

INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT

Organisation: Residents of Glebe and Forest Lodge

Date Received: 28 August 2018

Legislative Council
Public Accountability Committee
NSW Parliament
6 Macquarie Street
Sydney NSW 2000

Residents of Glebe/Forest Lodge Submission to the Legislative Inquiry into the Impact of the WestConnex Project

Concerns about the 1st proposed route under Glebe/Forest Lodge – history

November 2015 – November 2016

The Glebe/Forest Lodge residents witnessed the Haberfield residents distress about destruction of heritage properties, loss of community, a classified heritage suburb and threats to Haberfield Public School. In addition, there was the uncertainty about compulsory acquisitions and the route of the tunnel.

With the knowledge and history of Haberfield's experience, residents of Glebe/Forest Lodge suffered a year of unnecessary turmoil and distress about the proposed Stage 3 route.

Our concerns included:

- Threat to the heritage of Glebe/Forest Lodge properties
- Loss of village environment and connectivity with University of Sydney
- Danger for pedestrians University of Sydney
- Loss of pedestrian footbridge
- Destruction of Arundel Street
- Loss of Arundel St heritage retaining wall and other heritage items
- Loss of on street parking
- Portals on Parramatta Road forcing 30,000 cars a day into CBD
- Loss of mature trees on Arundel St
- Low unfiltered vent stack close to homes and schools
- loss of bus stops and decline in service during and post construction
- Threat to Glebe/Forest Lodge /Camperdown Health & Education Precinct
- Threat to heritage buildings & sensitive equipment at University of Sydney
- Threat to Cyclotron and sensitive equipment at Royal Prince Alfred Hospital

Current concerns

- To date, there has been no update of the proposed route for Stage 3
- Lack of transparency re Rozelle Interchange proposed design
- Increase of truck movements in Glebe/Forest Lodge /Glebe Island
- Detrimental impact to local roads and the community
- Residents of the Inner West have consistently demanded more public transport
- There has been no new traffic modelling conducted by Roads & Maritime Services to reflect the change of route
- Traffic from WestConnex will be deposited onto local streets and forced to navigate local roads to access the Port and Airport

Concerns cont.

- AECOM Traffic Report for WestConnex Stage 3 Environmental Impact Statement acknowledges that building and operating WestConnex will affect the Crescent. SMC is required to complete a Construction Traffic and Access Management Plan and post-construction measures to mitigate the impacts. The work has not yet been determined
- More detailed traffic analysis major road network in CBD, linking Glebe/Forest Lodge is needed to assess WestConnex impacts and verify whether the mitigation measures will be effective.
- RMS must make traffic data available to the community so it can be comprehensively assessed. This must be carried out before construction commences.
- To date it is not clear that any planning has been undertaken by RMS to manage the impact of WestConnex on local streets, in areas such as the CBD and Glebe/Forest Lodge.

It is clear that the NSW Government must review the planning case for WestConnex. We, the residents are concerned that so many fundamental considerations have changed since the original decision. The WestConnex Project continues to cause angst and disruption to residents, transport and businesses.

Most modern cities are now rejecting motorways and removing existing ones, in order to make cities more liveable.

We respectfully ask that the Public Accountability Committee inquire into and report on the impact of the WestConnex Project.

Jan Wilson
on behalf of Glebe/Forest Lodge Residents

Attachments

https://majorprojects.affinitylive.com/public/726566c16c9b970fe155a31fb0ab3501/20160120_WCX_M4-M5_Link_SSIA_FINAL.pdf

3.5 Camperdown interchange

The Camperdown interchange would provide connections to Parramatta Road, in the general vicinity of Ross Street Glebe, for traffic travelling to or from the east of the interchange. No access to the M4-M5 Link for traffic travelling to or from the west of the interchange would be provided. The interchange would be constructed underground in tunnel with ramps rising in cut and cover tunnels to the portals at the surface to provide direct connections to Parramatta Road from the mainline tunnels. Bus lanes on Parramatta Road would be maintained.

Sydney Morning Herald 15 November 2016

Planners decided against building entry and exit ramps for the WestConnex toll road at Camperdown in Sydney's inner west because the expense or disruption they would cause could not be justified, the head of the corporation overseeing the project said.

<https://www.smh.com.au/national/nsw/planners-agonised-over-westconnex-ramps-at-camperdown-before-ditching-them-20161115-gsphue.html>

Sydney Morning Herald 17 August 2018

Trucks to skyrocket in Sydney's inner west due to transport projects

<https://www.smh.com.au/national/nsw/trucks-westconnex-documents-traffic-congestion-transport-20180812-p4zx18.html>

Sunday Telegraph 07,08.2016

Tunnel 'will ruin RPA'

EXCLUSIVE

LINDA SILMALIS

PATIENTS will be covered in "dust and dirt" while a \$25 million brain research "cyclotron" will be rocked by vibrations should a WestConnex tunnel be built, the board of a major Sydney hospital has warned.

The governing body of Royal Prince Alfred Hospital at Camperdown has engaged its own expert engineer to

carry out an independent assessment, while also writing to Roads Minister Duncan Gay.

The hospital is concerned at the possible route for Stage 3 of the \$16.8 billion motorway, which will connect City West Link to St Peters.

Its primary concern is the potential impact of a tunnel on its cyclotron, a particle accelerator which can measure molecules and proteins, located a block away from Missenden Rd. The cyclotron is used by

researchers from the Brain and Mind Research Institute.

It is understood the key concerns of the board relate to the construction phase of the tunnel on the building.

During a WestConnex presentation in May, board members learned the motorway project representatives had no idea of the location of the Cyclotron, nor had any alternative options.

After the meeting, the board resolved to conduct another

meeting "as soon as possible" with the WestConnex project directors to address its concerns.

As well as the impact on the cyclotron, the minutes of the board meeting reveal the concerns also included "disruption to clinical services", "noise and vibration impacting on buildings structures", "circulating dust and dirt on vulnerable patients", "traffic and congestion" and "ambulance access".

Mr Gay did not respond to requests for comment.

END