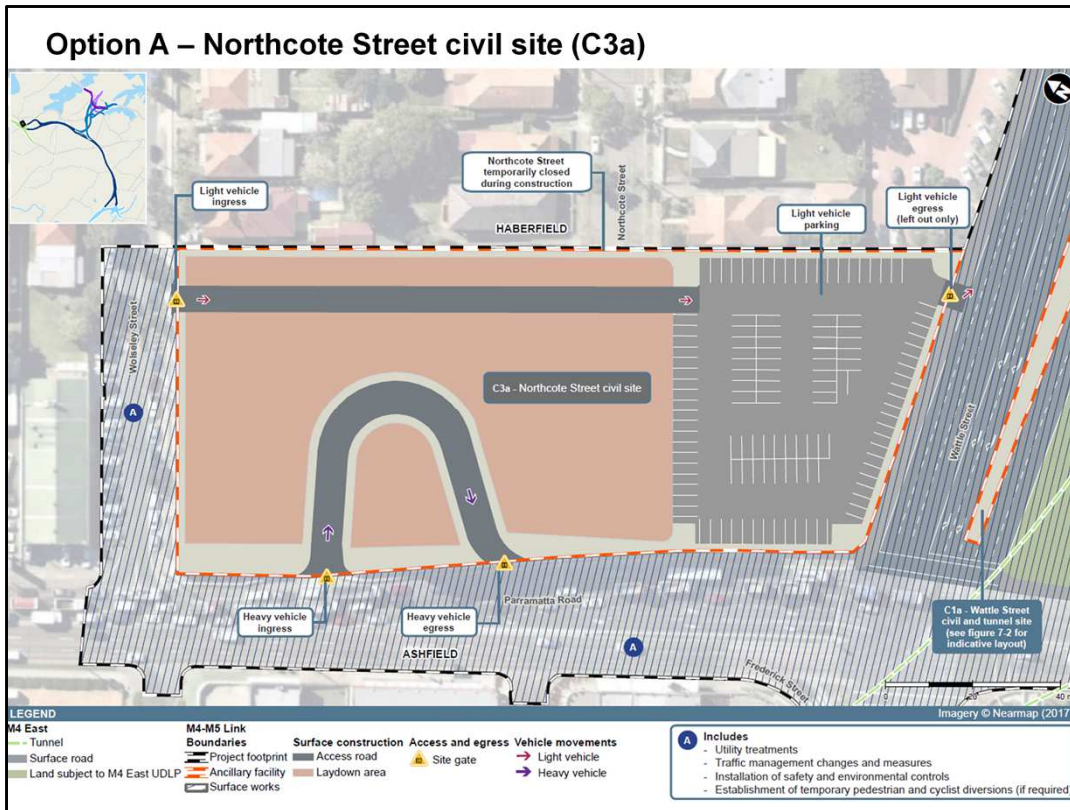
Vehicle access - spoil trucks enter and exit the site underground via built M4 East mainline tunnels; delivery trucks enter and exit the surface site via Wattle Street; LVs enter and exit the site at Wattle Street, Parramatta Road and Walker Avenue; LV impacts only on local roads (Walker Avenue)

Vehicle volumes - HV – 136 daily; LV – 90 daily

Parking - none, but LV parking on nearby Northcote Street site (C3a)

Duration - Mid-2019 to end-2022

Working hours - standard hours for surface works: 7am-6pm M-F & 8am-1pm Sat (no work Sun & public holidays); tunneling works 24/7.



Northcote St civil site (C3a)

Change in status – currently operates as a tunneling site – if adopted for Stage 3, impacts expected to be same or slightly reduced

Activities - staff parking; material laydown & storage, supporting nearby civil sites

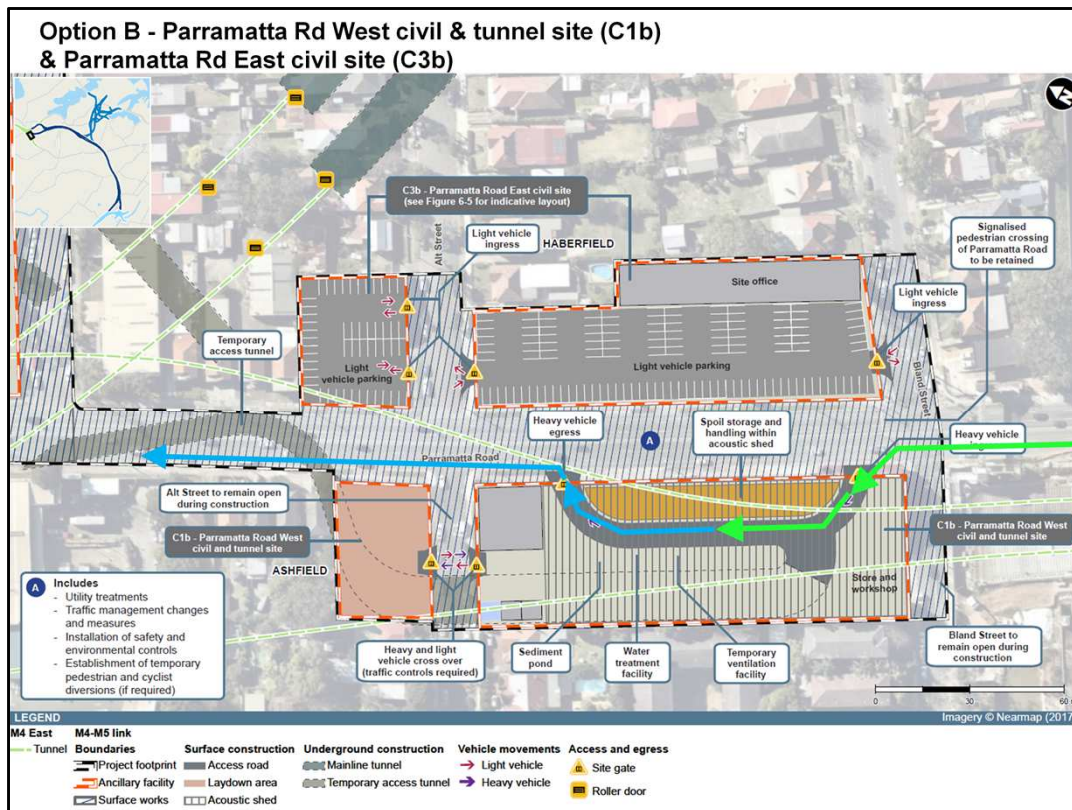
Vehicle access - HVs enter and exit the site from Parramatta Road; LVs enter the site via Wolseley St and exit on Wattle Street; LV impacts only on local roads (Wolseley Street)

Vehicle volumes - HV – 100 daily; LV – 150 daily

Parking - LV parking

Duration - end-2019 to end 2022

Working hours - standard hours for surface works: 7am-6pm M-F & 8am-1pm Sat (no work Sun & public holidays); tunneling works 24/7.



Parramatta Rd West civil & tunnel site (C1b)

Change in status – currently commercial use – acquisition necessary - Stage 3 will increase impacts as these are new construction sites

Activities – tunnelling; supporting surface works

Vehicle access - trucks serving this site would be stabled at White Bay; trucks enter and exit the site via Parramatta Road; vehicle cross-over on Alt Street

Vehicle volumes - HV – 140 daily; LV – 10 daily

Parking - none, but staff parking at nearby Northcote Street site (C3a) and Parramatta Road East site (C3b)

Duration - end-2018 to mid-2022

Working hours - standard hours for surface works: 7am-6pm M-F & 8am-1pm Sat (no work Sun & public holidays). Tunneling works 24/7

Parramatta Rd East civil site (C3b)

Change in status – currently commercial use – acquisition necessary - Stage 3 will increase impacts as these are new construction sites

Activities - support tunnelling; staff parking

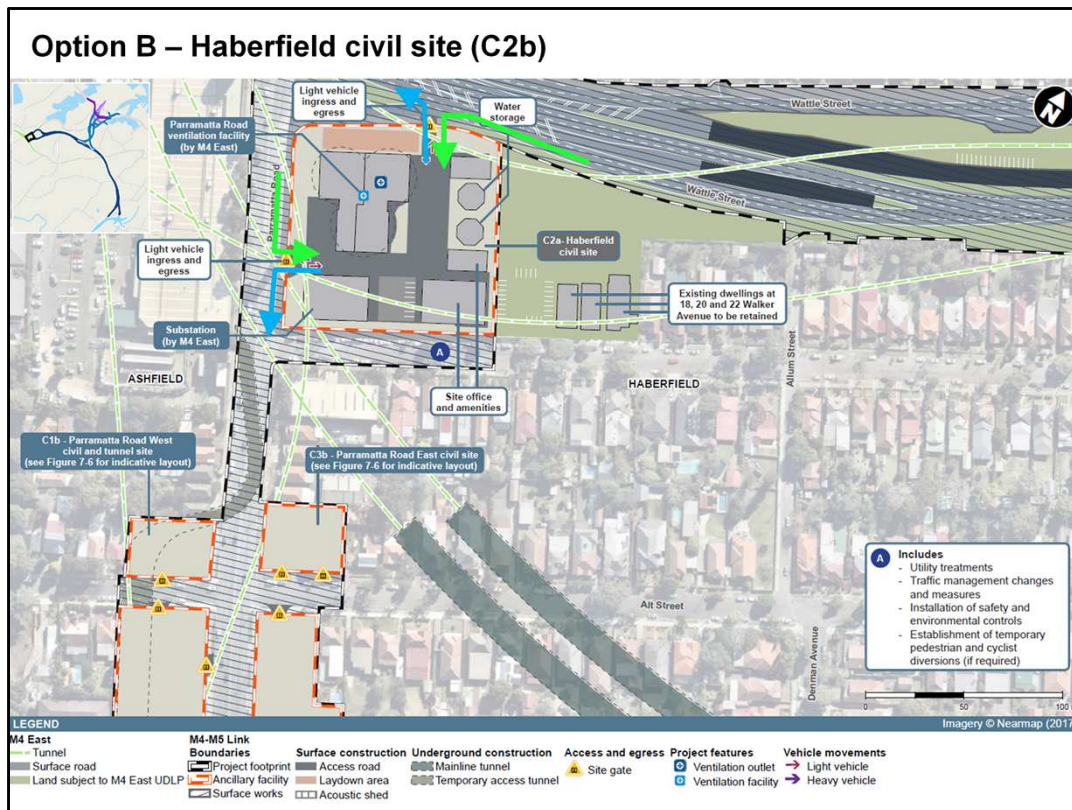
Vehicle access - HVs enter and exit the site from Parramatta Road; LVs enter the site via Alt and Bland Streets

Vehicle volumes - HV – 30 daily; LV – 150 daily

Parking - Staff parking

Duration - end-2018 to end 2022

Working hours - standard hours for surface works: 7am-6pm M-F & 8am-1pm Sat (no work Sun & public holidays). Tunneling works 24/7.



Haberfield civil site (C2b)

Change in status – no change as site is currently a Stage 1 construction site – this site is part of both Options A & B - Stage 3 not expected to significantly increase impacts

Activities – substation; fit-out of permanent operational infrastructure

Vehicle access - delivery trucks enter and exit the site via Wattle Street; LVs enter and exit via Wattle Street and Walker Avenue

Vehicle volumes - HV – 10 daily; LV – 20 daily

Parking - none, but staff parking at nearby Northcote Street site (C3a) and Parramatta Road East site (C3b)

Duration - mid-2019 to end-2022

Working hours - standard hours for surface works: 7am-6pm M-F & 8am-1pm Sat (no work Sun & public holidays); tunneling works 24/7

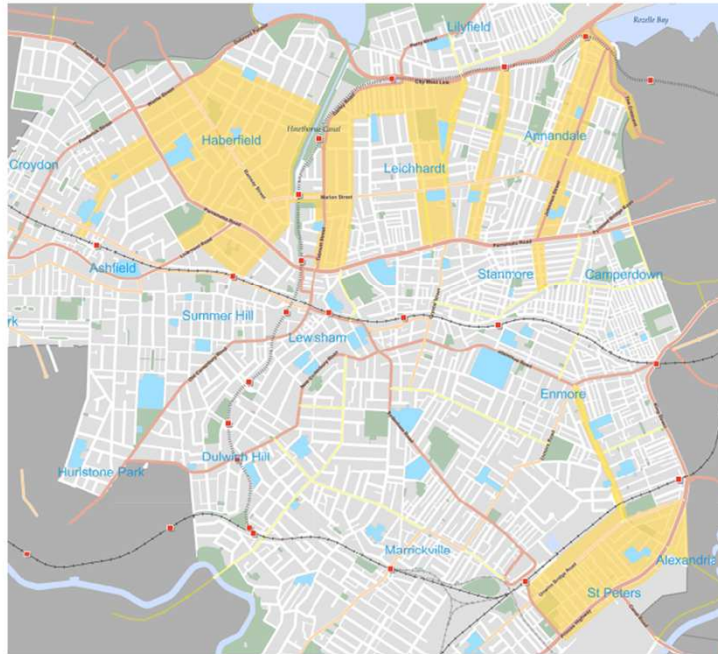
Haberfield-Ashfield general construction issues

- Construction sites close to residential areas generating noise, vibration, dust & truck traffic & worker parking
- Most of these issues are already being experienced from Stage 1
- Long duration of works for Stage 1 (2016 – 2019) and Stage 3 (2018 – 2022) – a total of around six years
- Cumulative impacts from multiple sites and overlap between Stages 1 & 3
- Impact of permanent facilities to remain on site post-construction – most of these are on the Haberfield construction site – C2a / C2b
- Surface truck movements expected to be reduced between Stages 1 & 3 as there is the possibility of that some trucks can use Stage 1 tunnels
- Potential for cracking of buildings, particularly where tunnels are at shallow depths

Site option issues

- Choice of option will determine how impacts are spread across Haberfield-Ashfield – but this is not clearly explained in EIS and preferred option not yet disclosed
- From the EIS it is difficult to understand the relative merits and impacts of the two options, or a hybrid option
- However, it can be determined that new impacts will be experienced around Parramatta Road East & West sites (C1b & C3b) if adopted for Stage 3
- Acquisition of Muirs site (mainly for car parking) indicates a commitment to the Parramatta Road East civil site C3b
- More off-street truck marshalling (White Bay) and employee parking likely to be provided, which is positive – but trucks accessing Haberfield sites from White Bay will have an impact on Leichhardt area
- Council has argued in its Stage 3 EIS submission that choice of any option should aim to minimise overall impacts on Haberfield-Ashfield residents

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
- It is also 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
- Until Stage 3 is completed, there would be through-traffic impacts in Haberfield-Ashfield
- 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 the vent stacks

Stage 3 stacks in Council area:

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



Permanent facilities at Parramatta Road, Haberfield site (Stages 1 & 3)



Most of the permanent facilities for Stages 1 & 3 will be at this site
 The future of the other construction sites is not known, but it is expected that they will revert to active or community uses

Vent facility at Parramatta Road, Haberfield (Stages 1 & 3) looking north-east



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 WestConnex Stage 3

Forthcoming meetings & events

- Council Stage 3 EIS meetings to be held for Annandale/Camperdown & St Peters issues in at 6:30-8pm on Wed 14 & Wed 21 February 2018 – see Council website for further details
- SMC drop-in session on *Urban Design & Landscape Plan* (UDLP) for Ashfield-Haberfield at 4-7pm on Tues 13 February at Club Ashfield
- *Fix NSW Transport* - march from Hyde Park to Martin Place at 2-4pm on Sat 17 February

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/news---hot-topics/hot-topics/westconnex
- Updates from community advocacy groups on websites and Facebook