

**Submission
No 287**

INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT

Name: Mrs Lorraine McNamara

Date Received: 31 August 2018

A. Adequacy of the business case for the WestConnex project, including the cost-benefits ratio.

The business case is inaccurate and has not been amended to take into account the hugely significant changes to this project's scope from March 2016.

The astonishing \$20 billion economic benefit has been calculated in term of 'time savings' and reliability. Experts have pointed out that savings in personal travel time does not equate with higher productivity and therefore monetary value placed on these savings have been grossly overestimated.

The NSW government has instructed transport officials to ignore public transport alternatives top motorway projects. Projects such as WestConnex should have been benchmarked against public transport options so that the cost comparison and relative efficiencies were analysed and documented.

B. The cost of WestConnex project, including the size and reasons for overruns

The City of Sydney has identified \$28.5 billion worth of extra costs attached to this project. The total cost is estimated to be \$45.3 billion

Official estimates don't include:

- The cost of compulsory land and property acquisitions which is currently excluded from WestConnex's capital costs.
- the cost of legal challenges to compulsory acquisitions
- environmental and health costs and impacts of increased vehicle usage induced by WestConnex
- Increase in traffic accidents due to increased traffic on roads around the St Peters Interchange, Haberfield, Ashfield and Parramatta road.

C. The governance and structure of the WestConnex project including the relationship between the SMC, RMS, the Treasury and its shareholding Ministers

In 2015 the NSW government transferred the function of the WestConnex Delivery Authority to the Sydney Motorway Corporation

The Sydney Motorway Corporation (SMC) operates outside RMS and the expertise within NSW transport. I have seen first-hand evidence of SMC's uncontrolled and illegal and dangerous road design that has contravened the Ministerial Conditions of Consent. This example will be elucidated in Terms of Reference J.

There is no proper transparency and accountability regarding crucial information on the WestConnex project including expenditure, tenders and contracts as this information is not accessible to the public through freedom of information requests.

J. Any related matter

- **Health /Air pollution**

I am deeply concerned about the large amounts of pollution that will result from huge increases in traffic flows into the urban areas of Sydney. This will directly affect my family and thousands of young children and families living around us in the St Peters, Alexandria and Newtown areas. Obviously, other parts of Sydney where WestConnex traverses through and where unfiltered smoke stacks release contaminated air from the tunnels below will also be adversely affected by unhealthy levels of pollution.

Particulate pollution PM 10: 25 Micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) is the maximum allowed 12-month average for particulate pollution by our National Environmental Protection (Ambient Air Quality Measure). However, scientific research has established there is no safe PM limits.

Nearby St Peters Public School is a prime example of a community that is now being severely affected by air pollution around the WestConnex construction sites. When the St Peters Interchange is functioning air pollution from diesel trucks and thousands of cars can only make this pollution worse and constant. Sydney Motorway Corporation (SMC) commissioned Pacific Environment to collect and process the air pollution data and Ecotech real time monitoring at St Peters School was installed July 2015.

Lack of transparency - School parents were promised the results in writing by SMC but never received them. Pacific Environment produce monthly reports in PDFs these are available at <https://www.westconnex.com.au/air-quality> Between 2017 and 2018 SMC and RMS failed to post monthly reports and only posted them this year after questions were raised.

The education department won't allow staff to comment and won't comment itself because they regard SMC as the owner of the data.

According to WestConnex, PM 10 averaged 27.44 $\mu\text{g}/\text{m}^3$ in the 12 months to May 31, 2018 at St Peters Public School.

Intensive WestConnex work in St Peters began in late 2016, nearly 2 years ago. The children at this school have been subjected to excessive levels of pollutant for at least 2 years.

St Peters Public School monitor recorded the **higher average levels of PM 10 than all** Office of Environment and Heritage (OEH) monitors during the first 3 months of this year. For the calendar year 2017, St Peters monitor averaged 24.7 PM10, higher than Sydney OEH monitors. The only ones higher in NSW were in Camberwell and Mount Thorley – Hunter coal mines and Stockton in Newcastle. Pollution at these locations is regarded as a health issue. In 2018, PM 10 has further deteriorated with averages of 27.4 $\mu\text{g}/\text{m}^3$ recorded. The highest monthly average PM 10 levels recorded this year at any monitor in Sydney was 32.7 $\mu\text{g}/\text{m}^3$ at St Peters.

2018 PM 2.5 monthly averages since March have all been above 10 µ/gm³. May was 13.5 µ/gm³.

In 2017 PM 2.5 highest month average 17 µ/gm³, **higher than any monitor in Sydney**. April to June 2017, PM 2.5 averaged 15.3 µ/gm³.

Construction of WestConnex does have an impact. **Pacific Environment reports acknowledge that daily exceedances are likely to be due to construction. This was not acknowledged in the EIS**

Why can't PM be controlled better at the sites.

How much particulate matter from diesel motors and air pollution from vehicles will be spewed onto the streets around the St Peters Interchange, Alexandria, Haberfield and any unfiltered smoke stacks on WestConnex.

Why is our health and our children's health being put at risk by allowing this huge scale toll road to be constructed when we know that levels of pollution produced will be a health hazard?

- **Personal Experiences with WestConnex regarding Air pollution and excessive noise and health.**

We have owned our town house Euston Road Alexandria for 7 years. Previously it was a rental property but since January 2018 we have lived here. We have endured vibration, high noise levels and dust during the day and night works. Trucks commence work early waking me from my sleep. We must close all the windows at night or in the early hours of the morning to avoid being woken by the noise. We do not open windows and doors facing Euston Road due to high levels of dust and pollutants in the air and noise. Our balconies and porches facing Euston Road are covered by dust from the construction site. WestConnex have failed to keep dust down during construction and we have an exposed "bomb" site directly outside our front doors. They refuse to take responsibility for controlling pollution escaping from the exposed site.

- **Noise Abatement Treatment and Air Quality Treatment.**

Predicted Noise levels at our residents on Euston Road Alexandria initially available were old values based on an old WestConnex EIS. Now we have been told when WestConnex is up and running 60,000 vehicles a day will be driving past our properties and we will not be able to open windows / doors that face Euston Road due to high pollution and noise levels. They are acknowledging that the air will be unhealthy to breathe. WestConnex have offered us an inferior solution to this problem and we have been battling them ever since to obtain a 'fair' and 'healthier' outcome. However, they have only offered us noise treatment to 'habitable' rooms facing Euston Road which excludes bathrooms and laundries. However, these room connect directly into our living and sleeping spaces.

They have told us they will not treat the doors and windows that face Euston Lane. Obviously, road noise and pollution will enter these windows and doors if we leave them open.

WestConnex have said they will install air filtering systems to the ground floor lounge area and bedroom facing Euston Road only to reduce the air pollutants that will enter our homes as a direct result of construction outside our residents and to mitigate the pollution caused once WestConnex is operational.

Initially, individual home owners were being forced to sign legal documents that waived WestConnex and RMS of responsibility if Noise Abatement Treatment to windows /doors was proven to be ineffective in reducing the interior noise levels to acceptable levels.

Our strata committee were left with no option but to engage solicitors to fight our battle with WestConnex to remove this clause from the legal contract.

The final specifications of the window / door treatments are still unresolved. Home owners have been offered 4 different noise abatement solutions overand recently we were told there will be none! How can this be so? 60,000 vehicle movements a day predicted to pass within 4 meters from our homes and no noise abatement will be necessary? What's more, the professional responsible for managing our noise abatement measures resigned from WestConnex after telling us we would get nothing!

We have been forced to take this further with our new community liaison officer and it seems we will be offered some noise abatement. **However, this does not comply with Australian Standards for living and bed rooms. Nothing has been installed yet and no solution is in sight.**

These noise and pollution abatement measures were to be completed prior to commencement of construction outside of our residents on Euston Road which commenced in early 2017.

The whole WestConnex experience has been extremely upsetting, unfair and with no positive outcome in sight. We are treated in an uncaring and dismissive way by WestConnex and relevant government Ministers and the Premier. I have written to the Premier and Ministers regarding unsafe road design and destruction of our amenity to no avail. I feel the stress of living with this abominable situation with no end in sight has adversely affected my sleep, stress levels and consequently my health. Since living here I have developed Atrial Fibrillation which is now being treated by medication. Prior to this I was a healthy 62-year-old woman with no medical conditions and taking no medication. I have no risk factors for developing AF aside from my age. I am of slim build, exercise regularly, do not smoke, have good blood pressure.

- **WestConnex does not comply with Australian Standards and Ministerial Conditions of Consent. They have been a law unto themselves and given free reign by the NSW government.**

Unsafe road design which contravened the Ministerial Conditions of Consent.

I live on Euston Road Alexandria between Sydney Park Road and Maddox Street. Euston Road Alexandria between Sydney Park Road and Maddox street was initially designed by WestConnex to be a 7-lane feeder road onto and off the new M5. **The design was unsafe for pedestrians and residents and contravened the Ministerial Conditions of Consent.** Letters were written to the Minister for WestConnex and the Premier informing them of this contravention, but they denied this and failed to investigate the allegation and halt destruction of **62 trees. The trees were destroyed,** and the road had to be **redesigned as the design was indeed unsafe and in contravention of the Ministerial Conditions of Consent.**

The road was redesigned but the location of utilities was not redesigned as they should have been. Now we are forced to fight WestConnex and RMS to return some trees to our street scape which was once tree lined. They are not budging.

The UDLP that has been developed does not comply with:

- 1. Ministerial Consent SSI 6788 CONDITION B63 Tree removal and planting**

2. **Urban Design and Landscape Plan conditions B61(a) page 27**
3. **RMS Urban Design Policy procedures and design principles in “Beyond the Pavement” – policy, purpose and physical design outcomes**

How many other feeder roads to WestConnex and adjacent pedestrian paths have been unsafely designed and contravened the Ministerial Conditions of Consent?

- **Community Consultation Process**

The community consultation is a sham process and merely a tick box exercise on the part of WestConnex. The staff who attend these community consultation sessions are mainly PR people or professionals who do not have expertise in the particular area of concern that residents wish to discuss! The community is shown what is planned, can ask questions, but can't expect any changes to the proposed plans will arise from this Consultation. None of our concerns have been addressed to our satisfaction. The community /individual must prove that WestConnex have abused the Ministerial Conditions of Consent or engage legal representation to resolve the issue. As was the case with the road design of Euston Road between Sydney Park Road and Maddox Street and the legal documents WestConnex gave us to sign away our rights. The community consultation process **does not** enable consultation. It is a sham!

LETTERS AND CORRESPONDANCE IN CHRONOLOGICAL ORDER.

UDLP SUBMITTED MAY 2017

I wish to provide feedback on Main New M5 Urban Design and Landscape Plan

Document Section 2.2 Urban design philosophy, page 21

States: “WestConnex will be a sustainable, high quality and transformational project for the people of Sydney and NSW. Exhibiting design excellence as a whole and through all constituent parts, it shall be sensitively integrated into the built and natural environments and help build local communities. It will enhance the form, function and character and liveability of Sydney- Australia’s Global City”

The design of the section of Euston Road between Sydney Park Road and Maddox Street does not meet the standards outlined in the urban design philosophy. In fact, the Urban Design and Landscape Plans as documented pages 375 and 376 show a landscape denuded of trees and a dangerous footpath width of 2 metre and street lighting placed up against property boundaries. Surely this landscape would discourage community use and pose a safety risk to both pedestrians and residents of the buildings fronting this section of Euston Road decreasing the liveability. The positioning of street lighting would cause constant night time light pollution into residents living and sleeping areas. In all, this section

of Euston Road has been insensitively planned with no thought to residents and the local community and the natural environment. Obviously, the plans shown (pages 375 and 376) decrease the form, function, character and liveability and contravene the WestConnex NewM5

Document Section 2.3 Urban design objectives and principles page 22

The design in Euston Road between Sydney Park Road and Maddox Street DOES NOT COMPLY WITH OBJECTIVE 1: LEADING EDGE ENVIRONMENTAL RESPONSIVENESS

- the residential area bordering Euston Road will become more disconnected from the community as it will be less amenable for pedestrian traffic and bicycles due to the **dangerous 2 metre width (1.8metres in parts) of the footpath pages 375 and 376 this footpath width does not comply with Austroads the Australian Road Design Standards. The footpath width that conforms to the safety standards are 4.3 metres to an arterial road as per table 4.28 of the Guide to Road Design Part 3.**
- It does not comply with the Urban and Landscape Design principles which state to “protect and retain as much existing vegetation as possible, to minimise footprint, maximise vegetated screening and reduce community concerns over loss of green space and green links”. The vegetation along this part of Euston Road which formed a treed screen for residents will be removed and not replaced, as shown on pages 375 and 376

The design in Euston Road between Sydney Park Road and Maddox Street DOES NOT COMPLY WITH OBJECTIVE 2: CONNECTIVITY AND LEGIBILITY

- Journeys for pedestrians and cyclist will become unsafe along this footpath of 2 metre width. Also note the actual useful width of the footpath will be reduced in places to 1.8 metres where light posts and sign posts encroach on the footpath. Pages 375 and 376 **again this does not comply with Australian road designs standards as mentioned above, i.e. 4.3 metres**

The design in Euston Road between Sydney Park Road and Maddox Street DOES NOT COMPLY WITH OBJECTIVE 3: PLACE MAKING

- **None** of the elements of this objective have been considered when designing this section of Euston Road. In fact, the outcomes for this section of Euston Road will be the exact antithesis of Objective 3.
- The local landscape will be destroyed by removing and not replacing a vegetative screen or providing any plant growth including turf
- Pedestrian and cyclist use will be dangerous due to unsafe footpath width.
- Resident safety will be at risk due to unsafe distance between road traffic and residential buildings which **should be 4.3 metres**
- Residents will have constant night time light pollution due to location of street lighting directly against their boundaries

The design in Euston Road between Sydney Park Road and Maddox Street DOES NOT COMPLY WITH OBJECTIVE 4: URBAN RENEWAL AND LIVEABILITY

- Footpaths will be narrowed to 2 metres (1.8metres in places), rather than widened as stated in this objective. This will **decrease amenity and safety for pedestrians and cyclists** and **contravenes Australian road design standards of 4.3 metres**. Hence active transport will be discouraged
- There will be no maintaining of vegetative screening or reducing existing vegetative loss
- There will be no tree planting to achieve tree canopy for shade, shelter and habitat

The design in Euston Road between Sydney Park Road and Maddox Street DOES NOT COMPLY WITH OBJECTIVE 5: MEMORABLE IDENTITY AND A SAFE, ENJOYABLE EXPERIENCE

- The design plan is not respectful of the residents and pedestrians of this area. In fact, the footpath design decreases their safety and enjoyment of their living space as outlined in the above statements. **Again, this design does not comply with Australian Road Design Standards of 4.3 metres.**

The design in Euston Road between Sydney Park Road and Maddox street DOES NOT COMPLY WITH OBJECTIVE 6: A NEW QUALITY BENCHMARK.

States: "Provide design and construction quality of world class standard"

- Clearly not even Australian design standards are being met. **Austrroads the Australian Road Design Standard as per table 4.28 of the Guide to Road Design Part 3 states a safe footpath width of 4.3 metres for arterial roads.**

Document Section 3, Urban Design concept Local Road Upgrades- Euston road precinct strategy. Page 98, 03 Urban frontage

- I draw your attention to the typical urban frontage section figure 3-78 page 98 which shows a wide footpath with tree planting and light posts in line with trees as well as separate footpath and cycle path.
- **Figure 3-82 page 102—and the majority of figure 3-83 page 103- Local Road Upgrades - Urban Design Concept Plan - Euston Road – Sheet 4 and sheet 5 does not reflect the type of upgrade touted in the design concept displayed in figure 3-78 page 98.**
- Figure 3-86, page 105, Euston Road Cross section, 105-155 residential area shows a plan with a dangerous, unsafe footpath width that looks nothing like the urban frontage concept plans noted above, figure 3-78 page 98. As well, in this cross section figure 3-86 page 105, street lighting is shown against residential boundaries whereas in the concept plan figure 3 -78 page 98 street lighting is to be placed in line with trees and on the road side of the footpath.
- Street Tree Strategy page 349, figure 10-37, shows retention of old Fig trees on Euston road as well as planting of *Waterhousea floribunda* on the residential side of Euston Road. These Fig trees are not shown as retained in the detail plan 10-65 and 10-67. Nor is tree planting shown in detail plans 10-65, page 375. A small amount of tree planting is only shown just before the Maddox Street intersection in the detail plan 10-66, page 376 and 10-67, page 377.

In summary, I strongly object to the Urban Design Landscape Plan in Euston Road between Sydney Park Road and Maddox Street. The plans are unsafe and do not comply with design standards set by Austroads, the Australian Road Design Standards, Guide to Road Design part 3.

Furthermore, they do not comply with the Urban Design Philosophy, or any of the 6 Objectives of The Urban Design Objectives and Principles. Neither do they comply with the Urban Design Concept Local Road Upgrades for Urban Frontage.

In short, what we are presented with is an unsafe, barren environment that discourages active human transport and is insensitive and destructive to the needs of the residents and community. At the very least it will cause unacceptable levels of encroachment into the living and sleeping spaces of the residents of Euston Road. At its worst this plan has a huge potential to cause loss of human life.

23/4/2017

Dear Premier,

I am the owner of Euston Road Alexandria which fronts the section of Euston Road where road widening has been proposed as part of the WestConnex.

As you are aware, the plans to widen Euston Road between Sydney Park Road and Maddox Street are on display, WestConnex new M5- Urban design and Landscape Plan, dated 31.03.2017 FINAL DRAFT ISSUE. The residents are being given an opportunity to provide feedback on this Urban Design and Landscape Plan. However, removal of trees along this section of road is to commence on Wednesday 26th April, 2017 before the Resident Feedback has been assessed. This action is very unfair as any objections to road widening will not have been assessed and the plans are still in Draft Form.

The residents and pedestrians who use this section of Euston Road are being treated very unfairly and with no concern to their safety. The Plan as you know is to widen this section of road to 7 lanes and narrow the footpath outside the residents to 2 metres. Actual useable space will be 1.8 metres where light posts and sign posts encroach on the footpath. This footpath width does not comply with Austroads the Australian Road Design Standard which require a 4.3 metre distance between the edge of buildings and an arterial road of the dimensions proposed for this section of Euston Road. Surely your Government has a duty of care for the safety of the residents in these buildings and pedestrians who use the footpath.

I hope that the NSW Government will respect the Australian Road Design Standards and the residents of Euston Road and not commence procedures to widen this section of road. Please do not allow the removal of trees along this section of Euston Road to commence. This action would make a mockery of the consultation processes that have been put in place.

Yours sincerely,

Lorraine McNamara

18/5/2018

Stuart Ayers

Minister for WestConnex

Dear Minister,

I am a resident of Euston Road Alexandria whose property is directly affected by the road widening of Euston Road between Sydney Park Road and Maddox Street. I have written to you previously about the disastrous road design that was initially approved for this section of Euston Road. You and the Minister for Planning, the Minister for Roads and Maritime Services as well as the Premier were made aware that the initial road design did not comply with the Conditions of Ministerial Consent. Regardless of this fact, destruction of the 62 trees on our street frontage took place before any redesign of the road was even considered. One could make a claim that this was illegal destruction of trees. These 62 screening trees were between 2 and 10 meters in height. 56 of these trees were assessed to be in good condition and 6 in fair condition by the arborist working for WestConnex. Thankfully, WestConnex were instructed to redesign the road as it did not comply with the Conditions of Ministerial Consent and Austroads Standards. Unfortunately, it was too late for the trees. I estimate that 31 of those screening trees could have been left in place if the road had initially been designed correctly following the Conditions of Ministerial Consent and Austroads Standards.

It has taken WestConnex months to produce a new Urban Design and Landscape Plan (UDLP). It has finally been unveiled to us and I can only say it is a cheap, mean, and unimaginative plan. We have been given the opportunity to attend a community round table with representatives of WestConnex to discuss the new UDLP and like all the other community meeting I have attended this proved to be a patronising sham exercise. The representatives from WestConnex who attend do not have the required expertise to discuss the issues with authority. Now we can write our submissions to WestConnex in response to their proposed UDLP. I'm pessimistic and don't expect any positive results from our submission. WestConnex can however tick the community consultation box again and file the community comments.

When we purchased the property 7 years ago we were aware that future road widening would be likely. The landscaping in front of our residences had been done in such a way as to provide 2 rows of screening from traffic along Euston Road. The first row of trees was sacrificially planted beside the existing road kerb. The second row of screening trees were planted at a distance from the road which would allow for the road to be widened and the trees to be maintained. As you might imagine we lived behind a beautiful leafy canopy of trees that shielded us from Euston Road traffic and provided shade and cooling for our properties and pedestrians. Now the new UDLP has been unveiled to us which proposes to replace the trees with 50 % turf and 50% low shrubs along the length of the road. 3 trees are to be planted near the intersection at Maddox street and 2 at the end of Huntley Street. A total of 5 trees to replace 62!

Euston Road is being treated as if it were in a greenfield development site where no homes existed, and vegetation was minimal. This is not the case. Euston Road Alexandria is a developed urban area that was previously tree lined and which provided the community with amenity, privacy, and safety. Any development in this area should be done with due respect to the existing environment, the residents who live here and the people who travel along the footpaths and cycle ways.

I have submitted my comments on the UDLP to WestConnex and now summarise them for you.

1. Euston Road concept plan does not replace the screen of trees that were removed unnecessarily and potentially illegally. **The initial road design that facilitated the removal of trees did not comply with the Ministerial Conditions of Consent.**

The proposed UDLP does not comply with Ministerial consent SSI 6788, condition B63

Tree removals and Plantings B63 relevant extracts

The SSI must be designed to retain as many trees as possible and provide a net increase in the number of replacement trees.....

b) consideration of all options to amend the SSI where a tree has been identified for removal, including realignment, redesign of or relocation of ancillary components (such as substations, fencing tec.) and reduction of standard offsets to underground services; and

c) measures to avoid the removal of trees or minimize damage to existing trees and is to ensure the health and stability of those trees to be protected....

In the event that trees are to be removed, then replacement trees are to be planted within, or in close proximity to, SSI boundary, including along Euston Road where feasible and reasonable. The location of the trees must be determined in consultation with the relevant council(s). The replacement trees are to have a minimum pot size of 75litres.....

The Arboricultural Report WestConnex Euston Road Alexandria, NSW reported on the trees fronting Euston Road which had been slated for removal. See Tree Survey Area 4 MAP 1 and MAP 2 pages 25 and 26 of 226 pages, Euston Road, Alexandria report chart pages 184-191 of 226 pages WestConnex Stage 2 -New M5 SSI 6788.

Approximately 31 screening trees, between 3 and 10 meters in height and located close to our residences were destroyed. 28 of these trees were described as being in good health and 3 in fair health. **These trees were destroyed prior to road redesign and without consideration of redesign or relocation or alternate location of utilities.** These trees had been planted with future road widening in mind such that a green screen would be maintained. On top of this a further 31 trees in front of our residences and located closer to the road side were destroyed to make way for the road project. These trees ranged in height from 2 to 10 metres in height with most of these trees being between 5 and 7 metres in height. With these facts in mind I submit that all efforts should be employed to return sufficient tree screen coverage to Euston Road in front of the residences to reinstate the previous amenity which has been erased by this project.

Before WestConnex



After



WestConnex

**2. The proposed UDLP does not comply with condition B61. (a) (i) to (vii), page 27
Urban Design and Landscape Plan**

B61 Prior to commencement of permanent built surface works and/or landscaping, or as otherwise agreed by the Secretary, an Urban Design and Landscape Plan (UDLP) must be prepared. The UDLP must be prepared by a suitably qualified and experienced person(s), in consultation with the relevant council(s) and community, Heritage Council of NSW (or delegate), and the UDRP (condition B60). The UDLP must be approved by the Secretary. **The UDLP must present an integrated urban and landscape design for the SSI, and must include, but not be limited to:**

(a) identification of design objectives, principles and standards based on -

- (i) local environmental and heritage values,
- (ii) urban design context,
- (iii) sustainable design and maintenance,

- (iv) *community safety, amenity, and privacy, including 'safer by design' principles where relevant,*
- (v) *relevant design standards and guidelines,*
- (vi) *prioritising the visual amenity and values of adjoining receivers over the road user experience,*
- (vii) *minimising the footprint of the project (including at operational facilities),*

The present UDLP does not represent an integrated urban and landscape design.

1. The UDLP does not reflect the local Alexandria environment and heritage values which are pervasive in our streetscapes. The streets of Alexandria are lined with long established trees and gardens. The 62 trees that were destroyed in front of our residents were part of the fabric and character of Alexandria.
2. The UDLP stamps greenfield design principles upon this established urban Alexandria road without consideration of the pre-existing landscape design or the local green character of Alexandria and the City of Sydney.
3. Removing the shading and cooling effects of tree cover and replacing this with a mere 5 trees, turf and low shrubs is not considered a sustainable design.
4. It does not provide the community with a safe environment to live, walk and play. Residents, their children and grandchildren and pedestrians will now be exposed to 60,000 vehicles (cars, buses, and trucks) per day with no protection from them. Our amenity and privacy and green environment have been destroyed.
5. It does not comply with Austroads by compromising pedestrian safety for compliance with questionable "clear zones" in this highly populated urban area. It does not consider traffic barriers to protect the residents and pedestrian.
6. The new UDLP does not prioritise the visual amenity and values of adjoining receivers over road user experience for all the reasons I have stated above.
7. The UDLP does not minimize the footprint of the project but obviously stamps the road loudly on our doorsteps with no effort to reduce the footprint of this road.

3. The proposed UDLP does not comply with the RMS URBAN DESIGN POLICY PROCEDURES AND DESIGN PRINCIPLES as published in "Beyond The Pavement"

1.1 Policy. *RMS is committed to adopting an urban design approach suitable for all road and maritime infrastructure and related work that affects the quality of the built, natural and community environment, as set out in this document. Urban design must be integrated into the process of developing, delivering and managing the road and maritime asset by RMS and its contractors. This requires project teams to think beyond the pavement- that is to consider the broader context of which road and maritime infrastructure is part.*

1.2 Purpose. The purpose of this policy is to ensure as far as possible that:

- *the qualities of the landscape including the built environment are understood and protected.*
- *Projects contribute to the quality of the built environment in urban and rural contexts and leave a legacy for the future*

- *The quality of life of communities- their livability and attractiveness for investment- is protected or improved in terms of connections, access to facilities, proximity to noise, views, safety and sense of place*

1.3 Physical design outcomes. The three main physical design outcomes that must be achieved are....:

- *Road and maritime transport infrastructure must fit sensitively with the built, natural and community environments in which it is situated, in both rural and urban locations*
- *Infrastructure planning and design must contribute to the accessibility and connectivity of communities and a general permeability of movement through areas by all modes of movement, including walking and cycling.*
- *The design and management of transport infrastructure must contribute to the overall quality of the public domain for the community, including road users.*

The proposed UDLP does not achieve the physical design outcomes of RMS policy. It does not fit sensitively with the environment, it does not contribute to the accessibility and connectivity of the community of Alexandria, it detracts from the public domain for the community.

I urge you as Minister for WestConnex to intervene in this situation and ensure that the residents of Euston Road Alexandria between Sydney Park Road and Maddox Street have our treelined street scape restored.

Regards

Lorraine McNamara

Lorraine McNamara

9/7/2017

Mark Coure MP
Parliamentary Secretary for Transport and Infrastructure
GPO Box 5341,
Sydney,
NSW, 2001

Dear Mr Coure

Thank you for your reply dated 4/7/2017 (Ref 00327800) to my letter of concern regarding the unsafe widening of Euston Road between Sydney Park Road and Maddox Street.

I am very saddened and outraged that the NSW Government, RMS and WestConnex continue to claim that Austroads Standards have been complied with in the design of this section of road. This is clearly untrue. The distance between the edge of the road and the residential building as originally designed, 1.8 - 2.0 metres, is far narrower than the 4.3 – 7.3 metres stated in the Austroads Standards for this type of arterial road. I have attached a copy of the relevant Austroads Standard which details the width of urban border and clearances to road boundaries required for the arterial road that Euston Road is planned to become.

Furthermore, this 1.8 - 2 metre distance between people and vehicles is considered an unsafe work distance for RMS workers according to their Work Health and Safety Policy - The RMS Traffic Control at Work Sites Manual directs that if a worker is closer than 3.0 metres to moving traffic they require traffic control to provide a safe working environment e.g. the use of traffic cones, flashing lights, stop/ go signs, to keep the traffic away from their workers. So, how could a distance of 1.8 – 2.0 metres even have been considered a safe distance for pedestrians when the RMS's own workers cannot work this close to traffic without having the above-mentioned traffic control measures in place?

We can only hope that our concerns will be addressed, and that RMS will redesign the road in accordance with Austroads Standards in keeping with the Ministerial Conditions of Consent.

Thank you for your reply.

Regards

Lorraine McNamara

Owner of Euston Road, Alexandria,

Mark Coure MP
Parliamentary Secretary for Transport and Infrastructure
Our Ref: 00579764

Mrs Lorraine McNamara

Dear Mrs McNamara

Thank you for your correspondence to the Premier, which was referred to the Minister for WestConnex, about the Alexandria to Moore Park Connectivity upgrade. The Minister asked me to respond on his behalf.

I note your comments and thank you for taking the time to write. I asked Roads and Maritime Services to advise me on this matter.

I appreciate your concerns, however Roads and Maritime advises no more trees can be included in the upgrade's Urban Design and Landscaping Plan, as it has been designed in line with Austroads regulations.

These consider lines of sight for approaching traffic, traffic-clear zones, and minimum roadside widths for large trees. The numerous commercial services along the roadside also restrict the number of trees that can be planted.

Further, you may be assured the WestConnex representatives present at the community consultation meeting of 8 May 2018 are qualified experts. I have attached a summary of the meeting, for your reference.

For more information about WestConnex, please call the toll-free information line on 1800 660 248, or visit www.westconnex.com.au and register for email updates. I trust this has been of assistance.

Yours sincerely

25/7/2018

Mark Coure MP

Parliamentary Secretary for Transport and Infrastructure

Response to letter, reference: 00579764

Your letter signed 25/7/2018 and received 30/7/2018 by Mrs Lorraine McNamara,

Dear Mr Coure,

Thank you for your email reply to my letter addressed to the Premier regarding the UDLP for Euston Road Alexandria between Sydney Park Road and Maddox Street. I gained no pleasure nor comfort from your response. I suggest that the residents of this section of Euston Road have been treated unfairly and deserve a UDLP that restores our previous amenity. I'm sure that you would be outraged if you or your family were treated with such disregard and disrespect and if your or their amenity and lifestyle were to be compromised as ours will be. I ask you to reflect upon my comments. I also ask that the residents of this section of Euston Road be allowed to meet with the Premier, the Minister for WestConnex, the Minister for Roads, Maritime and Freight, to discuss our concerns and this disgraceful UDLP. I invite them to visit our street so they can see at first hand what we are living with now and be cognisant of the environment that we will be forced to live in once this road is complete.

I reiterate my previous complaints: -

1. From the outset this section of road was designed incorrectly, breaching the Ministerial Conditions of Consent. The road was subsequently redesigned in accordance with Austroads Guidelines however there was no redesign of the utilities location. The trees were removed before the new road design was developed. I would describe this as environmental vandalism undertaken by WestConnex contractors.
2. The UDLP for Euston Road from Sydney Park Road to Maddox street is harshly applying greenfield design principles to our long- established urban area which RMS defines as a brownfield site. "In the context of road design, a greenfield site is a location on which a new road is being built where there are no constraints that prevent the use of the Normal Design Domain (NDD) design values.

A brownfield site is a location where development or constraints influence the design to the extent that use of values outside the NDD may be necessary for one or more elements of the design"

The RMS has the ability to design a UDLP that is sympathetic to the residents needs and restores amenity to this area that has been trashed by WestConnex / RMS.

3. The design of this road does not meet any of the design objectives in Austroads part 6B Design Objectives

The objectives of the design principles and guidance described in part 6B are to ensure that designers are aware of the needs to:

- meet ecologically sustainable development principles (Austroads 2000a)
- retain and if possible improve the environmental values of the area through which the road passes
- protect the environment surrounding the road from adverse consequences arising from construction and maintenance activities
- protect the value of remnant vegetation in road reserves
- protect wildlife from the adverse consequences of the presence of a road
- protect contiguous property from noise impact (above required design for noise levels) generated by traffic on the road
- improve visual amenity and safe travel by appropriate design of urban and regional features and landscaping

- in urban areas, apply appropriate urban design concepts to improve amenity and the safety of the area through which the road passes

4. Clear Zone

“The clear zone should be kept free of non-frangible hazards where economically and environmentally possible. **Alternatively, hazards within the clear zone should be treated to make them safe or shielded by a safety barrier (Austroads 2008a).”**

I address this point to highlight that safety barriers could be erected around trees to protect them from traffic.

I have seen many RMS roads that have frangible and non-frangible trees located within the clear zone. Planting trees along Euston Road within the clear zone would not be setting a precedent in an urban area. With reference to the Austroads Part 6B Design objectives outlined above trees should be replanted along Euston Road.

5. This section of Euston Road is straight meaning that drivers line of sight would not be affected by the planting of trees.

Thank you for reading my letter and sympathetically considering my complaints. I hope to have a positive response to my submission and requests as they are not unreasonable. The residents of Euston Road are merely standing up for the environment, their quality of life and their family's safety, and protection of their properties.

Yours sincerely,

Lorraine McNamara

Resident and owner

Euston Road, Alexandria, NSW.

DUSTY, DIRTY PROPERTIES

Email 27/7/2018

To the community relations team,

Please can the New M5 construction team clean up our property frontages?

Our apartment and town house balconies, entry steps and porches that front Euston Road are continuously covered with dirt and debris from the construction being carried out immediately outside our properties.

Please can you arrange for our properties to be cleaned now and on a regular basis? Thank you for your response.

Sincerely

Lorraine McNamara

Email to: Enquiries, Community info@newm5.com.au 2x replies on same day 16.50 (5 business day response and 15.02 10 business day response)

Reply From Community Relations Team, Sarah.

Received 3/8/2018

Hi Lorraine

Dust mitigation measures are in place to limit dust production from the construction sites where possible.

I will direct our water cart to attend the construction area on Euston Road to wet the surface area on a continual basis which reduces dust production.

Property cleaning is not something that is offered by the Project.

Kind regards

Sarah

New M5 Community Relations Team

Reply by Lorraine 3/8/2018

Dear Sarah,

Thank you for your reply.

However, as the new M5 construction team have produced this mess I believe they should be responsible for cleaning it up.

If my request is denied I feel obliged to report your conduct to the NSW EPA and Safe Work NSW for failing to maintain a safe and healthy work site.

Please find photos of dust pollution and work site attached. As you can see the proximity of the work site to our homes and the dust pollution it produces makes the front of our properties a no- go zone.

Regards

Lorraine McNamara



