



**Public meeting  
6:30-8pm Wednesday 21 February 2018**

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

**Meeting 5: St Peters  
Construction Issues**

**Newtown Neighbourhood Centre**



# **INNER WEST COUNCIL**

**Presentation to public meeting  
6:30pm-8pm Wednesday 21 February 2018**

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

**Meeting 5: St Peters  
Construction Issues**

**David Birds  
Group Manager Strategic Planning**

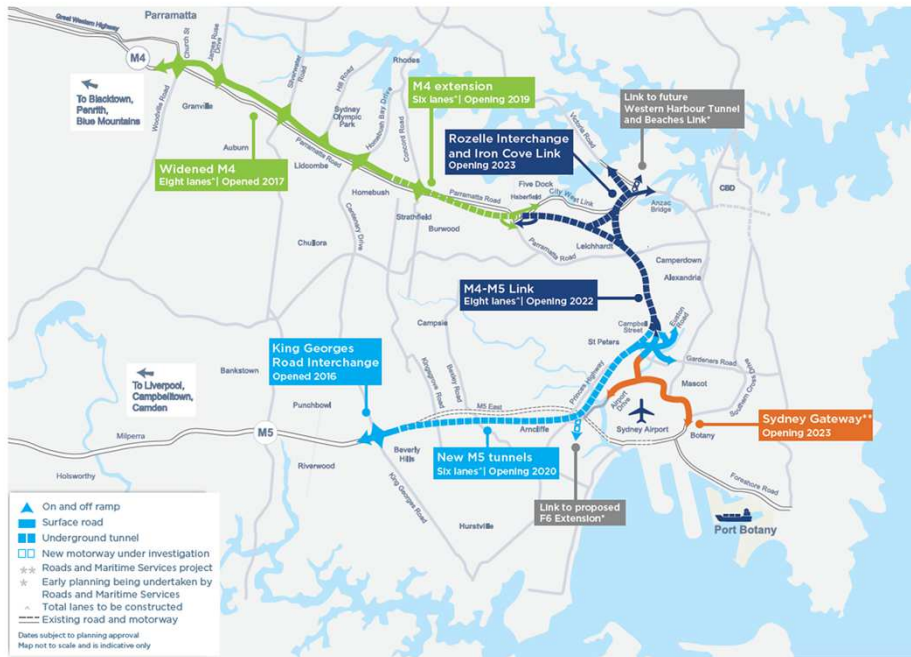
## **The purpose of this meeting**

- 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 final of five public meetings being held – others were held for Lilyfield, Leichhardt, Annandale-Camperdown and Haberfield

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



Stacks – on Campbell Street and Princes Highway/Canal Road intersection

## **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
  2. Relocation of water treatment facility near Iron Cove Bridge – not expected to create a significant impact
- Neither of these changes will have an impact on St Peters

### **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

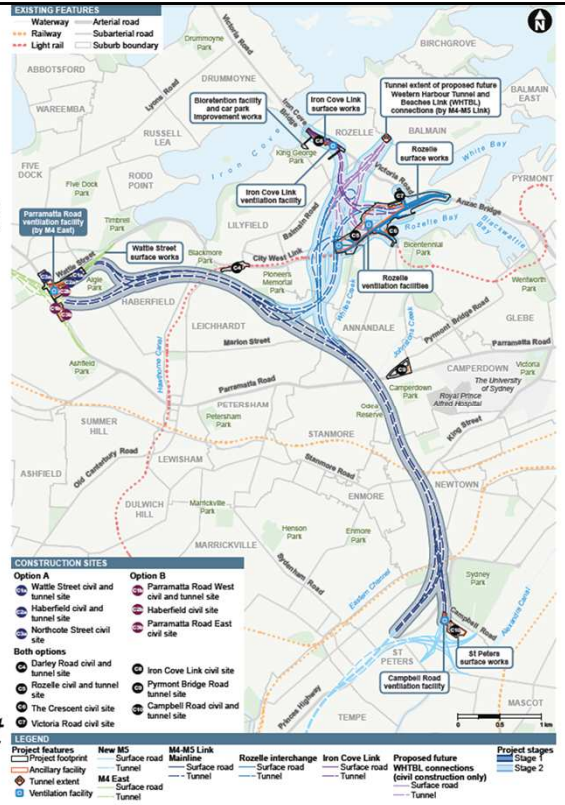
## **Council's demands in EIS submission to address these issues:**

- 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

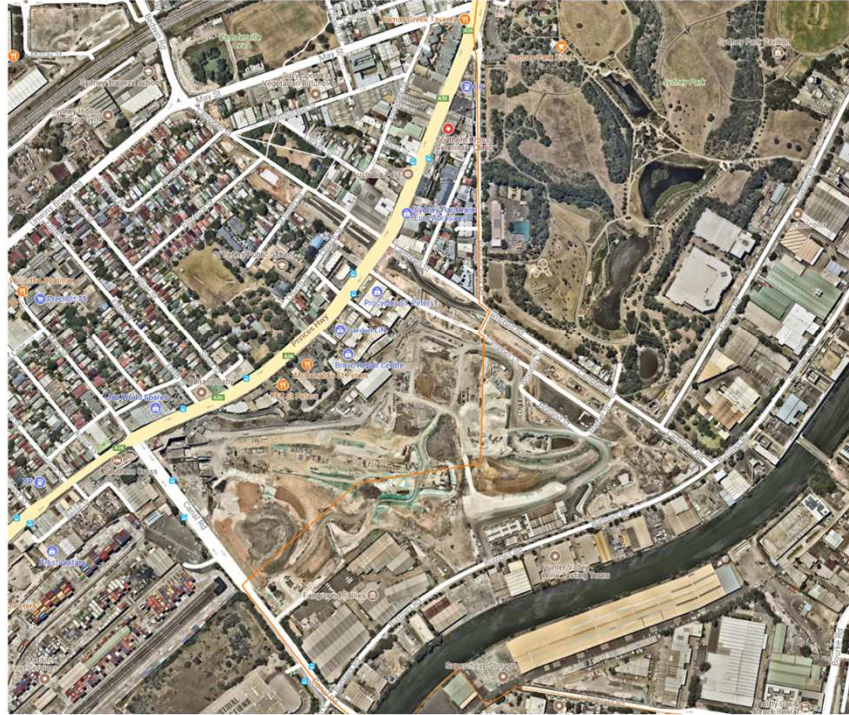
## All Stage 3 construction sites

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. Pyrmont Bridge Road (C9)
- 8. St Peters Interchange (C10)**
9. White Bay Civil Site (C11)

NB: C11 is proposed in *Preferred Infrastructure Report*



**Stage 2 under construction (as at 21 Jan 2018)**

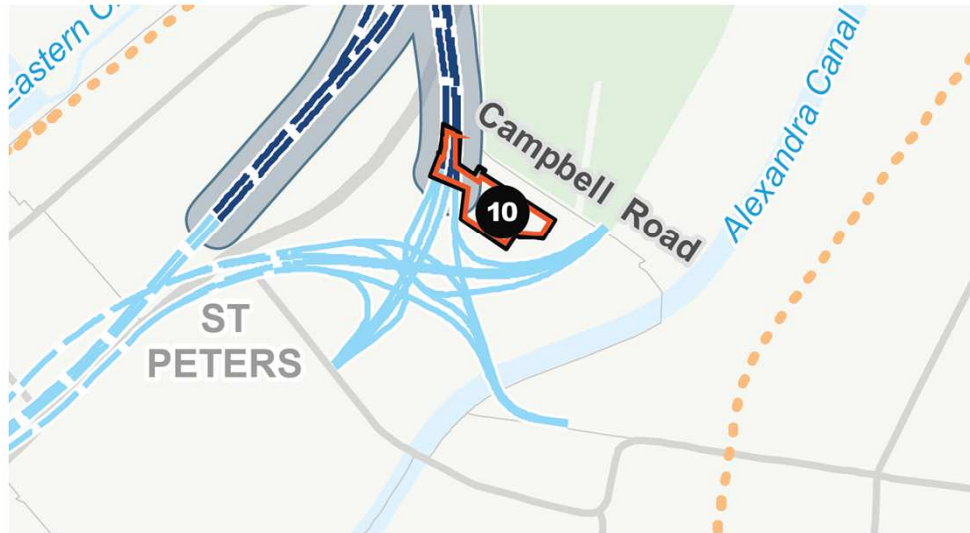


## Stage 2 interchange



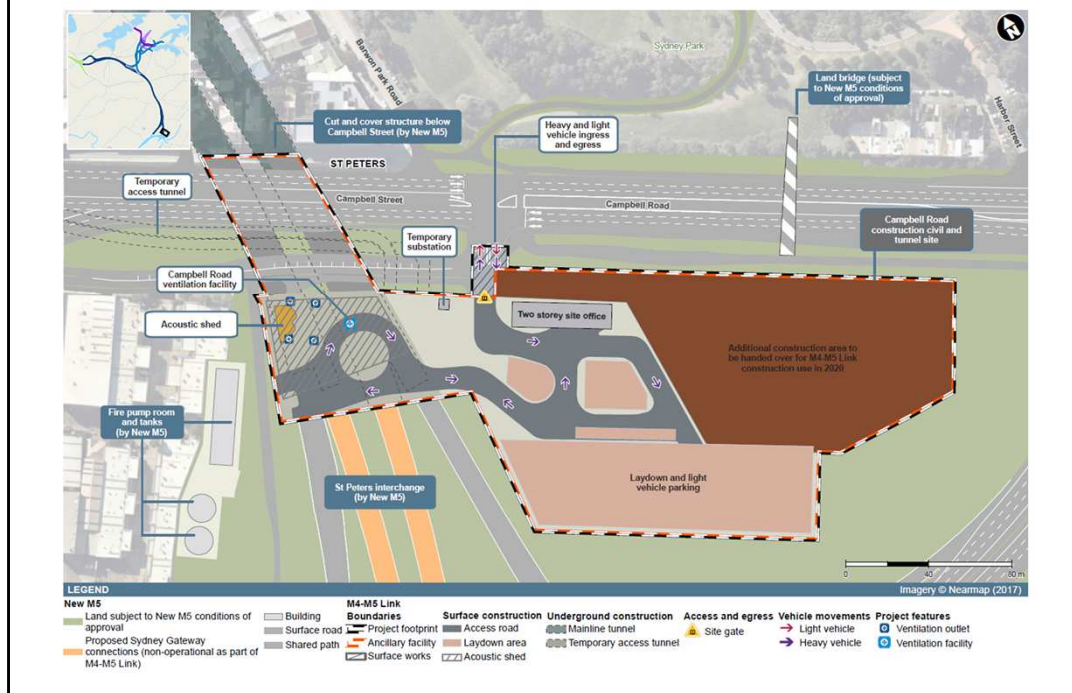


### Stage 3 - Campbell Road Civil & Tunnel Site (C10)



Only construction site for Stage 3

## Stage 3 – Campbell Road site (C10) - layout



### About the Campbell Road site

- The construction site is at the northern end of the St Peters Interchange site and is currently being used for construction of Stage 2
- This Stage 3 construction site would occupy about 15% of the St Peters Interchange site (part of Stage 2 (New M5))
- Acquisition and demolition of industrial and residential properties on this part of the St Peters Interchange site has already occurred as part of Stage 2
- About one-third of the site (western end) is within the Inner West Council area and two-thirds (eastern end) is within the City of Sydney – boundary at Barwon Park Road
- Greatest impacts would be felt by a group of residential properties on Campbell Street (Inner West LGA) and on Campbell Road (City of Sydney) – all opposite the construction site
- Impacts would also be felt by adjacent commercial properties at the western side of the construction site
- Site to be used for tunnelling, construction of motorway support facilities,



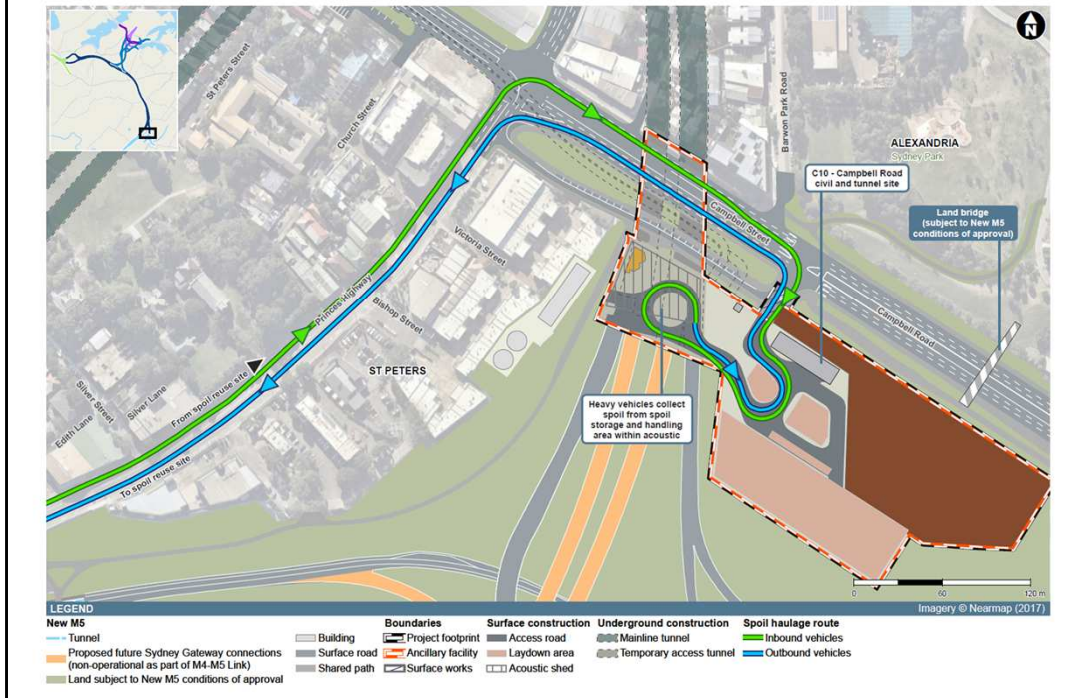
site office, truck marshalling and light vehicle parking

- Spoil to be extracted from the southern end of the main Stage 3 tunnel loaded onto trucks within an acoustic shed located at the western end of the site
- Use of most of the site for construction is temporary – a portion of the site will become the St Peters Interchange Recreation Area (with 'land bridge' to Sydney Park) post-construction
- Construction timeframe – fourth quarter of 2018 to end of 2022

### **Construction traffic movements to/from the site**

- Trucks and light vehicles enter and exit the site from Campbell Road
- Daily vehicle movements – 133 heavy vehicles; 70 light vehicles
- Morning & afternoon peak truck movements - 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

## Stage 3 - Campbell Road site (C10) – truck route



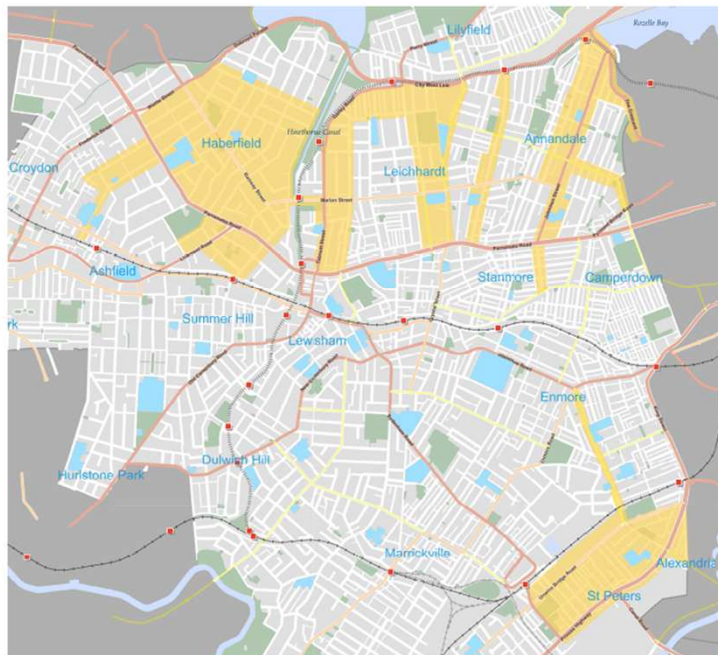
### Campbell Road site truck route

- For Stage 2, trucks are now using Princes Hwy, Canal Road and Burrows Road. Trucks can't travel directly to/from the Princes Highway as the turn at the Campbell Street intersection is too tight.
- For Stage 3, trucks will be able to travel directly to/from the Prince Highway as the intersection at Campbell Street will have been widened as part of Stage 2.

## **Campbell Road Site - Issues**

- Construction activities near residential and commercial areas – creating noise, vibration, dust, truck traffic & worker parking impacts
- Extension of impacts that have already been experienced to date from Stage 2 (New M5)
- Cumulative impacts – impacts from WestConnex added to impacts from nearby Sydney Airport, surrounding industries and heavy traffic on and around the Princes Highway
- Potential conflicts between trucks, pedestrians and cyclists on Campbell Street / Road and surrounding roads
- Delay in delivery of the St Peters Interchange Recreation Area and associated land bridge, which is part of Stage 2

## Operational traffic – Council’s areas of concern



### Operational traffic – general issues

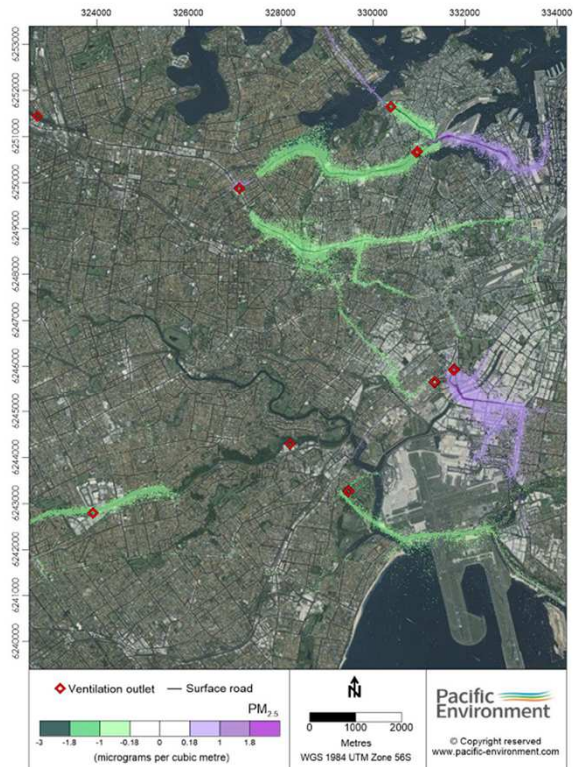
- General traffic growth (induced traffic)
- Increased traffic in specific areas around the three interchanges – Haberfield, Rozelle & St Peters
- Acknowledged that some streets will have reduced traffic from WestConnex
- Traffic will increase or decrease in some streets depending on which stage of WestConnex is completed
- In the St Peters area, Council’s main concern is additional traffic on the widened Campbell Street and on Unwin’s Bridge Road and Edgeware Road
- Council is also concerned about substantial additional traffic on Campbell Road and the widened Euston Road within the City of Sydney
- Council is working with RMS to reduce capacity along the Princes Highway (north of Campbell Street) and along Sydney Park Road to account for reduced traffic from WestConnex and to protect King Street Newtown from additional traffic – a project known as the ‘King Street Gateway’
- 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



### Surface air quality concerns for the St Peters area

- EIS shows significant increase in roadside pollution along Canal Road
- WestConnex-generated surface emissions will be added to existing emissions from heavily-trafficked roads and passing aircraft

## Two vent stacks for St Peters



### Vent stack air quality concerns for the St Peters area

- Two ventilation stacks – at the portal entry/exit points - one at south-western side of site near Canal Road / Princes Hwy intersection, the other at north-eastern side near Campbell Road construction site
- Stack heights limited at these locations due to Sydney Airport Obstacle Limitation Surface (OLS), which means less dispersal of emissions
- Sensitive uses, including densely-developed residential areas and St Peters Primary School located with close proximity to stacks
- WestConnex stack emissions will be added to existing emissions from heavily-trafficked roads and passing aircraft



## **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](mailto:information@planning.nsw.gov.au)
- Community also encouraged to send issues to Council for information – to [westconnex@innerwest.nsw.gov.au](mailto: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

## **Further information**

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