

**Submission  
No 357**

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

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Legislative Council, Committees  
NSW Parliament  
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**Submission: Inquiry into the impacts of the WestConnex project**

We make this submission to the Inquiry as residents of Callan St. Rozelle. The concerns it details relate to the local impacts of the proposed **Westconnex Iron Cove Link, Stage 3b**. The Iron Cove Link is an underground twin-tunnel from Victoria Road, east of the Iron Cove Bridge, to Anzac Bridge and the New M5/St Peters interchange.

We first heard of the plans for the Westconnex Iron Cove Link through a television news story in July 2016. This was also the first time that the residents of Victoria Road heard that their properties were to be acquired by the RMS for this project.

This announcement caused considerable angst amongst our community and caused two families in our street to move due to the uncertainty of what the future held for them. There was never consultation by SMC with our community and most information at this stage came as either hearsay or from press reports.

Although stage 3 was not approved until April 2018 RMS immediately commenced negotiations with the owners of affected properties regarding their compulsory acquisition and many of the property sales were completed prior to approval.

**Question 1: Why were properties acquired prior the approval of the project and why so long before they are needed?**

**Question 2: Why was there not some real consultation with all affected residents?**

In June this year we lost our local Liquorland drive-in bottle shop, which had operated for many years on Victoria Rd. RMS appears to have too hastily acquired these premises - which months later remain vacant. As construction is not slated until 2019, the premises' early acquisition appears to have been more of a 'PR stunt' than a necessary reality. What was once a community convenience (and still could be) is now just an empty site.

**Question 3: Why was the community robbed of a local amenity so much sooner than needed?**

The proposed unfiltered ventilation stack on Victoria road will endanger the health of the local community in general and those with respiratory problems in particular. Recommendation 13 of the Inquiry into Lane Cove Tunnel in 2006 stated "That future road tunnel projects include within the call for tenders a requirement for tenderers to design and cost in-tunnel filtration as a component of the ventilation systems."

In 2008, when referring to the Lane cove tunnel, Gladys Berejiklian said “Members of Parliament should examine their conscience and consider how they would feel if their children or the children of loved ones were exposed to this level of fumes every day and they were part of a government that could have put in place measures to reduce the impact of the fumes “It is not too late, the government can still ensure that filtration is a possibility. World’s best practice is to filter tunnels. Why won’t they (Labor) allow people to sleep at night, knowing their children aren’t inhaling toxins that could jeopardise their health now or in the future?”

**Question 4: Why has the Premier reversed her stance on filtration of tunnels and ventilation stacks and ignored the recommendation of a previous parliamentary enquiry?**

The proposed substation and ventilation facility at the corner of Springside St and Victoria Rd have not been adequately described. The artist’s impression in the EIS shows a vague rectangular building with no definite features indicating air intakes, entrances, driveways etc. There has been no indication of noise or vibration levels.

**Question 5: How can an EIS be regarded as adequate without this level of detail? This question actually applies to Stage 3 in its entirety as the EIS was based purely on a concept not on a detailed plan.**

The proposed use of the former Balmain Leagues Club site as a dive site for the Western Harbour Tunnel is totally unacceptable. This site is literally across the road from Rozelle Public School and the effect of the noise and pollution on the school and surrounding area would be disastrous. Previous development proposals for the site have been rejected because of the effects additional traffic in surrounding streets and the danger of traffic entering Victoria Road. To propose a dive site with a constant stream of heavy vehicles arriving and departing is madness.

All of the above issues combined will have a considerable negative effect on our family’s quality of life. As our property has already been reduced in value by the proposed work and no compensation is due to us, moving is not an option. We are part of the collateral damage of this costly, polluting and needless Project.

John & Michele Todhunter