

**Submission  
No 229**

## **INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT**

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**Date Received:** 30 August 2018

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This submission was compiled by **Richard Dudley-Smith** a member of **No WestConnex Annandale** which is a resident group formed to oppose WestConnex. **NoWestConnex Annandale** is a non-political group that has received no donations whatsoever from any political party. **NoWestConnex Annandale** are of the view that WestConnex will profoundly damage Sydney's future, will only worsen Sydney's traffic chaos and will destroy the amenity of the Inner West of the city.

I authorize publication of this document in its entirety.

I urge the members of this Parliamentary Inquiry to recommend that no further contracts be signed and to support moves for a Royal Commission into WestConnex.

**Lodged with the Parliamentary Inquiry into WestConnex by:**

**Richard Dudley-Smith**

**30<sup>th</sup> August 2018**

## **Introduction:**

I have prepared this submission to the Parliamentary Inquiry into the WestConnex with my main focus being on the WestConnex M4/M5 Link, which is also known as Stages 3a and 3b of WestConnex. This submission is mainly concerned with the surrounding areas of the Rozelle Interchange site in the Rozelle Rail Yards, with a main point of interest being the Annandale area . I have examined many of the major issues relating to WestConnex that will have an extremely negative impact on this area and all connecting areas if this project proceeds. I expect that all members of this inquiry will have had the opportunity to travel widely abroad, so will have been exposed to the benefits of what first World city transport solutions can be and how they can add greatly to the experience of the city. Members may well have also experienced cities where the transport and traffic around the city is a nightmare, often being highly polluted. It is not too late to rethink WestConnex, I implore you to consider very valid alternatives which do exist and which would receive public support and would be a long term benefit to Sydney.

<https://youtu.be/yb1Ez152Owo>

Civilising

## **Executive Summary**

This submission to the Parliamentary Inquiry into WestConnex has a main focus on the M4/M5 Link, also referred to as Stages 3a and 3b. Of particular attention has been the area covered by Stage 3b.

- The business case is highly questionable and it is highly likely that the cost benefits ratio is substantially inaccurate.
- Failure to achieve the original objective of linking Port Botany and the Airport with the project.
- The Audit Office of NSW and the Australian National Audit office both suggested that the Project should not proceed, until the business cases are thoroughly revisited for Stages 2 and 3
- The traffic mix put forward in the EIS M4/M5 link differ markedly to what was originally stated in 2015.
- The Sydney Gateway is included in the business case but is now not part of the project
- There is an obvious connection between Westconnex and other toll way projects not part of the Westconnex, the Sydney Gateway, Western Harbour Tunnel, F6 and Beaches link.
- The setting up of a quasi private company Sydney Motor Corporation to hide behind 'commercial in confidence' legislation and preclude Parliamentary and public scrutiny is a manipulation of proper accountability.
- The sham Community Information sessions administered as a box ticking exercise. The issuing of a massive 7200 page M4/M5 EIS only 9 days after the close of submissions to the Concept Design even though there were at least 1500 written submissions. The complete disregard of 13,000 submissions to the EIS.
- Corruption allegations have been leveled against key players CIMIC and AECOM on other projects and in other countries. CIMIC formally Leighton Holdings changed it's name to disassociate itself from corruption allegations concerning offshore contracts up until 2012.
- Aecom's Conflict of interest concerning it's preparation of traffic modeling and air quality modeling while at the same time it had been involved with the planning and promotion of Westconnex and has commercial interests in the project.
- The M4/M5 link is a Concept Design that is 'indicative only'. The EIS contains no detailed engineering solutions or designs that should form part of the EIS.

- How was the M4/M5 EIS Stage3 passed without correct planning procedures being followed where no detailed designs and engineering solutions were included
- Lack of sufficient detail in the M4/M5 EIS
- Questionable traffic modeling with inadequate cumulative assessments.
- Lack of a Construction Traffic management plan for the M4/M5 Link and lack of clarity on the heavy vehicle usage
- Costs do not include associated link ups to existing infrastructure and upgrades required to them.
- No assessment of strategic alternatives. No assessments of alternative Public Transport options. No assessment of the impact of the project on public transport.'s operation.
- Lack of meaningful assessment of impacts to the Sydney Metro West and failure to integrate considerations of potential future transport requirements .
- With the annual increase in tolls by 4% many will seek to avoid the tollways, further questioning the business case.
- Far from reducing congestion the M4/M5 link EIS states that the project will add to it within a few years of opening. Los Angeles has been following this failed model since 1940 and has finally moved to heavily invest in public transport with 6 new train lines and 120 stations.
- Highly questionable acquisition policies of properties have been employed for both residential and commercial properties. The loss and destruction of many historic properties in important heritage suburbs has taken place. Some homeowners were paid as little as 60% of the market value of their properties leaving them unable to relocate in the same area.
- Serious issues of property damage to homes, and especially heritage homes built on 19<sup>th</sup> century foundations, is taking place due to subsidence caused by construction impacts in construction areas.
- Homeowners involved with seeking compensation for property damage caused by construction and ground movement are facing major battles. Everything possible is being done to frustrate their claims. Some homeowners are facing repair bills of \$100,000 or more with the onus on them to produce categorical evidence that the construction is to blame with every impediment being put in their way to frustrate the claim and deny responsibility.

- There has been no assessment of the environmental damage caused by the project or the financial implications associated with it. Thousands of trees have been lost. Much green space and parkland has been taken. Major roads cutting through the suburbs and community represent massive invisible walls that destroy the fabric and cohesion of that locality and lead to societal and community break down and destruction.
- The introduction of large areas of open concrete road surface is environmentally highly negative as large areas of open roadway add enormously to heat generation and temperature increase.
- There is a total lack of any comprehensive Climate Change risk assessment. This is totally unacceptable when NSW is in 100% drought conditions.
- Insufficient assessment of impacts on human health together with the financial costs associated with increased pollution; air pollution being the Number One World Killer.
- Air pollution must be treated with the utmost diligence and vigilance. It is essential for all children and future generations that this is addressed with maximum concern, the implications of not doing so are extremely serious.
- Reports from air quality monitoring stations were not passed on to schools or parents despite frequent requests, hiding the fact that on many occasions they have been above accepted levels
- The failure to filter the proposed tunnels and pollution stacks is of massive concern to all residents in the community. It is an appalling oversight. This is a totally unacceptable position that is being adopted by the RMS and Govt. This decision will cause a major increase in premature death from Stroke, Heart Attack, Cancer, and Respiratory Disease. It will lead to an approximate additional 3000 deaths a year.
- Unfiltered tunnels and stacks will lead to a massive blow out in the future health budgets from these health implications. If the tunnels are totally filtered as in Japan, Spain, Italy and China, then all the pollution that is currently running through much of the local area can then be removed.
- Filtering the tunnels and stacks even allowing for the additional construction costs, would long term lead to major financial savings associated with people's health and the health budget.
- Currently the suggested cost of this project is \$16.8billion although as is suggested here it is to be suspected that this is a gross underestimate of the true cost. It represents very poor value for money. London's Crossrail Project is 70kms long right across London. It will carry 200 million people annually for a total cost is \$25 billion. Westconnex is very poor value for money as it will not address ease of travel or congestion

and will have many negatives concerning health, pollution and Climate Change.

- Leading World cities are rejecting motorway building as transport solutions. They do not deliver cost effective transport solutions. They impact on the efficiency and lifestyle of the city negatively.

## **Part 1 : The Adequacy of the Business Case**

Relevant to term (a) of the terms of reference

**1.1** The Business Case for the Westconnex Project is highly questionable. The primary stated reason for the building of Westconnex was linking Western Sydney with the Airport and Port Botany to facilitate freight movement more efficiently. The composition of the various types of vehicles that were put forward in the EIS M4/M5 link are now very different to what was originally proposed in the Westconnex Strategic Business Case that was released in 2015. The Westconnex M4/M5 link EIS now projects that only one tenth of the number of commercial vehicles are expected to use the Westconnex than was stated in the Business Case in 2015; therefore the Cost Benefit Ratio stated in the EIS to support the Westconnex Business Case are either substantially incorrect or at least very questionable. The Cost Benefit Ratio also relies on the inclusion of the Sydney Gateway to make the business case – yet as this is now not included in the Westconnex project how can the project still be viable? It is obvious that the business case now relies on other projects which are not approved or part of the original Westconnex project to be built in order that there will be an investment return. These projects include the Western Harbour Tunnel, the Beaches Link and the F6.

**1.2** The business case includes the Concept design for Westconnex M4-M5 link. This is an 'indicative' design only. It does not include a sufficient level of detail or any consideration of potential local impacts to be considered an accurate assessment of what the financial implications might be. All designs and details of construction should have been included and been part of the EIS for Stage 3 as was the case for Stage 1 and Stage 2 of the Westconnex Project. The fact that the EIS for the M4-M5 link was approved is totally unacceptable and needs investigation. The only reason that this could have been allowed to happen without the inclusion of the legally required detail was to promote certainty for the sale of Sydney Motor Corporation (SMC)

**1.3** It has been repeatedly stated that it is essential to build a link linking the M4 and M5 as without this link the project is unworkable. This statement is inaccurate and misleading. The M4 and M5 are already linked by the A3, A6 and M7. Indeed the A3 is the main link between the two motorways and is shown on State Road data as the M4-M5 connection. The locations of the A3, A6 and M7 provide far more satisfactory North South route connections than the route proposed for the Westconnex M4/M5 link. Upgrading these alternative links; specifically the A3 would be far more cost effective than constructing the hugely expensive Westconnex M4/M5 Link Stage 3.

**1.4** Westconnex Stage 3 has now been split into two parts, 3A (Phase 1) the tunnel link between Haberfield and St Peters and 3B (Phase 2) the Rozelle Interchange. There has been no cost benefit report released for just 3A, which is to be constructed using standard construction methods. It can be assumed that the reason this is the case is that without the inclusion of 3B the business case doesn't stack up. But the construction of 3B (Phase 2) as envisaged in the



indicative Concept Design is so complicated that it may not be commercially feasible to build this will have serious implications for the business case.

**1.5** The Project seriously underestimates what the real costs will be by ignoring the costs associated with the link ups to the existing local road infrastructure and additional infrastructure projects, in particular the relocation of Hansen's Concrete Batching Plant and the Multi Use Facility to White Bay. For the traffic implications of this see Part 3.

**1.6** The Business Case should have included the impacts on Public Transport and the loss of revenues from fares along with the impacts of substantial delays and disruption caused by construction congestion.

**1.7** The substantial impact on property values, and the loss of business revenue should all have been included in the Business Case. We are currently witnessing the disastrous implications for businesses on the route of the construction of the Light Rail Project.

**1.8** The effects of the tolls on areas where there is no alternative infrastructure, especially in areas of Western Sydney. This takes a huge amount of revenue out of the area that would have gone into local businesses and community social life but is now going into Private Toll Road Operators.

**1.9** SGS Economics and Planning Report commissioned by the City of Sydney.

[www.cityofsydney.nsw.gov.au/ data/assets/pdf file/0008/25189/Report -SGS-Westconnex-Business-Case-Final-Report-160204.pdf](http://www.cityofsydney.nsw.gov.au/data/assets/pdf_file/0008/25189/Report-SGS-Westconnex-Business-Case-Final-Report-160204.pdf)

In their report they made the following detailed assessments:

- Misrepresentation of the Benefit Cost Ratio (BCR) as 1.71 when it was 1.64
- The transport modeling is likely to have underestimated the impact of extra traffic brought about by additional capacity and this would significantly reduce the BCR.
- The Business Case suggested that Westconnex would help in the renewal of Parramatta Rd by reducing traffic on it, despite modeling showing that many parts would carry more traffic not less.  
(This is proving to be the case with this re introduction on the tolls on the M4 and a substantial amount of vehicles moving to Parramatta Rd to avoid the tolls.)  
M4 Toll expense forces drivers off motorway in droves, new figures reveal. ABC News 1<sup>st</sup> June 2018  
<http://www.abc.net.au/news/2018-06-01/m4-tolls-force-drivers-off-motorway/9822548>
- The acquisition of land that could have been used for much higher value uses. It is estimated that the land taken for the Rozelle and St Peters interchanges

has a market value of \$3.7 billion. If this cost had been taken into account the BCR would fall from 1.64 to 1.23. (the \$3.7billion is quite likely conservative if the Rozelle interchange area and White Bay had remained in the Bays Precinct Development plan)

- Travel time savings are a major part of a positive BCR. But the modeling shows that the travel time savings are substantially insignificant and as such are so small that motorists may not notice them and so not value them. Removing these savings from the transport modeling reduces the BCR from 1.64 to 1.12
- The construction costs seem too conservative – if these increase, as seems likely, the BCR would reduce accordingly.
- The costs involved in interfacing with the local road networks have not been included. Final figures put forward by the City of Sydney suggested a total cost of \$45 billion for the Project. These have not been challenged.
- The SGS review also stated that the NSW Auditor General had been critical of the project. Since this review the Australian Auditor General has also reviewed the Westconnex business case and in February 2017 released a report that found that the project had a poor business case, which did not consider alternative transport options and lacked the appropriate oversight for the funding approval process.
- Any benefits of WestConnex “is likely to be marginal at best and it is quite possible that the actual BCR (Benefit-Cost Ratio) for WestConnex is less than one”, that is, the benefits do not exceed the costs – therefore this project should be immediately stopped.

**1.10** Sydney Harbour Tunnel has cost the government hundreds of millions of dollars because the toll’s revenue has never reached the government’s predictions (Aecom modeling) and the private operators had a revenue guarantee. If the tolls on the WestConnex do not reach the Govt predictions the Govt may have to subsidise the private operator as it does with the Sydney Harbour tunnel and as tolls are to be in place until the 2050s this will cost taxpayers \$Billions.

**1.11** Any contract between the toll road operator must not contain clauses that limit plans for other forms of public transport initiatives that reduce competition for the toll road operator as could well be the case with Sydney Metro West

**1.12** Currently the suggested cost of this project is \$16.8 billion although as is suggested here it is to be suspected that this is a gross underestimate of the true cost. It represents very poor value for money. The Govt stated case is that the reason for the project is to address congestion. If this were so then this represents a very poor and extremely expensive solution. The project is 33kms in length and is stated to be able to bring into the city an extra 30,000 vehicles a day. In London they are currently completing the Crossrail, a rail line right across London West to East which is 70kms long right under central London

with some of the most involved and complicated engineering challenges imaginable. There will be 40 stations, 10 of which are new the remainder are integrated some of which are extraordinarily complex. It will carry 200 million passengers a year. And the cost will be \$25 billion. Westconnex represents failure on every level.

**1.13** At \$509 million per kilometer the WestConnex is a staggeringly expensive project , it is more expensive per kilometer than the high speed rail link between England and France underneath the English Channel.

**1.14** Modern cities around the world are rejecting motorway building as transport solutions as they have been proved not to work. Evidence shows that urban motorway projects like WestConnex do not deliver cost effective transport solutions. It has been found that they impact on the efficiency and lifestyle of the city and produce poor economic outcomes.

**1.15** Other leading global cities are investing in fast and efficient Public Transport that connects homes and jobs that supports the decentralization of the economy

**1.16** It appears quite clear that the project's benefits have been over estimated and it's costs substantially underestimated

## **Part 2 : Land Subsidence , Compulsory Acquisitions, Compensations.**

Relevant to terms a, b, c, d and j of the terms of reference.

- So many aspects of WestConnex were not costed or properly assessed.
- These include the impact and costs to individuals and the community of compulsory acquisition, damage to property and loss of heritage and community
- As the situation now stands, these costs exist but have been transferred back onto individuals and the community.

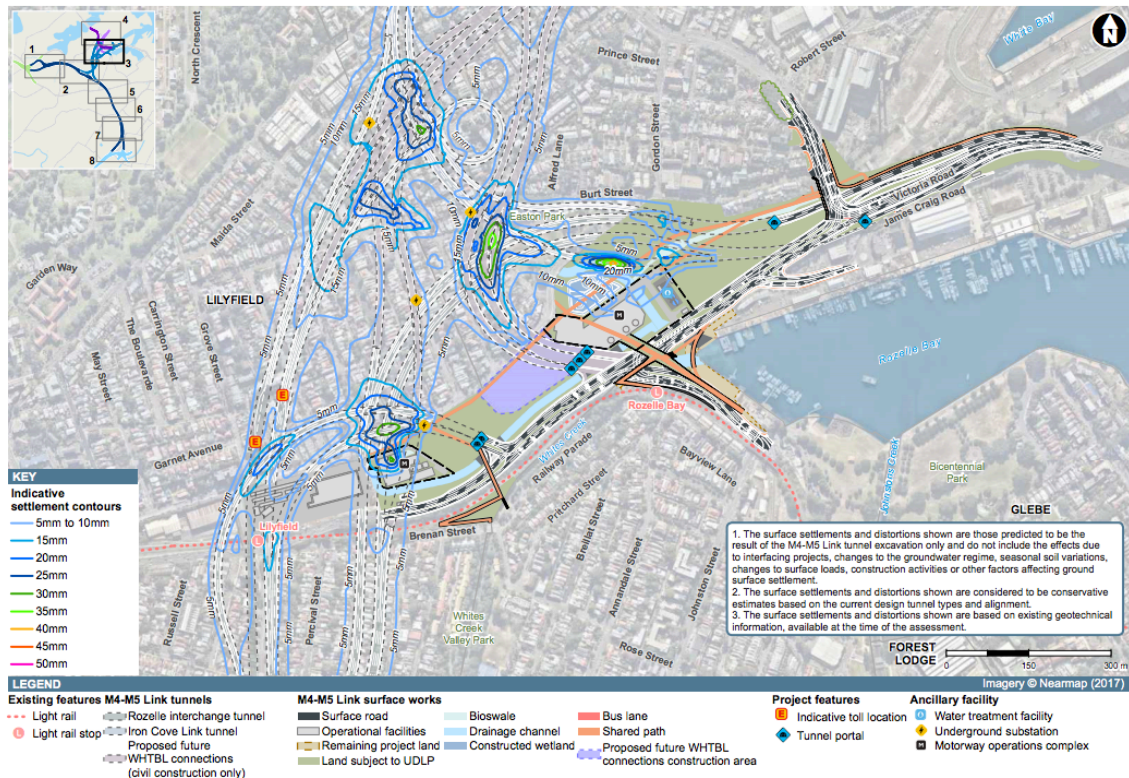


Figure 12-18 Preliminary settlement analysis (settlement contours) - Map 3

12-44

### **WestConnex Subsidence map for parts of Rozelle, Lilyfield and Balmain**

#### **2.1 Land Subsidence M4/M5 Stage 3b and Western Harbour Tunnel**

Subsidence caused by construction and tunneling is a major concern along the whole M4/M5 Stage 3 Link and the proposed Western Harbour Tunnel route. What has already been allowed to happen in suburbs along the route of the widened M4 and the New M5, is totally unacceptable and has lead to many homes being substantially damaged. Homes in areas of Haberfield and St Peters have been particularly badly affected. Based on this evidence it is expected that substantial property damage will occur in suburbs indicated on Westconnex subsidence maps, in particular areas where construction and tunneling are due to take place on and around the M4/M5 link Stage 3B. Suburbs which will be highly vulnerable to subsidence and hence structural damage are Rozelle, Lilyfield, Balmain, Leichhardt, Camperdown and Newtown. These are all major Heritage suburbs, which still contain the majority of the early Sydney housing stock that has survived the ravages of redevelopment. The majority of these

highly significant early homes were simply constructed. All of them are on basic 19<sup>th</sup> Century foundations, which will be totally unable to withstand the level of subsidence shown on the WestConnex predicted subsidence maps of these areas. There is no provision made in the EIS to make sure these highly valuable Historic homes are fully preserved. There should have been extensive measures outlined in the EIS to make absolutely sure this would be the case. This is a major oversight of major Heritage and Historical significance and must be addressed.



## **2.2 Loss of Heritage**

There has been a tragic loss of Australian History and Heritage with the WestConnex M4 Widening and the New M5. Many historic areas have been destroyed which are of great historical significance. Haberfield was the first comprehensively planned 'Garden Suburb' in Australia. There is considerable evidence to think it was the first such suburb in the World. Streets were to be wide and tree lined, fences would be low to foster a continuous garden between neighbours. Most importantly, no one house was to be the same – each was to be a separate design. All houses were to be beautiful yet modest. With the unbelievable destruction of Haberfield by the appalling design of WestConnex a huge part of this has been lost. It is a major loss of Australian Heritage. Stage 3 the M4/M5 Link as planned will pose a major threat to significant Heritage suburbs. Once demolished or irrevocably damaged these historic buildings can not be replaced, they are lost for ever.

## **2.3 Property Compensation Residential**

Large numbers of people had their homes compulsory acquired by the NSW Govt. Many have been treated appallingly with the majority not receiving market value homes and then not being in a position to be able to afford to buy back into the same area that they had lived in for perhaps many years. Even when the homeowner had paid to have the property privately valued; if that figure disagreed with the valuation from the RMS appointed valuer then the NSW



Valuer General decided the appropriate compensation level. If the homeowner believed that the Valuer General's offer was significantly below what should be paid then the only option was to take the matter to court. This was a risk that few could afford to take as a loss would incur legal fees in the region of \$30,000. RMS also started charging people rent from the moment their home was acquired even during the 90 day period owners have to appeal the Valuer-General's determination in the Land and Environment Court. A homeowner in the St Peters area was being charged \$875 a week to remain in their home while paying mounting legal costs and a mortgage. The Govt took advantage of families in this highly stressful situation and treated them with utter contempt. These underhand business tactics by RMS were finally exposed in the media.

'Absolute insult' for St Peters residents turfed out of homes for WestConnex  
Sydney Morning Herald 19<sup>th</sup> Oct 2016 Matt O'Sullivan

Homes taken, now 'trapped' WestConnex residents must pay to stay  
Sydney Morning Herald 16<sup>th</sup> July 2016 Sean Nicholls

Homeowner arrested during WestConnex eviction  
Sydney Morning Herald 10<sup>th</sup> December 2016 Lisa Visentin, Miriam Webber



## 2.4 Property Compensation Commercial

It is not only residential homeowners who have been commercially abused by RMS and the Govt. Numbers of commercial companies have also been offered hugely reduced valuations for the acquisition of their properties. Like homeowners they have been forced either to accept or go to court, a hugely expensive option in the case of a commercial enterprise. RMS told Desane Property which has a property located in the Rozelle Rail Yard that it was acquiring their site. Desane already had a substantial property redevelopment application under consideration. Desane was offered \$18 million for a site that the company said was worth \$100 million. RMS said that the land was needed for WestConnex but had no specific constructional need for the land. It was perhaps going to be used for parking during construction and would then be

green space after construction. But as RMS would then own the land there would be nothing to stop them then selling the land after completion of the project for a figure far in excess of their suggested acquisition price of \$18 million so turning a handsome profit for themselves and their stake holders. Since Desane's win in the high court two other businesses Swadling's Timber and Gillespie Cranes are seeking legal advice as offers made to them for their sites were well below independent market valuations. The modus operandi of RMS throughout the whole WestConnex project has been the general fleecing of commercial companies as well as homeowners. Numbers of properties have been purchased which it is questionable will be needed on completion of the project at which time RMS will be in a position to resell potentially at a profit.

#### Blow to WestConnex after State loses legal battle over acquisition

Sydney Morning Herald 1<sup>st</sup> May 2018 Matt O'Sullivan

<https://www.smh.com.au/national/nsw/blow-to-westconnex-after-state-loses-legal-battle-over-acquisition-20180501-p4zcns.html>



#### 2.5 Property Damage – Non Existent Compensation

There are a growing number of families who have had their homes ruined by the construction work associated with WestConnex some are facing giant repairs of up to \$200,000. It has become clear that homeowners are exposed to the full risk of repairing their own properties. Not only are Homeowners not covered by their home insurance policies, the Sydney Motor Corporation (SMC) have stated that it is not their responsibility either, they have to deal with the subcontractors, who do all they can to derail the claim process. The dilapidation report process is a sham. Even if there is pronounced damage homeowners are likely to be told in the report that, 'it cannot be ascertained to be a direct result of the construction works'. The onus is on the homeowner to prove beyond any doubt that the damage was caused by WestConnex. Families are forced to employ their own engineers and geotechnical engineers. It is critical to obtain the original geotechnical reports, including the soil moisture content, plus the

vibration reports from WestConnex. Not surprisingly WestConnex have done all they can to frustrate homeowners obtaining this information. A drop in soil moisture content has affected many houses and has been a major cause of damage. Road and tunnel construction includes measures to handle subsurface water; tunnels would flood if not adequately drained. Ground that is being drained will subside and historic houses built on 19<sup>th</sup> Century foundations will not be able to withstand this level of ground movement. Impacted families should have had their damages honestly assessed and fixed professionally but they are not. Families are being subjected to a long drawn out fight, for many for more than 3 years, to obtain any form of compensation. But SMC has a brutal, corrupt and deceitful track record in relation to compulsory acquisitions and all its other dealings with the community, so their bullying and callous indifference to these homeowners is no surprise. It is time to bring these practices to account.



A Beverly Hill's family is taking on 'Goliath' after WestConnex rejected blame for the cracks in their home

Leader News 28<sup>th</sup> March 2018 Murray Trembath

<https://www.theleader.com.au/story/4553332/plea-for-help-after-westconnex-rejects-blame-for-cracks-in-home/>

## 2.6 Property Damage – A Resident's Advice from personal experience.

This is Kate's story:- (name withheld pending legal action)

As it happens, a work colleague approached me today (very upset) that her new home of 2 months is right opposite the golf course that will be used for construction and later a pollution stack on the north side. Her name is Jenny (name withheld) and is keen to get involved in the campaign, wanting some tips from me. Her street is already getting active. She wanted to know what happened to me?

Here are My experiences: -

- "RMS will fix all homes damaged by construction. FACT: RMS will NOT fix homes damaged by construction. The full risk of at times very expensive repairs falls on the homeowner!

They refuse to engage in an honest manner. They jeer at us to 'prove it' yet refuse to hand over geotechnical information and the detailed designs of drainage to engineers engaged by families. Their "independent" assessments are conducted by small operators that rely on westconnex for gigs. There are



now 3 homes in my street at Kingsgrove that are experiencing damage. Two definitely need the foundations re-pinned before internal damage can be repaired. The third one only just started to show signs of cracking in the bathroom so an engineer will need to be sent in to view. We are looking at \$200,000 at least to repair. We are now engaging lawyers to take the matter to court.

- "There are strict conditions of approval for the sub contractors, and every effort will be made to not inconvenience residents"

Conditions of Approval are not taken seriously.

There is no care to keep night noise to a minimum. In fact, it seems workers have the attitude that "if I have to work through the night, then no one sleeps".

Heavy trucks arrived to our local streets before the timeslot of 7am, resulting in a very early start for all of us around 4.30am.

Very noisy deliveries at 3am on a Monday morning, rather than at (say) 9pm on a Sunday night.

Failure to properly record resident complaints - their log of complaints bears no resemblance to what residents complained of.

- Failure to deliver the promised 'urban repair". When tackled, we are met with responses like "oh, it just didn't happen".

- In sections where residents DON'T get active, RMS will walk all over them with no urban repair (witness Narwee to Riverwood)

- Promises of in-house noise attenuation fall by the wayside.

- Local road impacts, like removal of traffic calming pedestrian crossings, result in more traffic on our residential streets at higher speeds. Its dangerous for kids to get about independently not to mention more noisy. Local roads widened, more clearways.

Westconnex means that families cannot open their windows to let in the fresh air. Imagine a series of stinking hot summer days, and that refreshing southerly finally wips up at 9pm. Windows stay firmly shut. Even with the windows closed, the noise of heavy trucks blasting their horns at 4.30am still wakes the household.

These are the key issues

### **Part3 : Governance and Accountability**

#### Relevant to term (c) of the terms of reference

I consider the governance and accountability mechanisms for the WestConnex project to be entirely inadequate.

This issue has relevance to every aspect of the project including (j) other matters

Lack of sufficient detail in the EIS to enable proper assessment. This especially applies to Stage 3 the M4/M5link that was nothing more than a concept.

- Conflict of interest
- Choice of contractors who already have an interest in the project
- Lack of detail in the EIS to enable proper assessment. This especially applies to Stage 3 M4/M5link that was nothing more than concept.
- Lack of independent assessment. NSW Planning approach to the project seemed to be to approve it whatever the nature of the objections. Control of unacceptable impacts through conditions will never work.
- Constant PR spin has been used in the consultation process rather than clear information and explanation  
<https://youtu.be/kNE KxV50 w> WestConnex Promotion video  
WestConnex interchange plans unveiled. New tunnel connection 'won't cost a cent more.' ABC News 21<sup>st</sup> Jul 2016

#### **3.1 Lack of adequate independent oversight and assessment**

##### Aecom's involvement with the EIS and Contracts for Westconnex

The Concept Design and EIS for the Westconnex M4/M5 link were prepared by Aecom. It also did the EIS's for the M4 East and the New M5. This is the same company that was subject to legal action in Queensland for it's totally inaccurate traffic modeling for the Brisbane Clem7 River City tunnel. Aecom paid approximately \$400 million to settle these negligent claims. At the time a spokeswoman for Aecom told media that the company would not be doing any further traffic modeling where the Government is carrying risk. Aecom was also responsible for the traffic modeling for the Sydney Harbour tunnel which cost, the NSW taxpayer \$100 million dollars a year to make up for the shortfall in guaranteed toll revenue resulting from exaggerated vehicle usage modeling. It is extraordinary that this company was selected by the NSW Government to provide traffic modeling for the M4/M5 link. This modeling must be considered highly questionable along with the assessment for Air Quality, which was also carried out by Aecom, as Aecom was the company employed to prepare the EIS. The EIS should have been totally independently prepared with an unbiased assessment of the project. The fact that Aecom was tasked with preparing the EIS while at the same time was in receipt of other contracts involving Westconnex is a huge conflict of interest when it comes to its contract to deliver the EIS. In earlier stages of WestConnex it also promoted the project on its website. This demands major investigation especially in the light of Aecom's past record.

### 3.2 The Concept Design

The Concept design was a completely inadequate document. It was a document that was “indicative” only of what was to be constructed. It contained no detailed maps, scales, distances, designs or any details of the engineering solutions. The M4/M5 link includes the massively complicated Rozelle Interchange, a three layered construction the like of which has not previously been constructed anywhere else in the world.

### 3.3 The Stage 3 M4/M5 link EIS

The Stage 3 M4/M5 link EIS was issued just 9 days after the closing date for submissions to the Concept Design. There were more than 1500 submissions to the Concept Design some of which were highly detailed. It is impossible that issues raised in the Concept Design submissions could have been assessed and taken into account prior to the issuing of the 7200 page EIS. The EIS had obviously already been prepared. The EIS was based on the “indicative” only Concept Design. The short 60 day EIS exhibition period for this extremely large and highly complex project document did not allow the community the time to fully assess the implications and the complexities of this stage of the Project, the M4/M5 link. Time extensions were requested by councils but not granted. The only credible reason possible for this EIS to have been issued without the required detailed Design and Construction drawings being submitted to the Department; as had been the case for Stage1, the M4 East and Stage2, the New M5 and St Peters interchange; is that it was seeking hurried approval in order that it would facilitate certainty for the sale of Sydney Motor Corporation (SMC). All experience shows that these conflicts of interest have lead to a document that is designed to promote the sale of the project and not an independent evaluation.

The question needs to be asked - How has the approval of the EIS been allowed to happen? For example homeowners who wish to make alterations or additions to the structures or building envelopes of their homes are required to submit detailed Development Applications (DA) which must contain fully detailed plans and designs of their intentions. No alterations are allowed to these plans without further applications for the relevant permissions. So how can it be that a major Infrastructure Project has been allowed to proceed with approval given without all the required Plans and Designs in place on an “indicative basis” only, when the implications for the whole community on all aspects of society are so enormous? This throws into question the whole Planning Laws and Procedures in place in NSW and how they have been circumvented; it sets up a very dangerous precedent for the future and suggests a gross manipulation of procedures. This needs major investigation.

### 3.4 The Preferred Infrastructure Report (PIR)

The Westconnex Community Consultations for Stage 3 M4/M5 link EIS were no more than a PR box ticking exercises held in obscure venues with those conducting the sessions predominantly junior staff who were either ill informed or even under instruction not to offer in-depth additional information about the full implications for the community of the project. To any probing questions the standard answer seemed to be, “That hasn’t been decided yet, that is being currently worked through.”

At the Newtown Community Consultation even with these limitations through a careful progression of general questions I was able to unlock the undisclosed information that trucks were to be stationed at White Bay and that they were going to be called up to service the various Westconnex construction sites from there, for the majority of the construction of Stage3 the M4/M5 Link, more especially the Camperdown Dive Site.

Following on from that I was able to get an admission from this WestConnex staff member that in order to reach the Camperdown Dive Site located in the triangle of Mallet St/Pymont Bridge Rd/Parramatta Rd from White Bay trucks would be using Johnston Street Annandale. To access Johnston St and circumvent the problems posed for heavy trucks and trailers turning up Johnston St by the historic rail bridge at the Johnston St/ Crescent junction, the Crescent was going to be widened with an additional lane constructed for truck use to facilitate their large turning circle. This would also include extra traffic light sequences to control the movement of the trucks. This information had been worked out, was known and had been planned, and yet it had not been included in the EIS. Why was this information not in the EIS? This information was only disclosed in the Preferred Infrastructure Report (PIR) where the community no longer has input.

Either this information was purposely excluded from the EIS or the EIS had been written months before, making any submissions to the Concept Design totally irrelevant and corruptly abusing all NSW legal Planning Procedures and requirements. Had this information been included in the EIS it would have engendered a huge backlash from Annandale residents, especially those in Johnston street where there are 3 primary schools with a total of over 1500 students. There are also 2 Aged care facilities and 2 Childcare centres in Johnston St. This information was only disclosed to Community in the PIR, which meant that the Community has been denied the opportunity to assess the full implications of this proposal, comment on it, or object to it. It is yet another example of the Govt and SMC blatant disregard for the community. This has been demonstrated over and over again particularly in the Haberfield and St Peters construction areas.

### **3.5 The Rozelle Rail Yards. The Rozelle Interchange**

The Rozelle Interchange and Iron Cove Link 3B (Phase 2) is an exceptionally complex design incorporating three layers of tunnels up to 65 meters deep with numerous exits and entrances all under historic suburbs with houses built on 19<sup>th</sup> Century foundations. It is only a concept design with no detailed construction plans or designs, all of which should have formed part of the EIS. The EIS for this part of the M4/M5 link should not have been approved under these circumstances.

It is highly questionable that this interchange in its current form can be constructed. Mehreen Faruqi a qualified Engineer herself and the Green's transport spokeswoman until recently, said she was not surprised companies were hesitant to bid for the interchange because it was "bizarre and virtually unbuildable" under it's present design. The Govt only found one EOI respondent that was prepared to tender for this build, which the Govt rejected on the grounds that it would not deliver value for money. The Interchange, the like of which has never been constructed before anywhere in the World has now been

handed back to RMS to oversee the construction. There is major concern that due to the complexity, the design will now be substantially altered to simplify it and reduce cost and that a new design could result in much of this interchange being constructed above ground, in a form similar to the massive St Peter's interchange. Any changes along these lines must call for a new EIS.

The huge complication for an underground network as is being proposed for this Interchange in its current design is ventilation. Huge pumps will be required to drive pollution up from this three to four story spaghetti junction and this will be massively complicated and expensive.

If the Concept design for the Rozelle Interchange is to be changed there must be a new EIS for 3B (phase 2) of Stage 3. Most concerning is the fact that NSW Planning and the Govt have said that only if there is 'substantial change' to the design would a new EIS be required. But what percentage of change would be considered – Substantial? This lack of definition will give rise to the potential manipulation and disregard of NSW Planning controls. This must be stopped from happening, as it will set a precedent for potential maladministration of future projects and developments in NSW.

Recent articles in magazines and newspapers have falsely advertised the benefits to the community of a wonderful new park and recreational facilities in the Rozelle Rail Yards following the construction of this interchange. The following article in Ciao Magazine appeared recently:

The former Rozelle rail yards are due to be transformed into 10 hectares of green space, which will include smokestacks, sports fields and recreational facilities. The precinct is planned as stage 3 of WestConnex, featuring a skatepark, a pavilion and a lookout platform. Local residents have expressed concerns that the three unfiltered smoke stacks, will emit exhaust onto neighbouring properties. It has been widely reported that UrbanGrowth NSW, the development arm of the State Government have revealed a vision for two sports fields catering for a variety of sports such as soccer, rugby and cricket. Four multi-sport courts for tennis, basketball and netball are also under consideration. The initial development was announced in 2016 by then premier Mike Baird, in conjunction with the proposed Rozelle interchange. The 10 hectares of open space will be government and privately owned, connecting Annandale and Rozelle through a pedestrian and cycling link. Among the greenery, there are also plans for 250 carparking spaces, two clubhouses, a pavilion and a cafe, a playground area, picnic and barbecue facilities and parkland with tree canopy. The space is to be available for public use after the opening of the interchange in late 2023. The masterplan for The Bays Precinct will be finalised in consultation with local councils, according to a spokesperson for the Road and Maritime Services. RMS has been committed to remediating the site, that has been abandoned for over 20 years. There have also been indications that future uses of the park could include community centres and a school, according to the M4-M5 Link concept design released last year. *Written by Alison Xiao*

These type of articles have been published with supporting images similar to the one below which falsify these claims. The image below was published in the Daily Telegraph



The approval of the Environmental Impact Statement for the M4- M5 link does not require either RMS or the eventual contractor to provide recreational facilities. All that they are required to provide is landscaping of new open space within the Rozelle Rail Yards. Refer to 5.6.7 Urban design and landscape. There is no mention of recreational facilities. There are no plans for a skatepark, pavilion, lookout, café or clubhouses. There are no plans on the Bays Precinct web-site about the plan for the Rozelle Rail Yards and it remains to be seen what will actually be budgeted for in relation to recreational facilities. This is just RMS or Urban Growth false advertising PR spin ahead of the sale of 51% of the Sydney Motor Corporation designed to whip up enthusiasm and make the Inner West think they are getting some excellent new facilities.

### 3.6 Traffic modeling Rozelle Interchange and surrounding areas

The traffic modeling as stated in the EIS for Stage 3 M4-M5 link in the Rozelle, Balmain Annandale, Lilyfield, Camperdown area in particular is now completely incorrect. Submissions to the EIS closed in October 2017 but in February 2018 the Govt announced the building of the Multi Use Facility(MUF) and the relocation of Hansen's Concrete Batching Plant from it's current site to White Bay. In April 2018 the Govt approved the EIS, which included the traffic modeling that had not included the cumulative impacts of WestConnex Stage3 M4-M5 link together with the MUF, Hansen's Concrete relocation and the truck marshaling area in White Bay. Revised traffic modeling figures were shown in the Preferred Infrastructure Report(PIR) but the figures put forward were highly questionable, it is unlikely they reflect the real situation.

The Projected heavy vehicle movements in and around White Bay are predicted to be in the region of 3500 a day not the 2000 put forward in the PIR.

This staggering amount can be broken down as follows:

- White Bay Civil site as stated in the PIR 568 movements per day
- Multi Use Facility as stated in the PIR 1000 ditto
- Concrete Batching Plant - Hanson's EIS 1214 ditto
- Western Harbour Tunnel approx. 130 ditto
- Sydney Metro Projects approx. 460 ditto

Total Truck Movements per day 3492

This figure according to the Inner West Council and the Sydney Morning Herald research is conservative.

The Inner West Council has done it's own assessment of the predicted vehicle figures and has arrived at figure of over 4000 vehicle movements a day.

The Sydney Morning Herald published an article on 17<sup>th</sup> August 2018, which suggested 4200 movements a day. It states:

"Trucks travelling to and from the Bays Precinct in Sydney' inner west are forecast to increase almost nine-fold to about 4200 movements a day within the next three years due to major construction on several multibillion-dollar transport projects coinciding

Government documents marked "sensitive" estimate heavy vehicle movements in and out of the Bays Precinct to peak in 2021 as a result of construction of the final stage of WestConnex, metro rail projects, the Western harbour Tunnel and the port expansion at Glebe Island.

Piling pressure on local roads, light vehicle movements are expected to peak in the Bays Precinct – which includes the redevelopment of the Sydney Fish Markets – at about 3200 a day by April 2021, up from about 250 a day at present." Matt O'Sullivan

### 3.7 Truck access to Rozelle Rail Yards.

The EIS stated that there would be 517 heavy truck movements a day to the Rozelle Rail Yards site, of which 46 were stated to be at Peak hours. The EIS showed that heavy trucks would enter the site at an entrance 400meters West of the City West Link/the Crescent junction where a new junction was to be installed. Trucks would exit the site opposite the Crescent on the City West Link (CWL). Additional traffic controls would be set up to allow trucks to access and exit the site at both locations. At the time of the EIS trucks were coming from the West and when loaded were returning West.

The PIR now says that all trucks will be located at the marshaling area in White Bay. Trucks will now be arriving at the Rozelle Rail Yards site from White Bay using James Craig Rd. No mention is made in the PIR that the entrances and exits to the site are to change. If this is the case then trucks will turn left onto the CWL at the end of James Craig Rd and will have to make a right turn across the flow of traffic at either of the entrances on the CWL to enter the Rozelle Yards site. This will add massively to congestion on the CWL as it means trucks servicing the Rozelle Rail Yards site will have to cross the flow of traffic both to enter the site and to exit it as the spoil is to be taken to sites in Western Sydney.



### **3.8 Traffic Performance CWL, The Crescent, James Craig Rd**

The EIS stated “that without the ‘construction scenario’ the CWL/The Crescent and The Crescent/James Craig Rd intersections are forecast to operate satisfactorily at LoS D or better in both Peak periods. With the ‘construction scenario’ the operational performance at the intersections is forecast to worsen.” Since the PIR and the inclusion of the MUF, the Concrete Batching Plant and the Truck Marshaling area at White Bay the CWL/Crescent intersection operates at LoS E or F in both East and West directions at both Peak periods. PIR Table 5-1 Appendix A. These assessments do not take into account the cumulative effect of what is happening at other intersections and at link roads. EIS Table 7-19 shows that several locations are forecast to exceed theoretical roadway capacity with the increased background traffic together with the construction traffic in the 2021 AM and PM peak hours. However traffic on the majority of these roads would exceed their theoretical capacity even without the construction traffic, simply due to the growth in background traffic.” This had been stated in the EIS before the inclusion of the MUF, and the Concrete Batching Plant. It is clear the effect of these cumulative construction projects will lead to severe congestion in all these locations with the traffic severely backed up on a daily basis especially as much of this construction traffic will also be trying to access Anzac Bridge which is already at full capacity at Peak periods. The EIS and the PIR have no plan to deal with this eventuality other than to say that alternative will have to be worked out in the event of this happening. This is an unacceptable failure of planning

### **3.9 Traffic Johnston Street Annandale**

The EIS summary Annandale/Camperdown Prymont Bridge Rd tunnel site it states it is anticipated that there will be 133 heavy trucks and 70 light trucks accessing the tunnel site per day. In the PIR it discloses that the route to the Camperdown tunnel site has been changed. The route will now be from a truck marshaling yard at White Bay along the Crescent and down Johnston St to the tunnel site. Table 3-4 Appendix A Traffic and Transport Impact Assessment of the PIR suggests that there will be only 7 heavy trucks an hour travelling down Johnston St. This does not accord with the numbers in the EIS and does not include trucks from the MUF or the Concrete Batching Plant mentioned in the PIR that will also be travelling on Johnston St to service the Camperdown tunnel site or other local locations

- MUF. 1000 movements per day as stated in PIR. 10% of these are to local areas. This makes 100 truck movements locally.
- Concrete Batching Plant supplies 1000,000 cu metres of concrete a year, operating 5.5 days a week using 6 cu metre capacity trucks. This gives 607 one way truck movements a day. This is substantially more than the figure suggested in the PIR of 250. (This figure of 250, is also disputed by the Inner West Council, who consider the correct figure to be far higher). 10% of these 607 truck movements are to service local sites, which represents 60 one way truck movements. It would be expected that it is likely that the concrete trucks would return to White Bay by the same route, if this is the case that means a total of 120 Concrete Truck movements a day along Johnston St.



This information demonstrates there will be a potential 303 heavy truck movements a day along Johnston St together with perhaps as many as 70 light vehicle movements a day associated with the Camperdown tunnel site. This is a greatly increased figure to the 70 heavy vehicles a day suggested in the PIR of 7 an hour. The figure of 303 trucks poses a major concern with the increased likelihood of serious accidents along Johnston Street where there are 3 Primary Schools, 2 Childcare Centres and 2 Aged care facilities. There are also serious Health risks associated for with the use of Johnston St especially to children and the elderly.

## **Part 4 : Tree removal – Environmental damage – Climate Change**

Relevant to terms (c) (b) and (j)

The social, environmental and health costs of WestConnex have never been fully described, assessed and costed. They should have been included in an accurate and honest accounting of the project.

### **4.1 Trees – Bushes and Gardens**

The value of trees, bushes, and gardens has not been considered or included. All environmental damage impacts on amenity and environment and leads to financial costs which are not included in the cost/benefit ratio and general costing of the project. Trees and vegetation absorb large amounts of CO<sub>2</sub> which is vitally important in reducing Air pollution and fighting Climate Change. They retain rain water and slow water run off and loss. They add hugely to the cooling of the environment, which is immensely important. People living in a comfortable environment where homes and businesses are being cooled naturally means less need for air conditioning and refrigeration and hence less power usage and generation requirement which add to Climate Change. The loss of natural habitat is vitally important where 98% of pollination is carried out by bees and insects.



Euston Road and Sydney Park Tree removal

### **4.2 Tree Removal**

Currently thousands of trees have been removed during the construction of WestConnex M4 widening (Stage 1) and the NewM5 together with the St Peters Interchange(Stage2). Some estimates have put that figure as high as 10,000 which is a staggering amount. The great majority of these trees were fully grown mature trees many of which were over 70 years old. What should have been

assessed and included is the loss of intermediate level bushes and gardens. All these have a profound effect on the well being of the community. Whole streets and areas of trees have been destroyed. At Wolli Creek one of the few remaining sections of the critically endangered Cooks River/Castlereagh Ironbark was removed to make way for a construction truck parking area, when an alternative parking area could have been found.



Mature Paperbarks Euston Rd

At Sydney Park a whole section of the park was removed together with a whole street of mature Paperbarks on Euston Rd.

#### **4.3 Buruwan Park Removal – Poor Cycle Route Proposal**

In the EIS for the M4/M5 link (Stage 3) it says that the whole of Buruwan Park in Annandale is to go. This small park has been carefully nurtured over the years as it forms a barrier between the residential street and the City West Link from noise and air pollution. It includes a variety of trees including mature Morton Bay Figs. The EIS description of the park is inaccurate and was presumably presented in that manner to support the case for the Park's removal. It suggests the park is run down, ill lit and Graffiti covered. This park also has the importance of having the second most heavily used cycle route in Sydney running through it. An alternative cycle route is proposed in the EIS but this is distance based only and not time based. The topography of the proposed new route is very different to the current route and will be considerably longer on a time basis and will be a discouragement to encouraging cycling and its health benefits





Buruwan Park Annandale

#### 4.4 Parkland Loss Protest

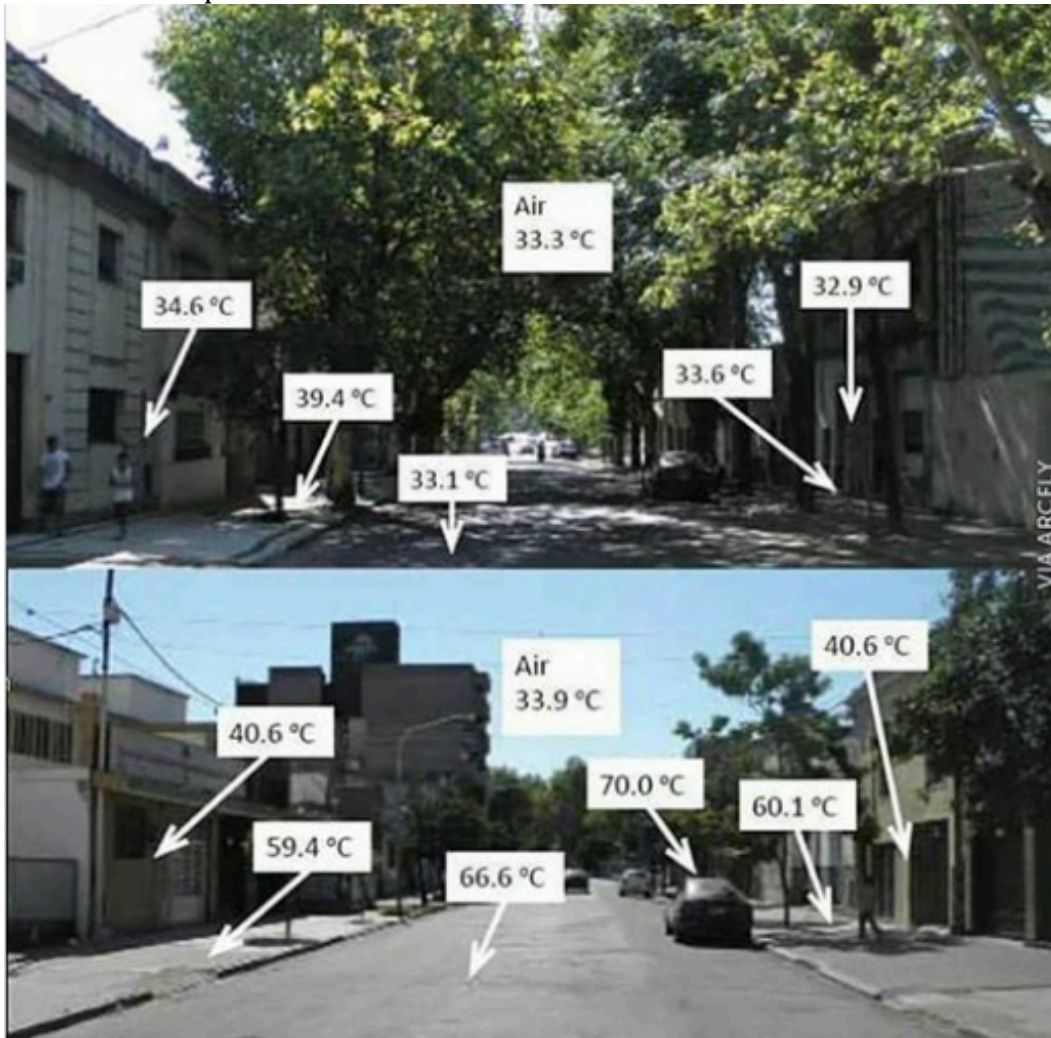
Parkland and green space have been savaged by this project. Residents in all these areas have been appalled by the environmental damage that has been allowed to take place and many have endeavoured to protect these areas, which has led to numbers of arrests and on occasions heavy handed police tactics with the Riot Squad being deployed against unarmed Mums and Dads protestors many of whom were elderly.



#### 4.5 Climate Change financial and health impacts

Today's community is very concerned about the growing effects of Climate Change. They are aware that everything possible needs to be done to fight against the rise in temperatures to protect their future and their children's futures. The mindless indifference to the destruction of trees and green space

throughout the city by this project is of major importance and will add significantly to future financial and health costs with increased levels of heat absorption and radiation. Road surfaces with no tree cover add massively to temperatures on the street and the surrounding areas. This increased heat radiates into the atmosphere. The situation will be greatly exacerbated when thousands of extra vehicles are added, together with their emissions, as is WestConnex's plan.



This Image shows the stunning difference in city temperature on the ground between a Tree Lined Street and one without. Air Temperature similar.

The Govt promised the community that all trees that had been cleared for WestConnex would be replaced by young saplings, but when the announcement was made it became clear that the Govt had diluted its promise with the new saplings being only tube stock, no larger than ballpoint pens – another deceitful betrayal. It will take at least 60 years for the majority of these trees to reach maturity, so the negative effects of heat build up and emissions from this project will add considerably to the worsening Climate Change situation.

Woman chained to Wolli Creek tree as WestConnex forest clearance enters second day. ABC News 8<sup>th</sup> Sept 2016 Bill Code

WestConnex: Protesters clash with Police over 800 tree death assessment

ABC News 11<sup>th</sup> Jan 2017 Michelle Brown, Ashleigh Raper

Govt accused of replacing WestConnex trees with ballpoint pen sized saplings.

SMH 26<sup>th</sup> Nov 2017 James Robertson

## **Part 5 : Health costs Physical and Financial**

Relevant to terms (a) (b) (c) and (j)

No issue could be more important than the health costs associated with this project because the assessment of the project, which is relevant to (c) Governance has been so inadequate – an example of this is refusal to filter the Pollution stacks and tunnels. I am not convinced that unfiltered stacks and Longitudinal ventilation is safe, especially in tunnels of more than 3kms. If it is not, the results for Sydney will be extremely serious and costly in health terms, both financial and physical

### **5.1 Health and Air Quality**

The Air Quality modeling has been based on the traffic modeling, which as has already been shown is incorrect. Given that poor air quality has a significant impact on Health the business case should have included the health costs and this represents a major reason against the project proceeding.

### **5.2 The Anzac Bridge surrounding area**

The EIS shows that significant volumes of traffic head onto the Anzac Bridge that is already operating at LoS F, the lowest level at peak hours. With the greatly increased volumes of traffic predicted this will lead to significant queues heading back towards the tunnels; this will greatly increase the levels of emissions particularly at the tunnel exits. RMS figures for the Lane Cove Tunnel show that tunnel users will be exposed to “more than 50 times the maximum levels” suggested by the World Health Org (WHO) at the end of the tunnels.

There will be extended delays at the Rozelle portals with traffic backing up into the tunnel portals during the peak periods. Occupants of vehicles who regularly use the same route will experience serious over exposure to the cumulative effects of continued exposure to both PM and NO2 pollution. It can be certain that serious health implications will follow with potentially lethal consequences.

### **5.3 M5 East Pollution Stack Research**

Research undertaken by the Sydney South West Area Health Service in 2011, in response to a cancer cluster around the M5East pollution stack, suggested that this could well be attributed to the emissions from the stack. The 40% increase in cancer in this local population was contrasted with a fall in cancer rates of 9% across the State, during the same period. It is noteworthy that prior to the opening of the M5 the incidence of lung cancer in this area was slightly lower than the State average.

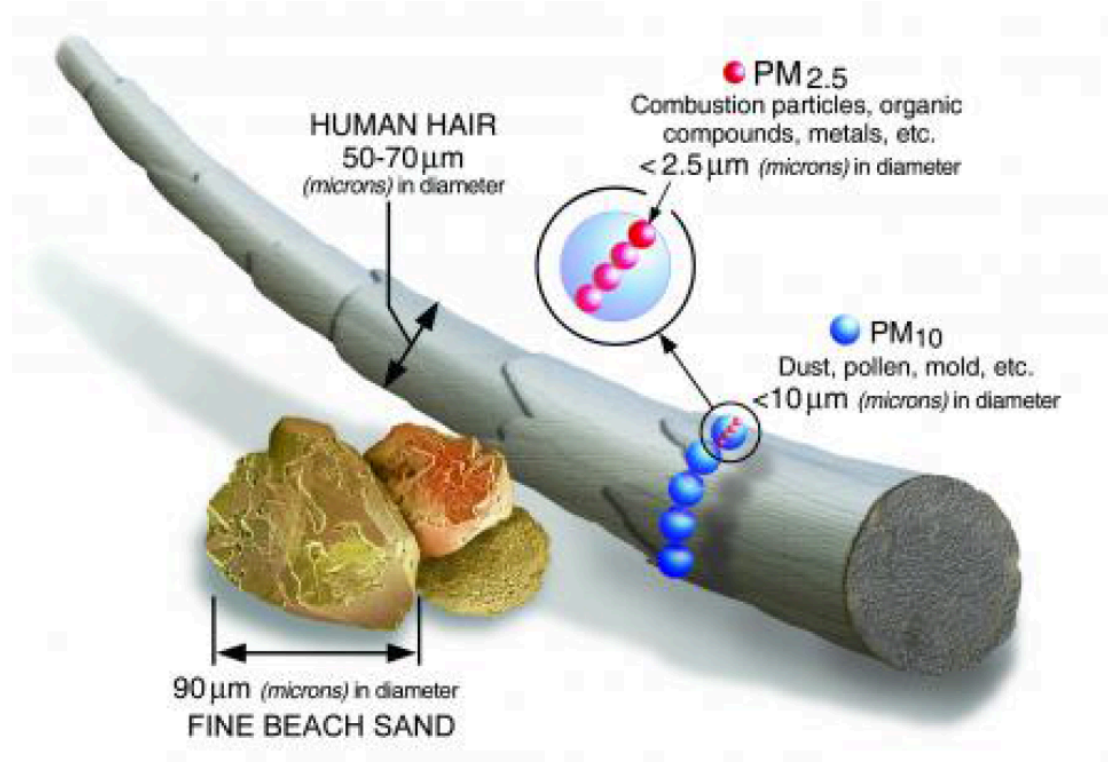
### **5.4 Johnston St Health – school children – the elderly**

There will be serious Health implications from using Johnston St as a main truck route. Either they have not been seriously considered or as seems more likely they have been ignored. This decision has the potential to lead to major impacts from Air pollution, Noise pollution and dust during the construction Phase of the M4/M5 Link. Much of these Pollution impacts will be ongoing. The EIS stated



that the greatest increase of Heavy vehicles at the PM peak will be on Johnston Street, which will see an increase of about 30-50 vehicles when compared to the 'without project' scenario. But these figures do not take into account the additional heavy vehicles that will be coming from the MUF and the Hansen's Concrete Batching Plant which did not form part of the EIS. So truck numbers are going to be greatly increased compared with those stated in the EIS. These increased numbers will greatly add to the additional risk of serious accidents involving children on Johnston Street.

There are 3 Primary Schools in Johnston St; Annandale Primary School, St Brendan's Primary School and Annandale North Primary School with a total of approximately 1500 pupils. There are also 2 Childcare Centres and 2 Aged Care facilities. The adoption of Johnston St as a main truck route through the suburb will expose all these children and the elderly to at least 5 years of severe pollution, for some children this will be for the whole of their Primary School education, this places them at an extreme health risk. Motor vehicles account for 14% of Particulate Pollution of PM 2.5 microns and less in Australia. Pollutants of PM2.5 and smaller are highly dangerous, being microscopic they can pass through the lung walls into the bloodstream and lodge in the brain. 40 PM 2.5 particles make up the thickness of a human hair. There is no safe level of exposure to particulate matter of PM2.5 microns and less. Particulate matter of PM10 and PM2.5 are linked with Asthma, Lung Disease, Cancer and Stroke and Heart Attack and are particularly dangerous to young children and the elderly. The major danger for young children is that it impedes lung development, which is not rectified as the individual grows. An adult with this childhood background is highly susceptible to respiratory problems and disease with an increased risk of early death. There is no evidence that they have taken into account what



has taken place in Haberfield and St Peters in relation to high levels of dust and air pollution in and around primary school areas. This is a blatant disregard for world's best practice. This is doubly criminal as the victims of this disregard for health are Primary school children. What is extremely concerning are reports that reports from the air quality monitoring stations near schools were not passed on to schools or parents, despite frequent request when it was suspected that air quality would be shown to be well above accepted safe limits.

#### **5.5 Rozelle Rail Yards Pollution stacks**

It is planned for 3 Unfiltered Pollution Stacks to be located in the Rozelle Rail Yards. There is to be a fourth stack on Victoria Rd close to Darling St, less than 200metres from the Rozelle Primary School. If the Western Harbour Tunnel is built it will make a total of 7 Tunnel Portals in the Rozelle Rail Yards. Tunnel Portals are areas of high levels of pollution especially the exits. It is completely unacceptable that the Pollution Stacks are unfiltered. The health implications and financial health costs in the future will be profound if the stacks are not filtered. In 2008 Gladys Berejiklian said of Labor "It's not too late, the Government can still ensure that filtration is a possibility. World's best practice is to filter tunnels. Why won't Labor allow people to sleep at night, knowing their children aren't inhaling toxins that could jeopardize their health now or in the future." Recently built tunnels in Tokyo successfully filter 98% of all pollutants. Filtration is not being proposed for these the tunnels of the M4/M5 Link, The Western Harbour Tunnel and the Beaches link to cut costs.

#### **5.6 Rozelle Rail Yards Pollution Outcomes**

The three Pollution Stacks in the Rozelle Rail yards are shown to be 35 meters high. The Rozelle Rail Yards are located in a valley. The Stacks will be on land that is approximately 3.5 meters above sea level, making the top of the stacks 38.5meters above sea level. Balmain Road between Wharf Rd and Victoria Road is at an elevation of on average 37 meters. Orange Grove Primary School is at an elevation of 33.4 meters at ground level. Areas in Annandale St Annandale are at 29 metres above sea level. All these areas are less than 800 meters away from these stacks. The tops of the pollution stacks will be at almost the same level as these locations so pollution will be blowing directly into properties located in these areas at these levels. This will be especially significant in summer when many windows are open. In situations of no wind the pollution will accumulate in this valley area and make the surrounding areas of rising ground highly polluted. There are at least 4 schools of Primary age children well within one kilometer of these Stacks. Young children are the most vulnerable to pollution related disease. Without filtration the future Health costs Physically and Financially can be expected to rise substantially.

#### **5.7 NSW Financial Health Costs due to Air Quality**

The Health costs of outdoor Air Pollution in Australia are up to \$8.4 Billion a year. The Health costs of Particulate Pollution in the Sydney Greater Metropolitan area is around \$4.7 Billion a year. If filtration is not installed in the tunnels future NSW Health costs will rise substantially.



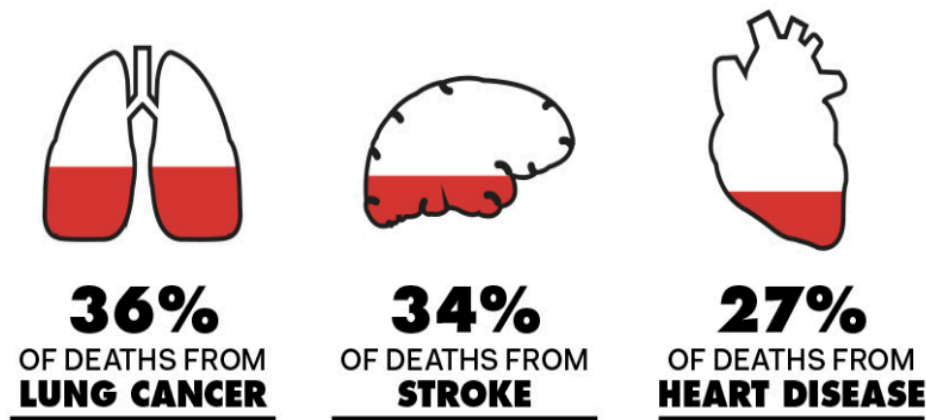
### 5.8 World Health findings

Air Pollution is the No1 World Killer. It leads to premature death from Stroke, Heart Attack, Cancer and Respiratory Disease. The most vulnerable are the very young, the unborn babies in utero and the elderly.

- “Pollution is the largest environmental cause of disease and premature death in the World, accounting for three times more deaths in 2015 than AIDS, Tuberculosis and Malaria combined, according to a sweeping global study published in The Lancet medical Journal.”

## THE INVISIBLE KILLER

Air pollution may not always be visible, but it can be deadly.



World Health Organisation.

### 5.9 Failures of Noise Mitigation – night time light pollution

Homes around the The Rozelle Rail Yards site and the Crescent Civil Site will be highly noise and light affected. The EIS M4/M5 link contains only vague references of how mitigation might be carried out. There is no requirement in the EIS that measures will in fact be carried out to address noise impacts. Noise mitigation measures need to be mandated and enforced. Residents in Haberfield and St Peters areas have been driven to distraction with the constant incessant

noise and lack of sleep in combination with floodlit work areas. Lack of sleep leads to serious physical and mental health issues through increased levels of stress for many people, especially for those with children who can not sleep; it is a serious medical condition. This situation has lead many to not being able to function efficiently at work and school, which over time can have very serious implications. There have been incidents where residents in the St Peter's area who in desperation have complained directly to contractors jackhammering outside their homes during the night have been threatened with the Police being called.

Residents of St. Peters and Haberfield sent earplugs for Westconnex noise  
Sydney Morning Herald Oct 26, 2017 – see attached article

#### **5.10 Failures of Toxic Dust mitigation**

There has also been a total failure to control highly toxic dust in Haberfield and St Peters areas where highly contaminated land is being disturbed for construction work. This poses a very serious long term threat to residents. These areas contained highly toxic chemicals along with lead, asbestos and arsenic residues due to their industrial past.

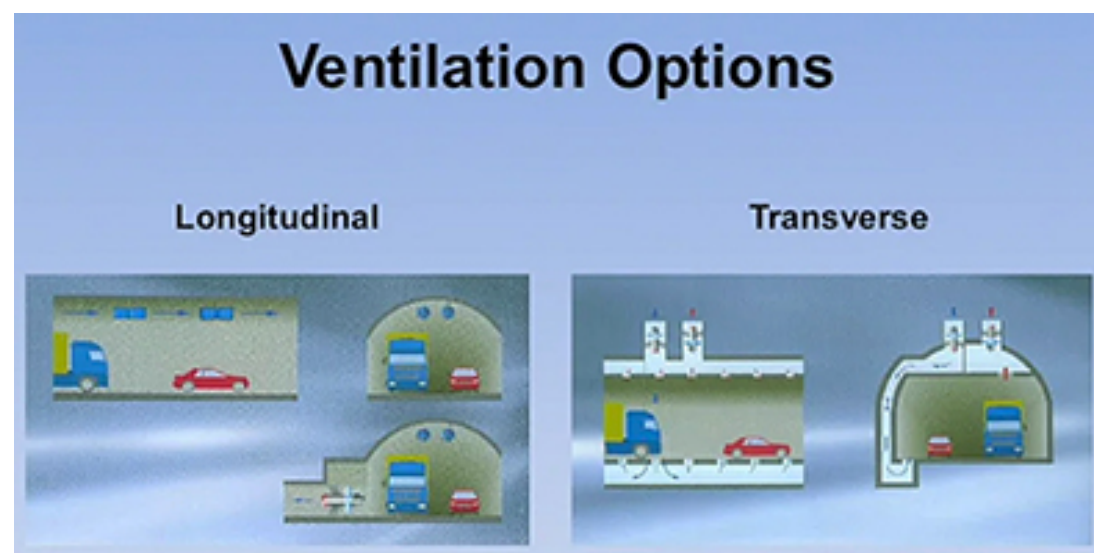
On the 9<sup>th</sup> April 2018 Haberfield Primary school was hit by one of these toxic dust storms where at 2.50pm the PM 10 in the air at the school leapt from 33ug/m<sup>3</sup>(micrograms) to 403ug/m<sup>3</sup>. 25ug/m<sup>3</sup> is the National limit for PM10 in Australia. In Victoria the Limit is 20ug/m<sup>3</sup>. The readings at Haberfield School were very serious pollution level breaches.

Haberfield school children cop WestConnex dust storm  
Wendy Bacon 10<sup>th</sup> April 2018 Environment – see attached article

#### **Haberfield dust storm – not just a 'regional event'**

Wendy Bacon 22<sup>nd</sup> August 2018

<http://www.wendybacon.com/2018/haberfield-dust-storm-not-just-a-regional-event/>



### 5.11 Tunnel Design Air Treatment and Ventilation.

The proposed ventilation system shown in the EIS is inadequate and a major health risk. The method to be used, the longitudinal piston effect only works for short straight tunnels. It is unsuitable for tunnels more than 3.5kms long. It is also unsuitable for tunnels that have bends in them as pollution builds up in the bends and intensifies the pollution levels. It is similarly unsuitable for tunnels that have gradients in them. The current M5 tunnel is 4.2kms long and experiences heavy pollution in slow moving traffic. There are signs in the tunnel telling people to roll up their windows, turn off their air conditioning and use their 'in vehicle air circulation' settings. On many occasions the pollution is so bad that it is visible. This tunnel is actually in two halves and still the pollution can be extreme. The Lane Cove tunnel is 3.4kms long and has similar signs and instructions. RMS figures for the Lane Cove Tunnel show that tunnel users will be exposed to "more than 50 times the maximum levels" of pollution. The fact that there are signs in these tunnels mean that the Govt is aware that there is a dangerous health problem. The proposed M4/M5 Stage3A Link tunnel from Haberfield to St Peters will be 7.5kms long. The type of ventilation that is proposed is woefully inadequate and will pose an unacceptable health risk. Long tunnels can be perfectly safely ventilated with cross flow ventilation as has been used in Tokyo Japan. The Yamate Tunnel is 18kms in length comprising separate 8kms and 10kms tunnel sections. This tunnel achieves 98% filtration. There are vents every 1km. The air expelled from these vents has been treated so poses no threat to the community. There is no necessity for Pollution stacks. It makes perfect sense in a city environment to capture all the emissions when they are in one place and deal with them instead of allowing them to be dispersed throughout the city endangering the whole population.

Noel Child - Road Tunnels: Air Treatment & Ventilation Considerations

<https://vimeo.com/280038554> (video link)



Photograph: Phil Stanziola/World Telegram & Sun/Library of Congress

“It is very discouraging to do our best to make the city more habitable, and then to learn that the city is thinking up schemes to make it uninhabitable.” Jane Jacobs. Saviour of New York

