

**INQUIRY INTO IMPACT OF THE WESTCONNEX  
PROJECT**

**Organisation:** NoWestConnex (NoW Annandale)

**Date Received:** 5 August 2018

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Partially  
Confidential

# INTRODUCTION

Annandale NOW (NowestConnex Annandale) is a single issue organisation formed to oppose WestConnex in its entirety and Stage 3A and 3B in particular.

In this submission we will limit our concerns to only a small number of issues affecting Annandale in particular rather than a broad condemnation of the project as a whole. The Parliamentary Inquiry will receive numerous submissions which, while we agree with and support every one of them, will cover all aspects of the case against WestConnex. It is our intention to try to minimise repetition as we realise you will have an enormous amount of information to digest.

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This submission was compiled by and on behalf of NOW Annandale

Now Annandale affirms that we are a non-political organisation and that no donations whatsoever have been received from any political party.

We authorise publication of this document in its entirety.

We also 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 on behalf of NOW  
Annandale:  
Kelvin Riordan  
Member of NOW Annandale**

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

# 1. Lack of consultation with and misleading of the public

The five Community Consultation Forums were a sham. Westconnex sent experts along to answer questions but the public were not given the relevant information required to be able to develop questions capable of satisfying their concerns.

Annanadale was not considered as a spoilage hauling route in the EIS and when the Preferred Infrastructure Report (PIR) was released Johnston St. became an integral part of the Camperdown Dive Site. We had no chance to make submissions opposing this. Previously concerned residents had been assured this would not happen. Clearly any assurances given to the community were totally disregarded without any consultation. This is unacceptable.

The EIS was released just 12 days after the closing date for submissions to the concept design. This categorically proves that all Community Consultations and Submissions to the design were totally ignored. There were at least 800 posts on the interactive map. These were limited as the community only had 140 characters available to make their point which was woefully inadequate. However there were at least 1500 written submissions, some of which were highly detailed and of considerable length. There is no way that all these submissions could have been read, considered, their arguments integrated into the EIS and then for the EIS of 7200 pages to be put together, printed and released 12 days after the closing date for submissions to the Concept Design. There needs to be an investigation into this flagrant abuse of the way NSW planning laws have been flouted for the whole of Westconnex and particularly Stage 3.

Another example of misleading the public will be obvious in the next section which will be the largest in detail as it gets to the heart of this debacle.

Traffic.

## 2. Traffic Mismanagement and its Effects on Annanadale

## Executive summary

We will show:

1. Reasons to be wary of their predicted outcomes.
2. Problems of rebuilding the White's Creek bridge.
3. Level of Service Tables and what they reveal.
4. The anomalies in predicted traffic from Hansons Concrete Plant.

The residents of Annandale have been treated appallingly by this Government. And its decisions concerning Westconnex. Firstly we were asked to make submissions from a Concept Design. The EIS introduction clearly states that it is "indicative of the final design only". This had implications for Annandale which we were unable to have any input into. After the EIS was published in which Johnston St. was not mentioned as a route for heavy haulage trucks we discovered in their PIR that we would get 133 heavy haulage trucks and 70 light vehicles daily up Johnston St.

The widening of The Crescent between the City West Link (CWL) and Johnston St. will lead to heavy traffic congestion exacerbated further by extra traffic light control cycles being incorporated into the signalling at both Johnston St. and CWL, together with the inclusion of an extra traffic light control 400m west of The Crescent/CWL intersection to manage spoil trucks entering Rozelle Rail Yards worksite.

The proposed re-building of the White's Creek bridge will mean the road will be reduced in width as first one side is rebuilt then the other. Added to the additional volume of trucks from the Rozelle Rail Yards, The Crescent Civil Site and the Camperdown Dive Site this is going to lead to massive congestion along Johnston St. and all along the Crescent towards Ross St. and make it extremely difficult for residents to exit and return to their local area. This will affect anyone using Johnston St. or The Crescent to gain easy access to the CBD or Victoria Rd. It is most likely the commercial sectors of the Tramsheds Development will be badly affected.

It would be conservatively estimated Annandale would receive 50 heavy trucks per day from the Multi User Facility at White Bay (10% of 500 reported in "Cumulative Scenario" EIS) in addition to the heavy haulage trucks already mentioned. This brings us to a minimum 183 trucks per day up Johnston St. SO FAR!!

Particularly concerning is the relocation of Hanson's Concrete Batching Plant to White Bay. Again in 3.1.5 Cumulative Scenario the forecasts based on their own assumptions in that section should be worked out as follows: 1,000,000 cubic metres of concrete moved per year divided by 6 cubic metres per truck= 166,667 truck movements per year ONE WAY! Assumed 50 working weeks per year and 5.5 days per week=275 days per year. Therefore 166,667 divided by 275 =607 trucks per day one way. Now 20% of these are to service local worksites ie. travelling up Johnston St. or The Crescent to get to their destinations. This means 122 trucks per day! This will continue long after Westconnex hopefully vanishes. If we can assume trucks will return the same way the figures double! Looking at Table 3-2 of the EIS their cumulative construction scenario suggests only 250 vehicles one way for the CRP. This figure does not add up and needs to be investigated as Annandale will be forced to put up with this for the next 20-30 years depending on the lease agreement reached with Hanson. The James Craig Rd/CWL intersection will be severely negatively affected by this.

So now we have  $183 + 122 = 305$  trucks/day through Annandale and if the concrete trucks return the same way, as seems reasonable, this figure becomes 427/day. This is traffic madness through a residential suburb and a historic street with many heritage homes and Johnston St. IS RESIDENTIAL! Then again look what they did to Haberfield, a heritage listed suburb and, in fact, the first planned suburb in the world! It beggars belief!

If we look at the Level of Service (LoS) Tables ( Appendix H of their EIS) we see AM Peak Hour westbound in 2021 and the scenarios look fine for the "without construction" scenario and the EIS Option A comparison as there is no change but eastbound is still at F. In the scale A to F where A is Excellent and E is Gridlock and F is Fail. Therefore \$17 billion dollars for zero improvement here.

In Table 5-2 (EIS) the "without construction" and EIS option A the City West Link PM peak has eastbound at Fail and westbound deteriorating from D to E (gridlock) for west of The Crescent and east of The Crescent it is deteriorating from E (gridlock) to F (Fail) eastbound with both at gridlock westbound. Again what is the point! This waste of money and consequent environmental vandalism needs to be investigated to get to the REAL reasons behind this Westconnex project being forced on the NSW taxpayer in such a secretive fashion. I'm sure someone else will bring up the formation of Sydney Motorways Corporation!

Finally, looking at Table 3-4 (EIS) “indicative peak period distribution of heavy vehicles” we see Johnston St. has 7 trucks per hour for the AM Peak and the same for the PM Peak. From what I have put forward do the members of this Inquiry seriously expect Annandale residents to believe this “Indicative” Assessment. We implore you to delve into their traffic predictions and who and where these came from.

The EIS states that the traffic around the site of the Rozelle Interchange (Stage 3B to some) and surrounds of the Anzac Bridge are currently close to capacity. With the proposed project construction in the area it is going to be subjected to a huge increase in vehicle movements throughout the area for at least 5 years and with some experts saying up to 8 years. Even the “without project” scenario states that this area will experience no improvement and if anything the current situation would deteriorate. This is totally unacceptable. Indeed it is stated in the EIS that the only way to mitigate for this situation by 2033 is for the working population to adjust their work hours.” Due to forecast congestion some of this traffic is predicted not to be able to start or finish their journey within the peak period. Some drivers will therefore choose to make their journey either earlier or later in the peak period to avoid delay. This behaviour is called “peak spreading” .....

This is a categorical admission of the failure of this project to deliver its outcomes and a stupendous waste of taxpayers money.

### 3. The Pollution of Annandale and its Surrounds

#### 1. Unfiltered Exhaust Stacks

The Annandale and Rozelle areas will be subject to increased levels of pollution unless these stacks are filtered. In 2008 Gladys Berejiklian said of Labor “It’s not too late, the Government can still expect 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 jeopardise their health now or in the future”. She was making a valid point then but now?

Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less per cubic metre in Australia. There is no known safe level of exposure to these particulates which are linked to lung disease, retarded brain development in young children, asthma, cancer and stroke. “Heart disease will skyrocket due to air pollution caused by Westconnex bringing more cars into the inner west” says

Paul Torzillo, Head of Respiratory Medicine at Royal Prince Alfred Hospital ( Inner West Courier May 2017).

The three proposed Pollution Stacks in the Rozelle Rail Yards site are shown to be 38 metres high. This is a totally inappropriate location for these stacks which will be in a valley at 3.5 metres above sea level. Balmain Rd. between Wharf Rd and Victoria Rd. is at an elevation of on average 37 metres. Orange Grove Primary School is at 33.4metres. Areas of Horsey Rd. Rozelle are at 28 metres. Around the junction of Annandale St. and Weynton St Annandale the height above sea level is 29 metres. All these areas are in close proximity to these stacks with the exhausted pollution being on almost the same level as these locations. The implications are obvious and unacceptable. In situations of no wind the pollution will accumulate in this valley making the area highly polluted. There are at least 4 Primary Schools within a 1 klm radius of the proposed stacks. I refer the Inquiry to the submission of Dr. Peter Manins Chief Research Scientist and science manager in CSIRO Marine and Atmospheric Research to the Inquiry into Cross City Tunnel conducted by the NSW parliament in 2006. Among many of the concerns he raises about air quality in Sydney's tunnels he particularly notes the M5 Tunnel: "In my opinion, based on the reported performance of the Tunnel, it is essential that particle filtration or a rethink on the whole ventilation system be done for the M5 East Tunnel." "Sydney tunnels appear to be unique in the combination of high traffic levels (around 100,000 vehicles) and long length (around 3km). Again "the dominant problem is air pollution in the tunnels-particularly particle pollution. In tunnel filtration should be the first priority consideration, not in stack filtration. The former would improve the experience of tunnel users (motorists) as well as residents around the stacks." He goes on to say that trucks are the main problem for particulate pollution in tunnels. A good argument for filtration of Sydney's Tunnels as on Westconnex's site part of the justification for the M4-M5 link was "to get 10,000 trucks off Parramatta Rd. east of Concord"! Also the tunnels proposed are considerably longer than 3klm and so present a hugely more complicated scenario for Air Quality Control. The problem is that Ventilation and In Tunnel Filtration is expensive but the answer is not to do nothing at the expense of the community. Finally "The public sees that filtration is being installed in tunnels in Norway and Japan

and elsewhere as a matter of course, but the RTA keeps telling them that it is not possible or too expensive..." Not good enough Gladys!

## **2. Rozelle Rail Yards Green Space**

The Rozelle Rail Yards are an inappropriate area to create a new recreational area because the area will be highly polluted by unfiltered pollution stacks and tunnel portals for the Rozelle Interchange. In the EIS it is shown as an idealized green space with pictures of mothers with strollers and people bicycling and kids playing. "It is envisaged that the quantum of active recreation within the Rozelle Rail Yards would be further developed by others as projects such as the Bays Precinct are developed. The concept plan provides spaces that could include an array of active recreational activities such as gardens or a school". The suggestion that this would be a suitable location for a school is just beyond belief and demonstrates that those who have put these plans together are either staggeringly ignorant or delusional. What part about 2.5 micron particulates causing death do they not understand?

## **3. Water Quality**

The management of water in the Rozelle Yards is of great concern as the site is highly contaminated and the construction work that will be carried out will cause a great deal of disturbance especially once vegetation has been removed. There will be potential impacts from contaminated soils, leakage/spills of hydrocarbons and other chemicals from machinery, vehicles transporting spoil adjacent to roads and stormwaters, rinse water from plant washing and concrete slurries. Water from tunnelling activity and other works will also introduce contaminants. Also the soil expected to be found there is acid soil which needs special treatment. The EIS says that much of this water will be treated in temporary facilities and sediment tanks before being released to Whites Creek and Rozelle Bay. To Date their track record on what is promised and what is delivered is poor. Just today ( August 3<sup>rd</sup>, 2018) it was announced that Westconnex has reneged on an agreement to design and construct the Peter Bulger Wetlands promised in the Camdenville Park master plan after compulsorily leasing one third of the park. The restoration was to include constructing a wetland to improve water quality and bio diversity. The Westconnex design does not include the wetland, the pathway joining Bedwin Rd and May St. or the land scape envisaged

in the plan (Inner West Council website 3/8/18). St. Peters gets screwed again.

#### **4. Other Considerations in Brief**

- a. Health costs of outdoor pollution up to \$8.4 billion a year and in the Sydney greater Metropolitan area around \$4.7 billion. No filtration will lead to higher costs that would likely surpass the price of filtration.
- b. Others will discuss in detail the deliberate “hiding” of pollution monitoring results eg. St. Peters Primary School. By this I mean making it difficult for the public to have access to Air Quality Monitoring Reports. “Dangerous pollution at St. Peters School- Why didn’t anyone tell the parents” by Wendy Bacon, Luke Bacon and Henare Degan June 2018.)
- c. The Air Quality Monitor at Haberfield Primary School also has recorded dangerous levels of PM<sub>2.5</sub> and PM<sub>10</sub> well above World Health Organisation maximums. Both these schools have one thing in common. They both have Westconnex construction activity around them 24/7.

## **4. Effects of Hansons Concrete Batching Plant at White Bay.**

Most of this section is covered in part 2 with regard to the increase in traffic certain to be generated by moving Hansons to White Bay. The reason behind the move is typical of the Berejiklian Government’s obsession with development. They saw the Fish Markets site as a prime development opportunity but to unlock its potential the markets had to be moved. The solution was to move Hansons to White Bay and the redeveloped Fish Markets to the Hanson site.

A simple solution for them but a nightmare for Annandale and Rozelle. Surely there comes a point where the Department of Planning and Environment and Infrastructure NSW should be investigated for decisions that have such deleterious effects on local communities.

## **5. Settlement Issues.**

Land subsidence in the areas of all tunnel routes is of great concern to all residents. This is of special concern in the Rozelle / Lillyfield area where there are layers of tunnels. There is likely to be ongoing and considerable subsidence even when the tunnels are built due to the ongoing necessity to remove ground water from the tunnels. This will lead to a slow drying out of the sandstone and hence settlement. Of course this is if SMC can find a contractor capable of building this hugely complicated system of tunnels.

Generally the risk of settlement is lessened where tunnelling is more than 35m deep. In the Rozelle area the tunnel will be at 30m in the Brockley St and Cheltenham St. area and it will be even less than that in the Denison St. area. Also it is planned to have another layer of tunnels above that in the Deniston St. area. From the cross section diagram ( Volume 2B appendix E part 2 of the EIS) the suggestion is that this higher level of tunnels will be at no more than 12M. This is of major concern. Numbers of people in the ongoing construction of Stage 1 and Stage 2 have suffered extensive damage to their homes costing thousands of dollars to rectify caused by vibration and tunnelling activities and settlement. Although they followed all the elected procedures their claims have not been settled. This is not acceptable. There is nothing addressing these major concerns in the EIS apart from a brief sentence towards the end of the section on Settlement stating that any damage caused would be rectified at no cost to the home owners.

There are also parts of south west Annandale around Mayes St., Ferris St. and Reserve St. that could well be affected by subsidence. Some of this area is in the 15mm and 20mm shaded areas on the EIS subsidence maps.

NOW Annandale has been contacted by a woman whose neighbour is right next to the Golf Course on the north side of the Western Harbour Tunnel Project. The names have been changed to protect their privacy but should the Inquiry wish to speak to them they may be willing to tell their story in person.

This is       's story:

“ 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 three homes in my street at Kingsgrove that are experiencing damage. Two definitely need the foundations re-pinned (underpinned) 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 arrive to our local streets before the timeslot of 7am resulting in a very early start for us around 4.30am.

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

Failure to properly record residents 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 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 in our residential streets at higher speeds. It’s 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 fresh air. Imagine a series of stinking hot summer days and that refreshing southerly finally whips 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.

’s story is common in this ongoing saga that is Westconnex. People deserve better from our elected representatives and we sincerely call upon this Inquiry to investigate all aspects raised in the Submissions sent in and to deliver a just outcome to aggrieved parties if their claims are proven to have merit.