

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

**Organisation:** NW Rozelle Residents

**Date Received:** 31 August 2018

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30 August 2018

Legislative Council, Committees  
NSW Parliament  
6 Macquarie St  
Sydney, NSW 2000

## **Submission: Inquiry into the impacts of the WestConnex project**

Residents of NW Rozelle make this submission to the Inquiry under the reference terms, *B. Cost of the WestConnex Project; D. Compulsory Acquisition of Property for the Project; and J. Any other related matter*. 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.

### ***B. Cost of WestConnex Project***

#### **B.1. Acquisition of ex-Tigers site, Victoria Rd, Rozelle**

- B.1. Tigers site acquisition poorly prosecuted at expense of taxpayers

### ***D. Compulsory acquisition of property for the project***

#### **D.1. Impact on community amenity – loss of community and services**

- D.1. No effort to engage or contact local residents regarding the Iron Cove Link
- D.2. Nearby residents move out due to uncertainty
- D.3. Communication suspended between residents
- D.4. Houses and businesses acquired prior to Stage 3 WCX approval
- D.5. Residents unable to move due to lower house prices
- D.6. Disrespect for local residents by WCX/SMC/RMS
- D.7. Desecration of business strip on Victoria Rd
- D.8. Structural concerns during and post construction

### ***J. Any Other Related Matter***

#### **J.1. Impact on visual amenity and urban design**

- J.1a. Lack of acknowledgement of heritage of area
- J.1b Design does not consider users
- J.1c. Scale of ventilation stacks overpowering

#### **J.2. Unresolved health/noise/air quality issues**

- J.2a. Threat to Bay Run/King George Park patrons, and to local schools
- J.2b. Cumulative noise pollution not addressed in the EIS
- J.2c. Health issues for the community – dangerous contamination of Tigers site
- J.2d. Tigers 8-year dive-site proposal would destroy the Rozelle community

#### **J.3. Unresolved issues in relation to real traffic concerns**

- J.3a. Increased traffic via Iron Cove Link will exacerbate Iron Cove Bridge bottleneck
- J.3b. Safety issues on local roads not addressed
- J.3c. Loss of parking in local roads not addressed
- J.3d. Pedestrian, cycling and public transport amenity compromised

## **Inquiry into the Impact of the WestConnex Project – Iron Cove Link, Stage 3b**

### ***B. Cost of WestConnex Project***

#### **B. Acquisition of Ex-Tigers site, Victoria Rd**

##### **B.1. Ex-Tigers site acquisition poorly prosecuted at expense of taxpayers**

The ex-Tigers site, cnr Victoria Rd and Darling St, Rozelle, was first ‘earmarked’ as a possible excavation site for the Western Harbour Tunnel in *The Sydney Morning Herald*, 1 March 2018. At this time, the property was slated for a \$160M development. Neither residents nor the developer, it seems, were given any certainty as to the acquisition of this site and development plans proceeded. Heworth took ownership of the site on 20 March 2018, and released plans for re-development (3 x 12 storey residential towers, a supermarket, and commercial offices on site). It wasn’t until 31 July 2018 in the *Inner West Courier* that residents found that the site was now to be acquired by WestConnex - for eight years! It is not fair that taxpayers will now have to pay out substantially more money to the developer for this site (rumoured to be around \$250M) because of the Government’s (calculated?) indecision/obfuscation. It is also outrageous that Rozelle residents have not been apprised of the RMS’s plans at any stage of this proposed acquisition, and that they have only been able to read about these plans (which relate to a project – the Western Harbour Tunnel – which does not yet *even possess* an EIS) in the press.

**Request – That the project be questioned for maladministration of public money and question why the tax payer should be left to foot the bill.**

IWC Mayor Darcy Byrne also pointed out in an interview with *The Weekly Times*, 7 March 2018, that the redevelopment of the ex-Tigers site had significant traffic problems associated with it: “It’s been with the state government for five or six years now and they’ve refused the last four or five proposals and it was based on objections from Roads and Maritime Services about the traffic impact on Victoria Road.” It remains unclear to residents as to why allowing massive numbers of truck movements from the dive site onto Victoria Rd, just metres down from a major intersection, would not cause equally significant traffic problems. Byrne continues: “This has been a very badly planned project from the start, but in the long history of WestConnex stuff-ups, this is possibly the stupidest decision that they’ve come up with”.

The Tigers Club originally closed in 2010 to make way for the CBD Metro to Rozelle, which was later scrapped. The EIS for the CBD Metro had also shown the site’s use would be a logistical nightmare due to the thousands of tonnes of tunnel spoil that would need to be removed by Victoria Rd (*Inner West Courier*, 31 July 2018). A spokesperson for the local community said the EIS showed it wouldn’t be possible to have massive trucks hitting peak afternoon traffic so they were going to have run over the weekend and at night. It will be the same for this project.

**Request – RMS explain how the proposed dive-site truck movements would not cause significant traffic delays at peak hour on Victoria Rd?**

## **Inquiry into the Impact of the WestConnex Project – Iron Cove Link, Stage 3b**

### ***D. Compulsory acquisition of property for the project***

#### **D. Impact on community amenity – loss of community and services**

##### **D.1. No effort to engage or contact local residents regarding the impending Iron Cove Link**

The Iron Cove Link became public through a television news story in July 2016. Residents on Victoria Rd (between Iron Cove Bridge and Springside Street, Rozelle) first heard about the acquisition of their properties through Channel 9 news.

##### **D.2. Nearby residents move out due to uncertainty**

Although the Iron Cove Link was not approved until April 2018, for 21 months from the time the project was first flagged (7/16), nearby residents felt increasingly vulnerable as the WestConnex Stage 3 'fait accompli' story unfolded. Several newer families in Callan St (no 3 and 5) who lived close to Victoria Rd where houses were slated for acquisition moved out of area in 2017. They became extremely anxious about the lack of information and secrecy around the project and future house acquisitions, and this eventually created too much uncertainty for them and their young families to live with. Callan St is a close-knit, stable community and it was a shocking wrench for us to see these families driven out by a project which, at that point, was unapproved, still very much a proposal.

##### **D.3. Communication suspended between residents**

Once the RMS arrived to negotiate on house acquisition, residents in the firing line actively avoided meeting with other locals. Confidentiality clauses pushed neighbours away from communicating with each other, destroying the fabric and feel of a close-knit community.

##### **D.4. Houses and businesses acquired prior to Stage 3 WCX approval**

Many of the houses of long-term residents on Victoria Rd were acquired more than a year prior to Stage 3 WestConnex approval, and were rented over the intervening months.

**Request – That SMC/WCX/RMS explain why they needed to remove residents so long before the project was approved (April 2018)?**

In June this year we lost our local Liquorland drive-in bottleshop, which had operated for 38 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.

**Request - That SMC/WCX/RMS explain why a much-used service such as Liquorland couldn't have stayed on until construction started (2019)?**

### **D.5. Residents unable to move due to lower house prices**

As a local Clubb St resident, expressed it in a 2017 EIS submission/plea (*NSW Planning & Environment, Major Project Assessments, WestConnex M4-M5 link - EIS Community Submission, Submission Number EIS 006465*):

“Abolish the Iron Cove Bridge Link section. This is already causing me personal hardship as I have been unable to sell my house based on the proposed plans even at a SUBSTANTIALLY lower price than neighbouring properties given I am in a high impact zone.”

### **D.6 Disrespect for local residents by WCX/SMC/RMS**

Residents in NW Rozelle attempting to engage in conversation about the project with contractors (surveyors etc) working in the local area are routinely told by contractors that ‘they cannot enter into this conversation’. When pushed as to the reason why, contractors hand out a WestConnex phone number for the resident to direct their enquiries to. This ridiculous secrecy and communication barrier only serves to aggravate the community further. What happened to residents having the right to know what is going on in their own street?

As an example of how such interaction might better be handled... earlier this year Ausgrid hosted an inclusive-feeling session about the upgrade to the Rozelle substation in Manning St. Residents were asked to comment on designs, interacting with the architect and a site engineer in person on site. It was a very successful two-way affair with many wide-ranging issues to do with electricity being discussed, which arrived at a meaningful outcome for the community.

Initially SMC agreed to have meetings with select individual residents to discuss how WCX might impact their homes, and several of these meetings went ahead. But this divisive tactic left other residents - having to rely on someone else’s interpretation of what was needed, being offered, and said - out in the cold. Information sessions delivered by WCX/SMC in Balmain lacked sufficient detail to be meaningful, and when residents like us had serious questions to be addressed (such as traffic and safety issues), we were instructed to write our query on a piece of paper with our contact details and told that WCX/SMC would get back to us. We did not ever hear from them again!

**Request – Ask WestConnex why they have deemed it unsuitable for residents to talk to SMC/RMS/WCX contractors in their own streets, and why they have not managed to involve residents in a genuinely consultative process?**

### **D.7. Desecration of business strip on Victoria Rd**

We hear about the negative impacts of the proposed Iron Cove Link on a business owner on Victoria Rd, between Callan and Moodie Streets, even before any construction has started (*2017 EIS Community Submission, Major Project Assessments, WestConnex M4-M5 link*):

“Given that there are various shops along this part of the Victoria Road, the WestConnex proposal has seen the acquisition of a few shop fronts except mine which breaks the business strip and creates a decentralised commercial/ retail area, detrimental to local business and owners seeking survival. I have been greatly affected by this as my current tenant, who has signed a 5yr lease is complaining that the WestConnex project is already impacting on their business running. Current tenant already has the intention of moving out and there will be a long period of vacancy which I find unjust having to deal with my loss without the NSW government being able to come up with any compensation strategy. I believe the situation will worsen when construction begins and post construction especially with the increase in traffic volume and lack of parking, pedestrian friendly spaces, construction, and noise. With all these adverse effects, it makes it impossible to operate a business there.”

The acquisition of businesses along Victoria Road will also inevitably change the nature of the surrounding community.

**Request – Does WCX have a compensation strategy for existing businesses?**

#### **D.8. Structural concerns during and post construction**

We hear again from the same business owner on Victoria Rd (*2017 EIS Community Submission, Major Project Assessments, WestConnex M4-M5 link*):

“As my property has over 100 years in history, I believe structural stability will need to be compensated by its age. One of my major concerns will be the structural integrity of my building during and post construction, knowing that the WestConnex project involves underground and much excavation work. Construction vibration or changing soil content may damage the building. I find it crucial to be able to speak to a specialist to have a greater understanding of how the government can help to protect the property and to ensure that appropriate actions are taken in the efficient time frame. There is no functional management plan for these risks, no articulated complaints investigation process nor any articulated compensation and remediation strategy. When measuring the impacts in the EIS, residents have little confidence that any measures set out in approval document will be complied with.”

**Request – Will WCX have a compensation fund and management plan to protect and repair resident’s homes from structural and other damage caused by construction?**

## **Inquiry into the Impact of the WestConnex Project – Iron Cove Link, Stage 3b**

### **J. Any other related matter**

#### **J. Impact on Visual Amenity and Urban Design – Iron Cove Link**

Concept designs of the Iron Cove Link presented to the community in 2017 were seriously under-prepared, and showed no sensitivity to ‘place’.

##### **J.1a. Lack of acknowledgement of heritage of area**

As the independent urban design peer review assessment of the Iron Cove Link by SJB Urban requested by the NSW Department of Planning and Environment (*WestConnex M4-M5 Link – EIS Determination – Independent Consultant Peer Review, Appendix G, EA Report, Urban Design*) states “the design doesn’t currently feature any unique design aspects that tie it back to ‘place’; i.e. referencing the area’s economic or cultural heritage or taking in views to nearby features (Iron Cove Bridge). The design appears to be a series of spaces wedged between a road and existing neighbourhoods.”

NW Rozelle has its own distinct history, and losing the 27 houses and properties on Victoria Rd between Iron Cove Bridge and Springside St will obliterate this history entirely. Some of the evicted families had deep connections to Rozelle - for example, 232 Victoria Rd was built by the great grandfather, and had been occupied by the same family ever since. Other heritage examples on this strip include the Victoria Rd houses between Toelle St and Springside St which originally backed onto horse stables; the shop at cnr Victoria Rd and Callan St was J. T. Maher’s, a family grocer, which began in the 1890s and remained a corner store until the 1960s.

**Request - Ask the RMS not to begin destruction of the buildings along Victoria Rd between Iron Cove Bridge and Springside St until a heritage study is done of the strip by a heritage consultant. Residents at 44 Callan St have evidential heritage material for perusal by the consultant.**

##### **J.1b. Design has not considered users**

A further extract from the same peer assessment comments on the new ‘recreational’ spaces to be created on Victoria Rd where houses have been demolished: “The value of small open spaces located between a busy road and the side fences of neighbouring properties needs further justification. Whether it’s healthy for children to play in these spaces also needs to be considered.”

These new, small open spaces will be subject to the dangerous invisible particulates of 2.5 microns and smaller. All evidence shows that these particulates are particularly harmful for children (being linked with impaired lung development, and increased cases of asthma).

**Request – That a specialist urban designer reshape the design with input from the community, and consider whether these new, small open spaces which will sit alongside a congested major road, a tunnel portal, and a ventilation stack, will ever actually be used.**

**J.1c Scale of the ventilation stack aesthetically overpower neighbouring parkland and residential areas (see photos below).** The stack depicted in the WCX drawing is disproportionately high to the rest of the buildings in the area and will cast a shadow at some point over the footpaths and a number of local homes.







Figure 13-36 Existing view looking east along Victoria Road at corner of Crystal Street (IC6)



Figure 13-37 Artist's impression at 12–18 months of project operation for the view looking east along Victoria Road at corner of Crystal Street (IC6) (subject to detailed design as part of an IIDI P)

**Request – RMS/WCX/SMC undertake a re-evaluation of the scarily inappropriate concept design presented in the drawings. The artist's impressions at Figures 13.37 bear no relation to reality. Currently pedestrians try to avoid walking along this side of the road because it is extremely grimy. Where is all the traffic in the drawings? Redesign stack to make it visually appropriate for the area, and give residents a chance to comment on a well-considered design.**

## **J.2. Unresolved health/noise/air quality issues**

### **J.2a. Threat to Bay Run/King George Park/Callan Park patrons, and to local schools**

Tunnel portals are areas of high levels of pollution. Putting a tunnel portal and unfiltered ventilation stack next to the local school (Rozelle Public), regularly used sporting fields (King George and Callan Park) and the well-used Bay Run is unreasonable. Residents and other visitors will now have to consider their health before heading outdoors. There is limited green space in the inner-west, and Callan Park, a well-known inner-west sanctuary, is about to be ruined because of increased pollution from the Iron Cove Link.

**Request - All evidence points to the fact that there is no safe level of air pollution! The tunnel and stack must be filtered. The 2006 Lane Cove Tunnel inquiry recommended that all future NSW 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 system. Do not let these recommendations be ignored.**

**In 2008 while in opposition, Premier Berejiklian said herself that it is 'world's best practice' to filter tunnels. She also said that Members of Parliament should 'examine their conscience' before allowing children to be exposed to harmful exhaust fumes. Why the backflip?**

### **J.2b. Cumulative noise pollution not addressed in the Environmental Impact Statement (EIS)**

The proposed substation and ventilation facility at the corner of Springside St and Victoria Rd have not been adequately described in the EIS. There is no detail regarding the decibel level of noise emanating from the substation or the ventilation facility, which is likely to exceed allowable levels for a residential area. There is also an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works for the facility. Then, once this work is finished the residents will also be forced to endure a truck every 3 or 4 minutes for a period of five years. This will put the community under considerable and unacceptable stress. The noise impacts are clearly foreseeable yet there is no plan for residents.

**Request – RMS must release detail about noise levels for the ventilation facility and noise mitigation strategies.**

### **J.2c. Health issues for the community - dangerous contamination of ex-Tigers site**

The Remedial Action Plan by DKO Architects prepared in 2009 shows potentially high and dangerous levels of toxic materials under the site, including:

- Fuel USTs and associated petroleum hydrocarbon contamination in the front driveway of 154 Victoria Road (the former workshop site)

- Potential petroleum hydrocarbon contamination associated with chemical storage or use in other parts of 154 Victoria Road during previous use of this area as a mechanical workshop
- PAH contamination that was previously detected in one shallow soil sample in the open-air car park at the rear of the site
- Potential contamination hotspots across the site resulting from past chemical storage or usage prior to development of the site as Tigers Leagues Club
- Potential contamination hotspots resulting from introduction of hazardous building materials (e.g. fibro asbestos, lead paint) to soil through past weathering from or demolition of former buildings on the site.

**Request – Airborne dispersal of toxic particles and debris for eight years poses an unacceptable risk to the community, and especially to our children who are at school across the road at Rozelle Public. Why have RMS/WCX not articulated a safety plan for the community in regard to the years of accumulated toxicity which is about to be disturbed?**

**J.2d. Ex-Tigers 8-year dive-site proposal will destroy the Rozelle community, and its physical/mental well-being**

Residents are opposed to the use of the ex-Tigers site as a dive site because it is literally 'over the road' from Rozelle Public School (30 metres away), and adjoins a busy shopping strip. It would subject our children and our community to unacceptable risks for eight years. Apart from the significant noise and pollution problems, the proposed dive site is too close to the extremely busy Darling St/Victoria Rd intersection, and will create further safety issues for pedestrians and traffic (as highlighted in 4. *Unresolved issues in relation to real traffic concerns*). The extensive construction process will put the Rozelle community under considerable stress and cause significant deterioration in people's everyday lives.

A 2014 paper by Tzivian (quoted in the Inner West Council submission to the EIS), 'Effect of long-term outdoor air pollution and noise on cognitive and psychological functions in adults', in the *International Journal of Hygiene and Environmental Health*, found that on-going noise exposure contributes toward cognitive impairment in children and impaired cognitive and psychological functions in adults - which includes stress, aggravated depression, public conflict, loss of concentration and general exhaustion.

**J3. Unresolved issues in relation to real traffic concerns**

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**J.3a. Increased traffic via Iron Cove Link will exacerbate Iron Cove Bridge bottleneck**

At a public meeting with Peter Jones, Sydney Motorway Corporation's Project Director, at Balmain Town Hall in 2017, a resident asked about how the current peak-hour bottleneck at Iron Cove Bridge/Victoria Rd, Drummoyne would cope with the extra 7000 cars that the Iron Cove Link tunnel would add to the mix, suggesting that perhaps it might be a better idea to run the tunnel up to Gladesville Bridge. Peter Jones said this was 'beyond his remit', and gave no assurances to the residents that this issue would be addressed. Residents were being presented with what appeared to be a 'fait accompli'.

The EIS states that in 2016 extending a tunnel link to the South side of the Gladesville Bridge (rather than to the Iron Cove Bridge) was seriously considered but this was shelved due to costs. So residents and RMS have identified a major flaw in the design where massive amounts of traffic will be emptied onto the Iron Cove Bridge, which is already above capacity. The resulting bottleneck would back up traffic into the tunnel and add to the intensity of pollution (both in the tunnel and spewing out of its unfiltered exhaust stack). It would also put pressure on Victoria Rd, Drummoyne, to become a 24-hour clearway to accommodate the extra traffic.

**Request - Leaving the community to deal with RMS over the unresolved traffic issue at Iron Cove Bridge is disgraceful (especially since the addition of a new arm of the Iron Cove Bridge completed in March 2010 was supposed to solve these congestion issues). The issue of the congestion at Iron Cove Bridge must be resolved before any destruction of homes on Victoria Rd begins.**

### **J.3b. Safety issues on local roads not addressed**

It is proposed that Clubb St be permanently closed to through traffic. This would add traffic pressure to Springside St, Callan St and Toelle St – key access points to the heavily-used King George Park/Bay Run. Trucks heading west down the hill from the proposed dive site at Tigers on Victoria Rd, heavily laden with spoil, would be dangerous competition for vehicles attempting to turn left before Iron Cove Bridge to the sporting fields and Bay Run. Currently, westbound traffic on Victoria Rd is in a 60 km/h zone, and traffic entering Callan St and Springside St turn into 10 km/h shared zones. This is already a very dangerous manoeuvre, and having a large truck bearing down on you would make it ridiculously unsafe. The RMS has not addressed how, under these changed conditions, cars would be able to turn left safely. In addition, with cars parked partially on the footpaths in these shared zones, both streets would be more unsafe for those on foot.

A child was killed on McCleer St during the days of the ‘rat-run’ to Victoria Rd from Moodie St. Local residents lobbied successfully to have McCleer St made partially one-way to stop what had become a continual traffic onslaught from Moodie St. The proposed closure of Clubb St would inevitably send more cars down Springside St into McCleer St and then Callan St on their way to King George Park, which would risk re-creating this very dangerous scenario.

**Request – Iron Cove Link should not go ahead until residents are satisfied that the traffic and truck management plans for local roads during and after construction will ensure the public’s safety.**

The partial closure of Moodie St as indicated in the EIS will create a nightmare scenario at Darling Street. Currently, cars coming along Darling St from Orange Grove planning to head west along Victoria Rd use the side streets (Park, Oxford, Cambridge and Waterloo) to bypass the Darling St/Victoria Rd intersection. On weekends, the traffic approaching Victoria Rd on Darling St snakes back well beyond Callan Park. Closing Moodie St would ensure that traffic is backed up to the City West Link! This build-up of traffic would be extremely unsafe for pedestrians and vehicles.



**Request – That the RMS explain to residents how this scenario might work if the ‘rat-running’ is thwarted for a period of time.**



How will construction traffic navigate narrow Rozelle residential streets? Pictured is a large truck trying to turn into Callan St. Car mirrors are regularly swiped by everyday through traffic.

### **J.3c. Loss of parking in local streets not addressed**

Parking for local residents is at a premium. Loss of any parking spaces in Toelle, Clubb and Callan Streets as indicated in the EIS Vol 1A Chapter 8 Traffic and Transport is not acceptable – especially a loss to construction workers taking over their parking spaces outside their homes and spaces at King George Park as residents saw during the construction of the Union apartments, Terry St, Rozelle in 2016-17. Residents are sometimes forced to park in Manning St or at King George Park until a space becomes available nearer their homes, especially on the weekend during sporting events. There is also a high number of young children in this area, and parents need parking close to their homes to transport shopping and toddlers.

**Request – RMS to address these parking and safety issues with the residents of NW Rozelle prior to the project proceeding.**

### **J3.d. Pedestrian, cycling and public transport amenity reduced**

There has been no forecast of the impact on cyclists or pedestrians during and after construction in NW Rozelle. SMC has provided no assurance that current bus routes and stops on Victoria Road would be preserved, nor whether alternative safe and convenient routes/stops would be provided during and after construction. Children from Rozelle Public School and Sydney Secondary College would also face diverted and less-safe independent walking routes home should construction proceed. Parents would not allow their children to walk home unaccompanied past a massive dive site, truck exiting points, and roadside construction zones, without knowing that there were stringent safety plans in place.

**Request – RMS to address these safety issues (both for school children and for all pedestrians, cyclists and commuters) with the residents of NW Rozelle prior to the project proceeding.**

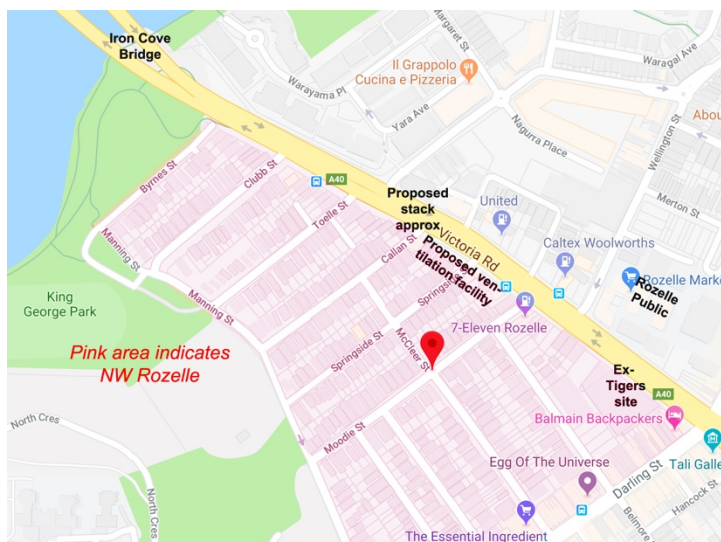
### **We are not learning from history**

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*Although Alfred Hancock (known as the ‘father of Rozelle’) claimed that proximity to heavy industry and expanding tramways was a sound economic reason for investing in Rozelle, the rapid degradation of environmental amenity and quality of social life eroded the value of such investment.*

John Williams, Author/Historian, *Dictionary of Sydney*, December 2010

Signed by the residents of NW Rozelle (see over)



## Impacts of WestConnex Inquiry – Submission by NW Rozelle Residents

Name	Address	Email or phone number
Denise Corrigan		
JANET MILLAR		
Jacqui Chard		
Lise Morgan		
Luca Watson		
David Watson		
Craig Channells		
Annette Dase		
Séan Day		
Philippa Karmel		
Timothy Svorak		
Anne Roddie		
DEBORAH BURKE		
Corinne Sellers		

## Impacts of WestConnex Inquiry – Submission by NW Rozelle Residents

Name	Address	Email or phone number
JANE O'MARA		
Erin O'Mara		
LIZ BORTH		
Graham Kennell		
Therese		
Michele Todhunter		
JOHN TODHUNTER		
Monette Smith		
Adelle Horsfall JANETTE WILLET		
HOLLY GORMAN		
MARK WATSON		
Margaret Carter		



## Impacts of WestConnex Inquiry – Submission by NW Rozelle Residents

Name	Address	Email or phone number
Tonya Ferrao.		
MARK TITMARSH		
LAMARNA ROGERS		
HAL TITMARSH		
Kim Norton		
BRIAN GORMAN		
Bronte Norton		
Ros Dunlop		
Lillie Bennetts		
Donald Bennetts		
Madden Watson		
Kim Smith		
Bruce Smith		
BRET FERRIS		



