

INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT

Name: Ms anita stuhmcke

Date Received: 28 August 2018

I appreciate the opportunity to make a submission.

I live in a street directly impacted by the proposed interchange in Rozelle.

As a concerned resident of Rozelle, I REJECT the WestConnex development and the way it has been managed to date.

The Planning of WestConnex lacks transparency and has produced a project that does not meet the needs of NSW.

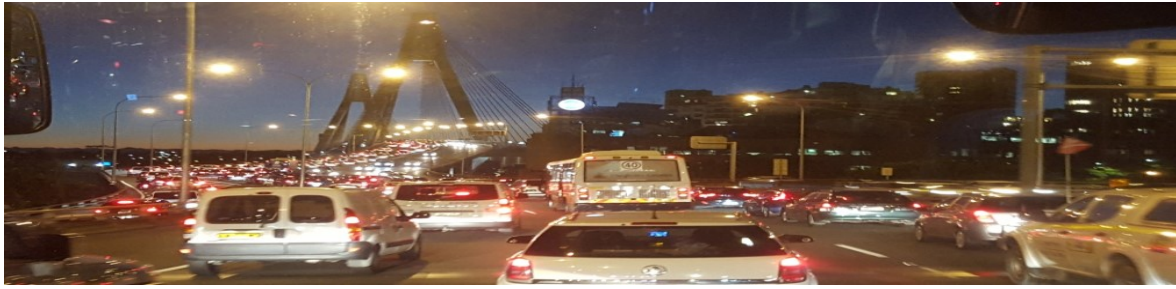
- WestConnex has not been planned with a genuine commitment to transparency and accountability.
- There has been no publicly available cost benefit analysis for any stage of the WestConnex project.
- The final route of the full WestConnex project is unknown, yet the project is justified based on the purported benefits of the full project design.
- There has been no serious consideration of alternatives such as public transport, rail freight, demand management and smart planning.
- WestConnex should not go forward if alternatives are known to produce greater benefits.

There was no call for public input into Stage 3 before it was announced. Stage 3 survey work, announcements of drilling locations and drilling, and broad brush plans all occurred without community consultation or any indication as to how the design process will be undertaken. Nor was there a timeline for input into the process.

This is a deliberate silencing of input. It misses opportunities for community collaboration.

Some of these points are discussed more fully below.

1. WestConnex will generate traffic - I am totally opposed to the planned traffic increases associated with the WestConnex proposals and the devastating impact on our community - “Increasing capacity will generate traffic by induction, and the gains in productivity for businesses and freight may be cancelled by increasing congestion. Traffic flows in the Sydney region strongly suggest that it is impossible to beat demand for road space by increasing the road supply. Increasing the capacity will almost certainly result in traffic induction which will reduce the claimed travel time savings.” (per Dr John Goldberg, April 2014). Below is a picture of peak hour on the Anzac Bridge, to date there is no certainty in the planning of the interchange at Rozelle which will feed into this traffic and NO accurate or verified information provided as to what the expectation of the traffic reduction will be.



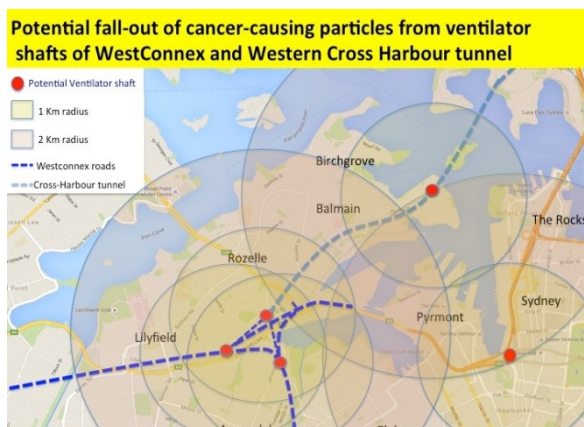
So what kind of impact will thousands of additional cars have on the local area? Likely outcomes include the following.

- **Changes in local traffic conditions**
 - **Rat-running:** some drivers will choose to use local major and minor surface roads to avoid tolls, creating "rat-runs" through Lilyfield and Rozelle.
 - **Convergence of commercial and freight traffic:** The Rozelle interchange will become a focal point for commercial and freight traffic wanting to enter the Westconnex tunnel.
 - **Traffic signal changes:** With increased traffic congestion and extended peak hours, new traffic lights may be added to local roads, and traffic light timings may be changed to favour through-traffic on the main surface roads, such as Victoria Road and City West Link. This means wait periods will increase for residents attempting to exit from local streets such as Darling, Gordon, Evans, Denison etc.
 - **Property access changes:** Access to private and commercial properties may be changed.
- **Changes in road zoning**
 - **Speed limit increases:** the majority of Rozelle is zoned at 50km/h and a maximum of 60km/h. Speed limits may be increased on minor linking roads such as Gordon St to facilitate delivery of cars to primary surface roads more rapidly.
 - **Parking availability reduced:** Residential parking may be sacrificed in favour of clearways to cater for greater traffic volumes.
- **Reduced accessibility for walkers and cyclists ("active transport")**
 - **Walker and cyclist diminished access to community areas:** increased traffic volume and new road infrastructure will make access to public areas more difficult, including to the Lilyfield light rail.
 - **Walker and cyclist commuter access to the city:** access to the city for commuters may be diminished by traffic volumes and new road infrastructure.

- **Decreased safety for all road users**
 - **More accidents with increased traffic volumes:** With greater volumes of traffic comes the risk of more accidents.
- **Local public transport slowed**
 - **Bus services impacted by congestion:** The increased traffic volume and congestion on Victoria Rd and ANZAC Bridge will increase the already wild variability in the length of time it takes bus services such as 441, 442, 506, 507, and 510 to reach or return from the city.

2. The Rozelle Interchange will not work - “While the majority of the proposed WestConnex interchanges will operate satisfactorily, in some locations this surface network congestion may impact on the performance of the interchange [including] Rozelle... The current existing capacity of the Anzac and Sydney Harbour bridges limits the viability of a WestConnex exit connection to CBD North at Rozelle.” (WestConnex Tech Paper 1 – Traffic Report)

3. Health concerns: air quality and poor ventilation shafts - I am committed to ensuring the accurate measurement of existing levels of exhaust emissions and noise levels on Lilyfield road and surrounds and to preventing these levels from being increased. I understand that “at least one” ventilation shaft will be located in the Rozelle Goods yard. However, there are at least **three** tunnel portals proposed for the vicinity of Rozelle Goods yards. Each ventilator shaft emits particles and other pollutants within a radius of up to 2 km from the shaft. The most concerning aspect are the small particles PM2.5 which are carcinogenic, cause respiratory problems, heart disease and other health problems. Easton Park (on the right) is heavily used for sport, the planned tunnel drilling is directly next to this park.



There are significant physical and mental health implications associated with major

roadways, in the context of the health implications:

- Air pollution – Particulate matter (PM10) and ultrafine particulate matter (PM2.5 and PM1) are known to have significant impacts on physical health (respiratory and cardiovascular health).
- Additional traffic noise – implications for both physical and mental health due to stress and loss of sleep.
- Building and Construction noise for possibly 24 hours a day for several years.
- Loss of open space – green space is crucial to human health; loss of parkland will mean that there is less space for both passive and active recreation.
- Community severance and dislocation – this has implications for all community members, but particularly vulnerable groups (children, the aged, and people living with a disability).
- Increased danger from traffic – implications for the community's health particularly for vulnerable groups.
- Reduced neighbourhood amenity
- Mental and health implications.

If construction proceeds as planned, the citizens of Rozelle and Annandale will be subject to around the clock noise, vibration, and dust. The valley that was once formed and drained by Johnson's creek forms a natural amphitheatre. Sound generated by the current Western Distributor already reverberates across the valley and impacts on the residents around the Hornsey Street, Lilyfield Road areas and, more immediately, to residents of Lilyfield, west of Catherine Street.

4. **Social impact and lack of information** - I am concerned at the compulsory acquisition and demolition of existing housing in Rozelle and Lilyfield. There is a basic unfairness to the process by which a family can be forced to be refugees in their own city by the decision of WestConnex. The amount of money offered to people must be increased. People do not know if, or how, their houses and lives will be affected: whether their home will be compulsory acquired by the Government, whether they will be subject to a construction zone for years and then in the immediate vicinity of a spaghetti junction of interchange roads, or whether the new roads will see them cut off and effectively isolated from their community. It is unbelievable that a number of years after the project was first announced that we still have no idea as to what is happening. It does not promote confidence or trust in government.

There has been no public input into the whole WestConnex project in its entirety in terms of the cumulative social, environmental and economic impacts. Stage 3 – the Rozelle Interchange - is a stand-alone development application in the same way as the previous WestConnex New M5 EIS has been M4 Widening and M4 East Stage 1 project plans. There has been no call for public input into Stage 3 before it was announced WestConnex has not been planned with a genuine commitment to transparency and accountability. I do appreciate there have been efforts to listen and changes have been made (such as not using Easton park for a truck parking location) however it is VERY difficult to object to plans when there are none provided to us to consider. “Community consultation” has been confused with “informing the community”. In fact, in the Minister’s approval for the WestConnex project he sets out seven conditions for a community communications strategy but it is primarily about keeping the community informed about progress and decisions already made. There is no requirement for SMC to actually give serious consideration, and take into account, community views or submissions or suggestions. See:

http://www.WestConnex.com.au/documents/m4e_ia_feb2016_instrument_of_approval.pdf

More public consultation would be an excellent outcome.

5. **Heritage** - There are a number of designated heritage buildings in the area. We note that the *WestConnex State Significance Application report, January 2016*, lists the Hornsey Street Conservation area but omits: the Easton Park Conservation Area, The Brennan Estate Conservation Area and the Austenham Estate Conservation Area. These need to be added and protected.

