



INNER WEST COUNCIL

16/6116

6 April 2018

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Prior Projects Assessments
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Gainsford

WESTCONNEX STAGE 3 (M4-M5 LINK) SUBMISSIONS & PREFERRED INFRASTRUCTURE REPORT (SPIR)

I refer to your letter of 6 February 2018 advising Council that the above document has been made publicly available on the DP&E website, and to your letter of 9 March 2018 which explains why the SPIR was not publicly exhibited. Thank you for providing Council with an opportunity to send written comments on the SPIR and for meeting with Council staff on this matter on 1 March 2018.

Council remains concerned that the SPIR has not been publicly exhibited. Nonetheless it is noted that the opportunity is being provided for Council to make a written comment. In this context, please see attached Council's comments on the SPIR (Attachment 1) and summary notes from five community meetings Council had convened in late 2017 and early 2018 to discuss Stage 3 construction/traffic issues (Attachment 2). Your consideration of these two attachments would be appreciated.

Yours sincerely

David Birds
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Encl.

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ATTACHMENT 1:
INNER WEST COUNCIL'S COMMENTS ON
WESTCONNEX STAGE 3 (M4-M5 LINK)
SUBMISSIONS & PREFERRED INFRASTRUCTURE REPORT
APRIL 2018

Introduction

Council notes that in the WestConnex Stage 3 *Submissions & Preferred Infrastructure Report* (SPIR), the proponent's response to Council's 300-page submission is 400 pages long. Council is disappointed and concerned that its submissions have generally not been accepted. Council continues to be opposed to the WestConnex project in principle, but also continues to seek the best possible outcomes for the Inner West community during and after the construction of the project if it proceeds.

In this context Council sets out below its key outstanding concerns and raises new concerns about changes to the project outlined in the SPIR.

Summary of key outstanding issues raised in Council's EIS submission

Council maintains the SPIR should be publicly exhibited

Council notes the DP&E's rationale for not publicly exhibiting the SPIR – that the amendments proposed to the design are not significant and are predicted to have minimal environmental impact. Council concurs that within the context of this very large project there are few changes, but the lack of changes is one of Council's issues with the SPIR. Council had raised many issues in its EIS submission in anticipation that this would result in many changes to the project - toward reducing project's impacts on the community. It is apparent from the SPIR that this not the case.

Despite the small number of changes, Council believes formal public exhibition of the SPIR is still warranted due to the sheer size of the project and extent of impacts it will create. Council is also of the view that the SPIR's inclusions of Johnston Street and Darley Road / Tebbutt Street as trucking routes will result in local impacts of sufficient magnitude to justify public exhibition. Council's concerns about these routes are discussed further below.

All arguments in Council's Stage 3 EIS submission remain

Though it is apparent from the SPIR that Council's submission has been assessed thoroughly by the proponent, in most instances the proponent has simply offered a counter-argument to each and every argument within Council's submission. This is particularly the case for strategic issues where Council fundamentally disagrees with the proponent over the desired future of transport in Sydney.

In other instances the proponent has simply stated that the issue raised by Council will be dealt with when construction management plans (and other similar plans) are drafted. Council had argued in its EIS submission that too much of the detail of the project and its impacts had been relegated to these plans rather than being described, assessed and resolved in the EIS. Council had also argued the importance of Council's and community's

involvement in the development of these plans to ensure local concerns were adequately addressed *before* plans were finalised and implemented. These concerns remain.

Council remains concerned about possible design changes, particularly for the Rozelle Interchange

In its Stage 3 submission, Council stated its concern about the Rozelle Interchange being technically difficult to construct, noting that RMS was unable to attract a suitable tenderer in 2017 and has recently re-issued the tender. Council also stated its concern that there would likely be a number of design changes to the entire Stage 3 project once contractors are appointed. Council presumes a new EIS would be needed if the design of the Rozelle Interchange is altered and/or if contractors make a multitude of design changes across the entire project.

Council's concerns about future design changes are exacerbated by the fact that the EIS has in some instances presented options instead of final designs, e.g. options for Haberfield/Ashfield construction sites. In this regard, it appears the Stage 3 EIS has been designed to keep options open for the proponent without need for further assessment.

Council's strategic position on WestConnex remains unaltered

All issues, arguments and demands within Council's Stage 3 EIS submission remain unaltered by the SPIR. Council remains opposed to WestConnex, as per its 3 October 2017 resolution that: *"Inner West Council formally adopts a position of continued opposition in the strongest terms to the WestConnex project, both approved and future stages including Stage 3, consistent with the opposition of the former councils of Ashfield, Leichhardt and Marrickville."*

At a strategic level, Council believes the project will increase traffic, reduce liveability/health and will result in poor transport outcomes. Council prefers public transport, demand management & transit-oriented development options (rather than motorway options) to solve Sydney's traffic problems. Council also remains concerned about the project's poor business case, the opportunity cost of \$17+B and the equity impact of tolls.

Council remains concerned about local construction & operational impacts

At a local level, Council remains concerned about local impacts from construction, operational traffic, operational air emissions, compulsory acquisitions and the potential for cracking of buildings. These concerns are based on Council's and the community's experiences from 2016 to date from construction impacts arising from Stages 1 and 2. Impacts include (but are not limited to) noise, vibration, dust, truck traffic, parking demand and night works. Cumulative impacts from utility works added to project works have been a particularly significant issue where these are undertaken at night.

Other issues include health problems from stress and sleep deprivation, poor construction practices, unenforceable conditions of approval, poor responses to complaints, complex and ineffective complaints procedures, inadequate compliance resources and at times a lack of willingness by the proponent to resolve issues.

Council's demands in its EIS submission to mitigate impacts

As a result of the issues Council and the community has encountered with Stages 1 and 2, Council had in its Stage 3 EIS submission made a number of demands for Stage 3, including:

- convening a WestConnex inquiry, with all lessons learned from Stages 1 and 2 used to improve Stage 3;
- undertaking a health study of the impacts of Stages 1 and 2;
- stricter conditions of approval & environmental licensing with adequate resources for enforcement;
- better management of cumulative impacts, particularly in relation to utility works;
- filtration of all ventilation stacks and in-tunnel filtration;
- a night curfew on construction;
- no heavy vehicles on local roads or other roads with sensitive uses
- a reduced speed limit on all project trucks;
- all residual lands to be put to community use, delivered to Council fully-constructed;
- support for (and funding of) Council's Local Area Improvement Strategy (LAIS) to manage operational traffic impacts; and
- a commitment to surface improvements on all roads where traffic has been *reduced* by WestConnex.

Key location-specific issues raised in Council's EIS submission

In Council's Stage 3 EIS submission a number of location-specific issues were also raised. These related to the many impacts that would result from the multiple construction sites across the Inner West Council area and issues around the design of the Rozelle Rail Yards (RRY) recreation area. To recap, these issues include:

- for Haberfield-Ashfield, residents would be subject to a total six or more years of construction from Stages 1 and 3 from multiple construction sites, and use of Liverpool Road as a trucking route would affect the Ashfield commercial centre;
- for Darley Road, trucks would need to negotiate a steep, congested and potentially dangerous intersection to access the site, and employee parking demand would exacerbate the already tight parking situation in this densely developed neighbourhood;
- access to and from King George Park for numerous park users and local residents would be hampered by the Iron Cove construction site;
- removal of Buruwan Park for widening of The Crescent is strongly opposed by Council, even though it is acknowledged that new areas of open space would be created – note that at its 12 December 2017 meeting, Council resolved to write to RMS to express its opposition to the removal of Buruwan Park;
- trucks accessing the Pymont Bridge Road construction site would create road safety issues for pedestrians, cyclists and bus users;
- whilst the RRY recreation area is welcomed, Council is disappointed about the degree to which this space is compromised by permanent motorway facilities, tunnel portals and a temporary construction area for the Western Harbour Tunnel (WHT);
- there has been no consideration of rights-of-way for future light rail to White Bay & Balmain in the design of the RRY recreation area; and
- for St Peters - particularly the area around Campbell Street/Road near the St Peters Interchange site - residents would be subject to a total of six or more years of construction from Stages 2 and 3.

Council is disappointed that that the SPIR has not addressed these issues.

Many of Council's issues are common to those raised by the community & other stakeholders

Most of the issues Council had raised in its Stage 3 EIS submission have also been raised in the thousands of community submissions and in the submission from the City of Sydney. Council also notes that relevant NSW Government agencies – in particular EPA – have raised concerns about the impact of Stages 1 and 2 on Inner West residents, highlighting the need for improved mitigation measures for Stage 3. Council's issues have also been reinforced by comments made at the five community meetings Council held in late 2017 and early 2018 in relation to WestConnex construction/traffic impacts. A summary of these comments is included as an attachment to this submission.

Council's comments on changes proposed in the SPIR

White Bay truck marshalling area & concerns about associated trucking routes

Council notes the SPIR proposes a truck marshalling and employee parking area at White Bay on land owned by the Port Authority of NSW, called the White Bay Civil Site (C11). In general terms, this is a positive addition to the proposal because it will provide for off-street marshalling in an area that would not directly affect local residents and businesses. This would avert use of streets for marshalling – which has been a negative feature of Stage 1. The site includes an employee car park, which should assist with minimising parking demands on surrounding local streets.

In the main, trucks would use main roads to/from the site – predominantly James Craig Road and City West Link Road, so there would not be a significant direct noise impact on residents near these roads. However, Council is concerned about the traffic congestion and road safety impacts of spoil trucks using all roads, including main roads. There would also be a cumulative truck traffic impact from other projects that would use the White Bay site and surrounding roads. These projects include the WHT, Glebe Island multi-use facility and concrete batching plant and possible spoil handling facility.

Congestion of the James Craig Road route may lead proponents of the above projects to seek to use of Robert Street as an alternative. Council is opposed to use of Robert Street as this street includes many small businesses, provides access to the passenger cruise terminal and is already congested. It has limited ability to carry additional traffic, particularly heavy vehicles.

Council is also concerned about the truck route between White Bay and the Pyrmont Bridge Road sites using Johnston Street, Annandale (southbound) as this street (albeit a State Road) is predominantly residential and includes schools, small businesses and a retail village. Spoil trucks travelling southbound from the White Bay marshalling site to the Pyrmont Bridge Road site would create noise impacts (particularly as trucks are empty) and potentially road safety impacts.

Council notes from the SPIR that trucks travelling from the White Bay marshalling site to Stage 3 construction sites on Parramatta Road at Ashfield would travel along City West Link Road, Darley Road, Foster, Tebbutt, Hathern, Brown and Cook Streets, Old Canterbury Road and Parramatta Road. Council is concerned about this route because all the streets between Darley Road and Parramatta Road are residential streets, and there is a primary school on Tebbutt Street. The left turn from Old Canterbury Road onto Parramatta Road

also raises traffic safety concerns, as it is likely that trucks would need to cross into the centre lane of Parramatta Road to negotiate this turn.

Relocation of bio-retention facility at Iron Cove site

Council notes in the SPIR the proposal to relocate the bio-retention facility from the informal car park next to King George Park to a new location 150m away near Victoria Road within King George Park. This is not expected to result in significant impacts overall, but Council remains concerned about the overall impact of the Iron Cove construction site on local residents and park users.

Alternative spoil handling arrangement for Darley Road site

In its submission on the Stage 3 EIS, Council had argued for potentially lower impact alternatives for the Darley Road construction site. These included the RRY site (western end) and an option of conveying spoil by hopper across the light rail line to a truck loading area adjacent to City West Link Road. Council is aware that community groups had also advocated these kinds of alternatives, and the proponent had considered them. Council is disappointed to learn from the SPIR that both of these alternatives have been ruled out. Council still believes the latter 'hopper' option is feasible and would like the proponent to reconsider this option.

Truck access to the Darley Road site

Regarding truck movements to the Darley Road site, Council notes that establishment of the White Bay marshalling area would result in a slight improvement to the efficacy of truck movements to/from that site by allowing trucks to enter the City West Link / Darley Road intersection from the east instead (left turn in) of the west (right turn in). Notwithstanding, Council remains concerned about use of that intersection by project trucks, just as it remains concerned about noise, dust and parking impacts on residents from the Darley Road operation.

Support for Council's *Local Area Improvement Strategy (LAIS)*

Background to the LAIS

Of all of Council's demands in its Stage 3 EIS submission (listed above), Council is particularly keen to progress the final demand - the LAIS. Should Stage 3 proceed, Council seeks that conditions of approval require the proponent to fund and implement this strategy.

The LAIS is a high priority for Council because it is concerned that 'rat-running' will occur as motorists access WestConnex from surrounding suburbs, avoid WestConnex tolls or where WestConnex has 'missing links'. This would result in significant adverse impacts on the amenity of Inner West residential neighbourhoods. In some instances the impacts would be temporary, whilst in others they would be permanent. Council seeks to protect these streets with Local Area Traffic Management schemes (LATMs).

Council recognises that conditions of approval for WestConnex Stages 1 and 2 require monitoring and treatment of all roads around WestConnex portals. Stage 1 Condition E36 and Stage 2 Condition E40 requires the preparation of a *Road Network Performance Review Plan* which includes assessing the impacts of WestConnex on local roads.

Development of the plan would not however commence until 12 months after the project is operational, potentially condemning residents to a period of traffic impacts before any remedial action is contemplated. Council considers this to be unacceptable, arguing that

impacts should be predicted using modelling and remediation measures put in place to avoid the impacts before they occur.

Accordingly in 2017 Council commissioned its own traffic modelling to guide the development of the LAIS. A request will soon be made to RMS to fund LAIS works – a reasonable request given there is a clear nexus between impacts from WestConnex and the need for these works. It is important that traffic calming measures are in place prior to the opening of any stage of WestConnex to avoid any impacts (even if temporary) and ensure their effectiveness.

Council's request to progress the LAIS through conditions of approval

Based on Recommendations TT8 and TT9 within Council's Stage 3 EIS submission, Council seeks conditions of approval that require the proponent to fund Council's implementation of the LAIS. At this stage, Council's overall prioritisation of LAIS projects (in order of highest to lowest priority) is as follows:

- Johnston Street / The Crescent – to protect against construction and operational traffic impacts;
- Haberfield precinct improvements – Ramsay, Wattle, Waratah, Dalhousie & Frederick Streets;
- St Peters precinct improvements – Canal Road, Mary Street, Bedwin Road, Edgeware Road & Unwins Bridge Road; and
- all remaining streets within precincts identified in the LAIS.

A commitment to funding & implementation of surface improvements to roads that have *reduced* traffic from WestConnex

Background to surface improvement opportunities

Apart from protecting streets that may have *additional* traffic from WestConnex, Council also seeks to capture spare road capacity on all roads where traffic may be *reduced* by the project. One of the few benefits from WestConnex is the opportunity to reduce traffic capacity and make a range of surface improvements wherever WestConnex reduces surface traffic. For Stage 3, the main opportunity is to improve Victoria Road at Rozelle – possible because of surface traffic reductions brought about by the Iron Cove Link. There is also an opportunity to make improvements to Parramatta Road, created by all stages of WestConnex.

Council has found there has been resistance by RMS to traffic capacity reductions on main roads, even where it is clear that traffic levels will be (or have been) reduced. Council seeks to avoid a situation where increased road capacity below-ground has not resulted in captured capacity above-ground for active/public transport and public domain improvements. In particular, Council seeks assurance that reduced traffic capacity along Victoria Road and Parramatta Road will be captured.

Though Council has not yet been able to confidently conclude that WestConnex will reduce traffic on Parramatta Road (for its full length through the Inner West Council area), it will continue to advocate traffic capacity capture and high-capacity public transport along that corridor. One of the public transport options Council has been investigating for Parramatta Road is Guided Electric Transit.

Council's request to progress surface improvements through conditions of approval

Based on Recommendations TT10 and TT11 within Council's Stage 3 EIS submission, Council seeks conditions of approval that require the proponent to work with Council to identify roads that may be have *reduced* traffic from WestConnex. The proponent would work with Council and the community to capture road capacity on these roads to increase capacity for public transport, active transport and amenity improvements.

Masterplanning of these roads would be undertaken by a working group that includes Council, relevant State agencies and community representatives, with works funded by the NSW Government. Priority roads in this category are Victoria Road at Rozelle and Parramatta Road for its entire length through the Inner West council area. Other related projects in this category are City West Cycle Link (parallel to the Inner West Light Rail from Leichhardt to Rozelle) and the extension of the Inner West Light Rail line to White Bay.



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ATTACHMENT 2:

Summary notes from five public meetings held in November 2017 & February 2018 on WestConnex Stage 3 (M4-M5 Link) construction & traffic impacts

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Introduction

At its 3 October 2017 Ordinary Meeting, Council resolved to “Convene a series of on-site meetings for residents and business owners in the immediate vicinity of the construction and dive sites proposed in the Stage 3 EIS to provide location specific, factual information to them about Council’s assessment of the impacts, including air quality, traffic and construction impacts. This should include meetings to be held at Haberfield, Leichhardt, Rozelle, Camperdown and St Peters.” At the meeting, Councillors had indicated that operational traffic issues should be included in the discussion.

Accordingly the following five meetings were held (all at 6:30-8pm):

- *Meeting 1:* 22 November 2017 at Lilyfield to discuss multiple construction sites in the Rozelle/Lilyfield area;
- *Meeting 2:* 28 November 2017 at Leichhardt to discuss the construction site at Darley Road, Leichhardt;
- *Meeting 3:* 7 February 2018 at Ashfield to discuss Haberfield/Ashfield construction sites;
- *Meeting 4:* 14 February 2018 at Petersham to discuss the Annandale/Camperdown construction site; and
- *Meeting 5:* 21 February 2018 at Newtown to discuss the construction site at Campbell Street/Road, St Peters.



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For each of these meetings, residents in the vicinity of construction sites were notified in advance by letterbox drop, and notices were posted on Council's website. The Mayor, Cllr Darcy Byrne, introduced each of the meetings, with the exception of the Ashfield meeting, where Cllr Lucille McKenna (Leichhardt Ward) undertook this task. At each meeting, Council staff gave a PowerPoint presentation of around 30 minutes duration to explain the sites, likely impacts and issues. Each of these presentations was posted on Council's web page soon after the meeting. For the remaining time (about 50 minutes), attendees were able to ask questions and make comments during an open-mic session.

Council staff took notes during the open-mic session and a summary of questions and comments relevant to WestConnex Stage 3 construction and traffic impacts is below. These notes show questions/comments as they were made in chronological order. In attendance at all meetings was the Mayor (except for the Ashfield meeting), Inner West Councillors, Council staff, residents and business operators. State Members were in attendance at some meetings.

Summary of meeting introductions

The Mayor introduced the meetings by welcoming all in attendance, acknowledging the traditional owners of the land, stating Council's position on WestConnex and identifying Council's main Stage 3 construction and traffic issues (5-10 minutes).

A summary of the main points is as follows:

- Council has formally adopted a position of opposing WestConnex (both approved and future stages), including Stage 3. This is consistent with the positions of the former councils of Ashfield, Leichhardt and Marrickville.
- Immediately after the September 2017 Council elections, an Extraordinary Meeting was held and Council's position was reconfirmed to be one of complete opposition to the project. Council had noted that the former Administrator had adopted a position of opposing WestConnex despite being a NSW Government appointee.
- These meetings have been convened by Council to consider construction issues raised by the Stage 3 (M4-M5 Link) Environmental Impact Statement (EIS) on residents around construction sites proposed at: Lilyfield, Rozelle, North Annandale, Leichhardt, Ashfield, Haberfield, South Annandale, Camperdown and St Peters.
- The NSW Government has not provided adequate information on Stage 3 in the EIS. Council is seeking to provide residents with facts on impacts, which are serious, long-term and likely to have significant social and environmental impacts.
- The community will be greatly affected by the truck movements associated with construction. Trucks make roads unsafe, lower people's quality of life, increase noise levels and decrease residents' amenity.
- Night-works continue to impose significant impacts on residents surrounding Stage 1 and Stage 2 construction sites. Council had demanded a curfew on Stage 3 works in its EIS submission. This could have the side-effect of increasing the project's timeline, but it would seem currently that the NSW Government's timetable doesn't allow for any disruptions to the project's schedule.
- Some businesses around the Rozelle Rail Yards (RRY) site are fighting compulsory acquisitions by challenging Roads & Maritime Services (RMS) in the Supreme Court. As these sites are needed for construction only, RMS should lease them (not acquire

them). Council will monitor progress of this court case, as it may provide useful information in relation to opposition to residential acquisitions.

- Council is investigating the potential to provide independent dilapidation and structural assessment reporting for home and business owners potentially affected by tunnelling for the project.
- Council had investigated alternative options for the Darley Road dive site. Council had commissioned the 'Holt report', which had recommended the western end of the RRY site as a possible lower-impact alternative.
- Council is aware of the contentious issues around negotiations for acquisition of the Dan Murphy's site on Darley Road. This matter has been referred to the State's anti-corruption watchdog by the State Member for Balmain.
- Leichhardt Against WestConnex (LAW) has also been investigating this matter – in particular, the 2012 decision to grant a 20-year lease extension on the site without going to public tender.
- Stage 3 will see the largest underground interchange in the southern hemisphere constructed – the Rozelle Interchange. Currently RMS is unable to find a contractor and has recently put the project out to tender again. A worst-case scenario is that the interchange would be constructed above-ground, which would be disaster for the Inner West.
- The project started with guessing the costs, which have subsequently blown out. WestConnex is a wasteful project and planning of it has been inept. Haberfield and St Peters residents are experiencing night-noise, dust, odours and all other associated construction impacts. This is affecting quality of life and residents' ability to sleep at night, and young children are being affected by dust.
- We need to stop the NSW Government granting permission to utility organisations to work unrestricted hours. Council does not want more Inner West suburbs to be subjected to this.
- Council has committed over \$2M toward the WestConnex Unit to advocate for citizens on this project. The formation of the Unit was a decision of the previous Administrator.
- There are two main components of Council's advocacy efforts on WestConnex – firstly to oppose the project and secondly minimise its impacts.
- Council staff continue to respond to plans presented by SMC, and in doing so seek to mitigate impacts on our communities.
- Should Stage 3 proceed, Council will continue to fight for amelioration of construction and operational impacts.

Meeting 1: Rozelle, Lilyfield & North Annandale areas

This was the first of the five meetings - held at the Jimmy Little Community Centre, Lilyfield at 6:30-8:00pm on Wednesday 22 November 2017. Total attendance was around 150. There was a welcome by Mayor, followed by a presentation by Council staff on the main construction and traffic issues raised for Council in the areas of Lilyfield, Rozelle and North Annandale. After the Council staff presentation there was an open-mic session, where all in attendance had an opportunity to make comments and ask questions.

A summary of the main points raised during the open-mic session is as follows:



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- A resident asked if Stage 3 would affect Callan Park? The Council staff response was that Stage 3 will not *directly* affect Callan Park, but there will be an impact nearby at King George Park from the Iron Cove construction site. Access to King George Park and Callan Park will be affected by this construction site.
- A resident raised concerns over the bio-retention facility to be installed near the oval in King George Park. Council staff explained that this facility was designed to catch the run-off from construction and the road to prevent pollutants entering nearby waterways.
- A resident expressed scepticism about the NSW Government taking any notice of the community's submissions on the Stage 3 EIS. It is appropriate that protest marches commence. As Stages 1 and 2 are almost built, what is the purpose of meetings like these? The Mayor responded that he supports a protest march if that is what the community is seeking, and Council will continue to oppose the project. Council has allocated over \$2M to fight WestConnex and ensure its impacts are minimised. This includes the creation of the specialist WestConnex Unit, a traffic modelling study to address the project's impacts on local roads and funding of community campaigns.
- A resident asked - if the future is electric cars, why are so many ventilation stacks required to be built, when in 20 years cars will be running on electricity? Why are there now three ventilation stacks proposed the RRY site, when originally there was only one? It is unacceptable that local residents must endure an increase in the number of stacks. The height of these stacks is visually obtrusive and the design adds to visual pollution. Council staff explained that the additional stacks were required for the proposed Western Harbour Tunnel (WHT).
- A resident expressed concern over the number of geotechnical investigations being carried out for the WHT in Balmain streets.
- A resident asked – is there any chance of stopping WestConnex Stage 3? Council staff's response was - yes, until construction has started there is always a chance to stop Stage 3. This is particularly as it is proving difficult for the Government to find a contractor for the Rozelle Interchange, so they may need to find another solution. Council doesn't want any alternative solution to be worse than what is already proposed. Stages 1 and Stage 2 will be completed as they are funded and construction is well-advanced.
- A resident who is also a representative from Leichhardt Against WestConnex (LAW) stated that there is no rhyme or reason for this project whatsoever. It is unacceptable that once the EIS is approved, the design will only be finalised once the contractor has been engaged, without any further consultation from the community. LAW representatives have been meeting with staff from RMS, SMC and the Department of Planning & Environment (DP&E) on a regular basis, and information from these meetings has been conveyed to the community via LAW's website. The final tunnel design is still unknown, and over the past 18 months SMC has not directly answered questions from LAW. The community still does not know where things are going, and RMS seems to be distancing itself from SMC.
- A resident and LAW representative asked the Mayor – what comfort and assurance can you provide to the community that you will listen and act on their behalf? The Mayor responded that he acknowledged the efforts of LAW. For the past five years, the Mayor has held a consistent position of opposition to WestConnex. Stage 3 is an issue for the community and the Mayor will not shy away from it - if a rally is what the community wants, then it will be supported. The Mayor and councillors are elected to represent the people of the Inner West and they are committed to continuing to oppose WestConnex.



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- A resident who is also Rozelle Against WestConnex (RAW) representative sought to move a motion on tunnelling. So many local homes are built on sandstone and tunnels proposed for Stage 3 are as shallow as 10 metres. The motion is *“Council to demand that no tunnelling whatsoever to take place under 35 metres”*. Residents should be encouraged to independently commission their own dilapidation reports and/or carry out their own assessments. Council staff responded that though this is not a formal Council meeting where motions are passed, Council will note this motion and ensure it is in the notes, which will be forwarded to the DP&E for information.
- A resident stated that the community has won battles against the NSW Government in the past - for example, through public demonstrations over development proposed at Callan Park. The community won by marching down Balmain Road on a Saturday. Journalists from newspapers will attend if it is a significant demonstration.
- A resident asked – are there any statutory options to *“press pause”* on the project given the EIS process issues Council has raised? The Eastwest Link motorway in Melbourne was defeated primarily by a commitment by the opposition to tearing up the project’s contracts if elected. Can Inner West residents obtain the same leverage? There should be collaboration within local government and with Western Sydney Regional Councils (WSROC), given that WestConnex will not deliver for Western Sydney.
- Council staff’s response to the above question was that the Administrator had commissioned two pieces of legal advice in 2016 and 2017, available to view on Council’s website. In both cases, the advice concluded that that the legislation has been set up not to allow challenges. It should also be noted that a resolution from the 12 October 2017 Mayoral Minute is *“Produce a report, for consideration by Councillors, exploring all legal avenues available to Council to challenge the compulsory acquisition and approval processes for the WestConnex project.”*
- The Mayor pointed out that the situation in Melbourne was different in that the Eastwest Link had not commenced. It should be an objective for Council and the Inner West community to delay WestConnex as long as possible – but it looks as though the drafting of the contracts will be well underway by the next State election. Council is committed to being unrelenting in its advocacy. A meeting is scheduled between Council and WSROC, and it is agreed the Inner West needs to work collaboratively with Western Sydney.
- A resident pointed out that the NSW Government needs to have Stage 3 contracts signed so it can sell 51% of SMC to the private sector. The Government is committed to building the Rozelle Interchange and will have to pay for it regardless of whether or not it is built according to the design currently proposed. All NSW residents will pay, not just road users.
- A resident stated that even with WestConnex, access to the CBD will still be difficult as the capacity on the Iron Cove Bridge and Anzac Bridge will remain the same. There may be decreased traffic on part of Victoria Road from WestConnex, but this is not enough of a benefit.
- A resident explained that the Premier announced recently that motorists spending more than \$25 a week on Sydney’s toll roads over a year will be eligible for free vehicle registration. This will cost NSW up to \$100 million in the first year and even more into the future. The Government will be paying motorists to use motorways, which is a victory for toll operators at the expense of taxpayers. The fact that this was not factored into the WestConnex business case is a misrepresentation. Can Council challenge these types of misrepresentations?



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- A resident stated that there is a need for unions to come on board to oppose WestConnex, but the community must first demonstrate a commitment to opposing it.
- A resident asked Council staff - what are the latest plans regarding the Sydney Gateway component of WestConnex? What research is being undertaken to see if any project of the scale of the Rozelle Interchange is being planned or constructed elsewhere?
- A resident expressed concerns about Council focusing on amelioration rather than *stopping* WestConnex. There is a need to stop Stage 3 *now*, as valuable public transport corridors may be lost if it proceeds. Ecotransit is making residents aware that the railway corridor from the RRY site to the Balmain peninsula will be lost, and a pedestrian crossing over Victoria Road and bicycle link into Glebe are at risk. Council staff stated that these issues were raised in Council's Stage 3 EIS submission.
- A resident asked the Mayor - what can we physically do to have an impact? My property is located on Lilyfield Road and backs onto the construction site. The Mayor responded that he sympathises with residents living through construction, noting that residents of St Peters and Haberfield/Ashfield are still experiencing significant impacts from dust and noise. North Shore schools are complaining about ventilation stacks proposed for the WHT. A meeting is planned at Rozelle Public School to discuss ventilation stack issues, with a view to working collaboratively with North Shore schools. There is a need for the media to become involved in these issues.
- A resident expressed concern about emissions from stacks and reliance on EIS modelling to understand the extent and nature of emissions. It may be true that less pollution will be emitted from the Victoria Road stack due to a shorter length of tunnel, but there was a study undertaken 15 years ago that showed there was a high level of air pollution around Iron Cove, as the air tends to settle in the cove.
- A resident from Callan Street Rozelle expressed concerns about reduced parking at King George Park because of the WestConnex bio-retention facility and formalisation of parking if Stage 3 goes ahead. WestConnex proposes only 42 spaces, whereas on Saturday 2 December 2017, with Balmain Little Athletics in progress, the number of parked cars at 11am was 106. The parking overflow affects Manning Street, forcing local residents to park in adjoining streets. Where does WestConnex think this extra traffic will be parking? Streets in this precinct are largely shared zones - it will be dangerous to have circulating cars mixing with children walking to the park. Residents are not against sporting activities at the park. Residents also like the informality of the existing car park because it allows for additional parking, reducing stress for the poor parents on the sport run. It also means the community doesn't need to make complaints about child safety and aggressive driver behaviour.
- Cllr Stamolis (Balmain Ward) expressed his support for Council holding a rally against WestConnex. The Administrator stated in his final report that Council must represent the community, and the community is saying "*no to Stage 3*". As a Council we must be committed to supporting this. WestConnex was the biggest issue in the Inner West at the September 2017 local government elections.

Meeting 2: Leichhardt area

This second meeting was held at in the assembly hall at Sydney Secondary College, Leichhardt on Tuesday 28 November 2017. Total attendance was around 90. The welcome by the Mayor was followed by a presentation by Council staff on construction/traffic issues, with a focus on the proposed dive-site at Darley Road, Leichhardt. After the Council staff

presentation there was an open-mic session, where all in attendance had an opportunity to make comments and ask questions.

A summary of the main points raised during the open-mic session is as follows:

- A resident, LAW member and CEO of the Canal Road Film Centre advised that the centre is the largest film facility in Australia, and the Australian film industry has a turnover of \$58B. SMC staff were not even aware that the centre existed when they were approached about concerns that truck movements would affect access to/from Canal Road businesses.
- A resident who lives near Whites Creek asked why the Inner West Interchange is not mentioned in Council's presentation? The tunnels of this interchange are at shallow depth and should not be allowed. This interchange seems to fall under the radar. Council staff's response was that Council is aware of this interchange and it is included in one of the maps in the presentation. Council is also aware of concerns about the shallow depths of tunnels, and this was raised Council's Stage 3 EIS submission. The Inner West Interchange will feed into the Rozelle Interchange and will be entirely underground. However, as there will be tunnels on top of other tunnels, there will be places where tunnel depths are relatively shallow.
- A resident asked – would Council consider closing off Francis Street as has been done with James Street? This would protect residents throughout the construction period from trucks and workers' cars. Residents would likely support having the only entry being from William Street. Council staff's response was that Council will continue to investigate traffic management options for mitigating WestConnex impacts, including temporary and permanent closures. Council needs to see what is proposed in Stage 3 traffic management plans, which have yet to be drafted and approved. Any road closure or traffic management option would certainly involve community consultation and would need to have general community support. Council's overall position has always been that Darley Road is not a suitable location for a mid-tunnel dive-site. This opposition is partly based on traffic issues.
- A resident stated that it is currently very difficult to make a right-hand turn from Norton Street onto City West Link, as there is no right-hand turn arrow. If we have extra cars and workers trying to get onto Norton Street it will be chaos, particularly during the morning peak period. What is Council doing about this issue? Also, what is Council doing to try to stop the unbearable construction noise? Council staff agreed that the traffic and noise impacts of the Darley Road dive-site would be unacceptable. As currently planned, the traffic arrangement couldn't work, with many trucks negotiating this busy and difficult intersection. Council will need to argue against RMS on this issue. The alternative preferred option advocated by Council and LAW is for the trucks to come directly off City West Link. Again, Council is of the view that the Darley Road site is simply not suitable as a mid-tunnel dive-site.
- A resident pointed out that there are many boats, trailers and advertising vehicles parked along Darley Road and asked - what is Council doing about them? Council staff's response was that Council is looking to trial No Parking restrictions in other streets, but to do this in Darley Road requires RMS support as it is a State road.
- A resident asked – on the WestConnex maps in the presentation there are houses highlighted in orange - what does this mean? Council staff's response was that this relates to categories for noise mitigation treatments (such as double-glazing) for construction noise, not operational noise.



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- A resident who is also a LAW representative advised that LAW has been meeting with SMC and RMS over the Darley Road site for over 18 months and have been repeatedly told that the issues raised would be addressed in the EIS. However this has not been the case, and there are no plans for worker parking and truck movements. There would be up to 100 trucks a day at Darley Road and work would continue at night. SMC and RMS do not listen to the community and will do nothing to address their issues. Council has to continue opposing the project and to oppose use of Darley Road site, as there is no way to make it safe. What are Councils' plans to oppose this site?
- The Mayor responded by stating he recognises the efforts of LAW, particularly in bringing out improper handling of the lease and acquisition the Dan Murphy site. Council's position will not change from complete opposition to this project. The WestConnex Unit will receive an additional resource to work with advocacy groups to assist with the fight. It seems the NSW Government cares more about eastern and northern suburbs than the Inner West.
- A resident who is also a WestCONNex Action Group representative pointed out that Council must acknowledge that residents living with Stages 1 and 2 are really suffering now. In this week's Inner West Courier there is an article on the front page: "*Sleepless in St Peters*" which highlights the awful situation of a St Peters family enduring continuous night-noise with no respite offered - not even a night at a motel for \$67. Council has committed to funding an officer to assist local groups with their advocacy. Where is this person? Council staff's response was that this process will take time as it is a legislative requirement as part of the council amalgamation process that existing staff have an opportunity to apply for this position.
- Council staff pointed out that although Council does not have a formal compliance role, the DP&E's WestConnex compliance officer works part-time from Council's WestConnex Unit. This has enabled Unit staff to learn about WestConnex complaints issues and procedures. DP&E's role is to monitor compliance with WestConnex conditions of approval, whereas the Environment Protection Authority (EPA) has a role in monitoring compliance with environmental licensing conditions and utility works that fall outside bounds of the project. DP&E and EPA representatives attend monthly meetings of Council's WestConnex Community Liaison Forum (WCLF) to brief the meeting on WestConnex compliance issues.
- A resident expressed doubts over management of trucks on Darley Road, particularly as the drivers are private contractors, not employees. This road will be choked and these drivers "*will do anything to get the trucks out of there*". Have seen examples of dangerous behaviour with trucks operating out of the Cintra Park site in Concord - for example, trucks pull out across six lanes of traffic on Parramatta Road. This type of behaviour will happen on Darley Road.
- A resident from St Peters stated that the Stage 3 EIS does not provide information on mitigation against construction noise. Construction noise is the main issue, not operational noise. St Peters now experiences a ridiculous number of truck movements.
- A resident stated that Stage 3 is not needed, and the Rozelle Interchange can't and won't be built safely.
- A resident asked - who would co-ordinate truck movements? Council staff's response was that each site would have a co-ordinator who would dispatch trucks from the marshalling area. The co-ordinator would call for trucks to come when they are ready. This is the theory, but there is little evidence to show that this would actually happen. In

Haberfield, the trucks just seem to drive around residential streets until the site is ready to receive them.

- Cllr Mark Drury (Ashfield Ward) stated he has a passion for improving the Parramatta River and has been working with other councils and agencies for a long time to ensure the river is being monitored and looked after. He is concerned about what pollutants could potentially be pumped into Hawthorn Canal, Iron Cove Bay and then the Parramatta River from the Darley Road construction site. What is in place to prevent this? Council staff's response was that Council has raised similar concerns in the EIS submission, particularly in relation to water quality impacts on Whites Creek and Rozelle Bay. The EPA would issue a licence that would limit discharges from the Darley Road site.
- A resident stated there was a need to cut-off streets that lead into Darley Road, such as Elswick Street north. Looking at three different maps - all show tunnels directly under my house. Can Council really control the streets under their jurisdiction? There is a need to slow down existing traffic in local streets. Council should take control of all the streets it can (i.e. those not controlled by RMS) to manage traffic. The Mayor responded that these are perfectly legitimate ideas. Council will investigate closing these streets and/or implementing traffic calming measures. All this will be done with community consultation.
- A resident expressed concerns about pedestrian access to the Leichhardt North light rail stop and potential safety issues. What is being done to minimise impacts on light rail users of trucks accessing the Darley Road site? Council staff's response was that this is an important issue that was raised in Council's Stage 3 EIS submission. Council is aware of safety issues around students walking to and from Sydney Secondary College Leichhardt to the light rail. Council will continue to work with the school on this matter to ensure the safety of students.
- A resident stated that Council needs to put up "Stop WestConnex Stage 3" signs on the Leichhardt Council Chambers, Town Hall and other significant buildings around the Inner West Council area.
- Jamie Parker (State Member for Balmain) stated that there is complete opposition to the WestConnex project. Let's look at other tunnels built in Sydney and their viability – the Lane Cove and Cross City tunnels both went bankrupt because the modelling was inaccurate, and the same modelling has been used for WestConnex. Already there are issues with the Rozelle Interchange with no successful tenderers. LAW has been contacting international companies and has been advising that they must not invest in this project. When the Government sells Stages 1 and 2, that money will fund Stage 3, which will be built by a private company. Let's build a strong campaign around these issues.
- A resident from Allan Street, Leichhardt has asked Council to ensure the following e-mail regarding her safety concerns about the Darley Road dive-site is included in the meeting notes:
*"Dear Sir / Madam
I attended the Public Council meeting on Tuesday evening this week regarding the Darley Rd WestConnex development proposal and wanted to put in writing my concerns as a local resident living on Allen St, Leichhardt."
The proposed site is right beside the Leichhardt North light rail station, which I utilise frequently both to get to work and also with my toddler to visit various parks and locations along the light rail line.*



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It is wonderful to have access to the light rail line, which provides a necessary sustainable alternative to driving or catching buses in traffic, however I have several safety concerns regarding the impact that the WestConnex development could have on the light rail Station and I request that a safety report take place as I do not want the utility and safety of the Leichhardt North light rail Station to be in any way compromised.

Here are some of my points of concern:

Pollution - The dive sites and construction of said sites will be directly beside the station where people will be waiting to board on the station platform. The level of both noise and air pollution will be undeniably right on top of people at the station, which is both irresponsible and unacceptable.

Traffic Safety & Access Into Station - Darley Road is already very busy and access into the station is challenging at the best of times trying to get a young child into the light rail Station. Since the station's inception, it has felt there should be an easement into the station across what is currently the Dan Murphy's site. Currently the only access points into the station require travelling considerably extra distance to get the long way around into the station which is not ideal, particularly when juggling toddlers/prams along busy roads as many young families in the area are having to do. I'd like to request an easement into the station at this location be built in to any future plans of any sort moving forward to minimise time spent for pedestrians trying to access Leichhardt North Station from busy Darley Rd (there was a requirement for an easement that was originally part of the map/plans for the Dan Murphy's but unfortunately it never eventuated). Adding further traffic to the area with the huge quantity of trucks etc. during construction of the proposed dive site will only compromise the safety of pedestrians and light rail station patrons further.

Impact on Young & Elderly People - I know that many young families, school students and elderly people rely on the use of the light rail station for ease of mobility to travel to other destinations. The High School Students from the area attending Sydney Secondary College rely on the light rail for transport to the Senior Glebe Campus. Leichhardt is very much an area with many families with young children and therefore accessing the light rail Station should be family friendly. It is also very important to cater to the elderly and people with limited mobility and utmost safety should be of concern with regards to any developments directly beside a regularly accessed public station.

Please submit my concerns to the Government on my behalf. I request that these safety concerns be examined and addressed and that a safety assessment takes place of the impact that the WestConnex development could have on the Leichhardt North light rail Station - is this something that Council can look into directly or otherwise who do I need to talk to?

Resident - Allan Street, Leichhardt"

Meeting 3: Haberfield & Ashfield areas

This meeting was held at the Ashfield Civic Centre, Ashfield on Wednesday 7 February 2018. Total attendance was around 70. The Mayor was unable to attend this meeting due to another commitment, and the welcome was given by Cllr Lucille McKenna (Leichhardt Ward) followed by a presentation by Council staff on construction/traffic issues around the Stage 3 constructions sites at Haberfield/Ashfield. After the Council staff presentation there was an open-mic session, where all in attendance had an opportunity to make comments and ask questions.

A summary of the main points raised during the open-mic session is as follows:



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- A resident who lives one block back from Parramatta Road in Ashfield asked - why is there generic objection to Stage 3? Council staff's response was that Stage 3 is a critical stage of WestConnex. Council's position of opposition to WestConnex is part of its long-standing position of opposition to inner-urban motorways. However the NSW Government continues to progress these inner-urban motorways despite the continual opposition. Beyond opposition, Council will look to improving outcomes for residents from Stage 3.
- Cllr da Cruz (Leichhardt Ward) urged residents to attend the M4 East *Get involved in building your community's future* information session to be held at Club Ashfield, 1-11 Charlotte Street, Ashfield on Tuesday 13 February from 4pm-7pm. This is an opportunity for the community to speak to urban designers on the Urban Design and Landscape Plan (UDLP) as well as gain information about forthcoming construction activities.
- A resident asked – is Council following up on the removal of mature trees that has taken place on Dobroyd Parade in the last two weeks? Why remove mature trees and replace them with seedlings in the same place at a later stage? There is on-going destruction, with so many mature trees already removed from Dobroyd Parade near Martin Street and Reg Coady Reserve. Council staff's response was that the Dobroyd Parade trees were identified for removal in the EIS due to the widening and realignment of the roadway. The project's tree replacement program is intended to ensure that trees removed are replaced by plantings elsewhere. Notwithstanding, Council is against any trees or vegetation being removed. Cllr McKenna (Leichhardt Ward) commented that the trees opposite Robson Park were removed by Council to realign the Bay Run. The Dobroyd Parade trees, between Waratah and Crane Streets, were planted by RMS when the City West Link was built in 2000.
- A resident asked - what are the future plans for high-rise developments being built in the civil sites along Parramatta Road once WestConnex is built? Council staff's response was that any future development would be guided by land-use strategies and plans of the NSW Government and Council.
- A resident asked – how does Council's relationship with WestConnex work? Does Council receive responses to queries? Council staff's response was that Council can advocate for residents on an individual and collective basis. Council can challenge decisions made by WestConnex if it believes a breach has occurred. DP&E compliance officers sit within Council's WestConnex Unit, offering advice and follow-up on enquiries from residents and Council staff. EPA also works closely with Council staff on compliance matters. Council has no formal regulatory role.
- A resident asked – will the ventilation stacks on Parramatta Road be filtered? What does Council know of the temporary ventilation facility identified in the Stage 3 EIS maps? Council staff's response was that the stacks would not be filtered, and all ventilation facilities being built and that are already operating in NSW are not filtered. However, Council strongly argues that all stacks should be filtered.
- A resident stated that if Stage 3 is approved and construction commences, temporary ventilation fans will be used on the Muirs site and in Wolseley Street. They are needed to extract stagnant air from the tunnels until the tunnels are connected. These temporary jet fans are in operation now on the Brescia site and also on Northcote site for Stage 2, and the noise from them is atrocious.
- A resident asked – how has Council involved Haberfield residents in the traffic modelling study? Council staff's response was that staff continue to working on this study. The

community had an opportunity to meet with the study's consultants at a drop-in session in Lilyfield in early November 2017, and an online survey was also conducted by Council. Community feedback is being included in the draft traffic modelling report, which is planned to be reported a Council meeting in April 2018. Clr da Cruz (Leichhardt Ward) added that the traffic modelling is looking at traffic numbers once the different stages of WestConnex are operational.

- A resident referred to the air quality slide in Council's presentation and asked – why is there so much green area which reflects improvements in air quality? Council staff's response was that ventilation stacks are tall and air from them is pumped out at a high velocity. This is supposed to disperse emissions directly into the regional air shed without having a local impact. In contrast, cars on surface roads have a direct local impact. Notwithstanding Council had argued that its Stage 3 EIS submission that all stacks should be filtered.
- A Haberfield resident who lives near the Wattle Street / Parramatta Road intersection supports Council's position of opposing WestConnex and assisting with advocacy for residents. Inner West Council, given its size, is in a good position to start negotiating for what needs to happen - repair, restoration, reclamation, replanting, compensation for businesses and beautification of our shopping centres. Council needs to argue for compensation for the detrimental impact WestConnex is having on the entire Inner West area.
- Clr Porteous (Balmain Ward) responded by stating that Council staff do work hard, but residents should not rely entirely on Council to fight these issues. Council is made up of different political positions and agendas, and there is a need for *everyone* to fight. Council is coming up with a proposal to put traffic calming on our local roads – and whilst this will bring benefits, it will also help make WestConnex work by forcing traffic into the tunnels. The community needs to be on board, and advocacy groups such as No WestConnex Public Transport are fighting the cause. Council should fund the WestConnex Community Organiser position. WestConnex is a private road that is publicly funded.
- A resident who is a parent with children at Haberfield Public School stated that when Muirs is sold and it is used as a construction site, there will need to be parking restrictions around the school. Council staff responded by explaining that a parking survey was undertaken in August 2017 and streets have been identified for a resident parking scheme. It is anticipated community consultation will take place in the first quarter of 2018 with the draft report presented a Council Traffic Committee meeting and then endorsement at a Council meeting.
- A resident stated that the WestConnex air quality map shown in Council's presentation does not take into account traffic growth. Council should consider including air quality in the traffic modelling it is undertaking. It would be good to know what the *actual* reduction in air quality will be. Cars will sit at traffic lights on Parramatta Road when they exit the tunnels. When Stage 1 was presented to the Haberfield community, we were told/promised that Stage 3 would be constructed underground. The Stage 3 Project Director said it was feasible to do this. The Muirs site is available, so why not do it? Council staff's response was that Council will continue to push for construction activity to be below-ground and to argue that construction site options should be chosen so that there is minimum overall impact on the Haberfield/Ashfield community. Council is also concerned with the proposed truck routes using Taverners Hill, Johnston Street and Liverpool Road.



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- A resident from Northcote Street at Haberfield asked - why isn't more done about illegal parking? Where are the Council parking rangers? Council staff's response was that Northcote Street is included in the proposed resident parking scheme, and Council parking rangers can be contacted to address parking issues.
- Cllr McKenna (Leichhardt Ward) raised concerns about RMS proposing to make Liverpool Road through the Ashfield commercial centre a clearway from Milton Street to Parramatta Road. People live along this road, there are businesses and traffic needs to be slowed down - not sped up by making it a clearway. Trucks must stick to approved routes, not local roads.
- A resident stated that the Stage 3 *Submissions & Preferred Infrastructure Report* (SPIR) seems to show that WestConnex will be using selected Haberfield sites as car parks and will shuttle workers to other sites. There could be up to five construction sites in Haberfield. Council needs to object to this, as creating parking areas and all these construction sites is an extra burden for the community.
- A resident stated that using and modifying construction sites across Haberfield/Ashfield is making things worse for residents of Walker Avenue, who will be affected by almost all of the options presented. There is a need to review and monitor M4 East conditions of approval and ensure they are better for Stage 3. There is also a need a better way to undertake monitoring. Monitoring of B-doubles should be undertaken in Bland and Wolseley Streets. Complaints processes need to be easier for residents – they shouldn't be expected to provide registrations numbers and photos of trucks.
- A resident stated that the condition of roads in Haberfield (particularly Alt Street) is appalling. As a cyclist, I don't feel the roads are safe.
- A resident stated that the Rozelle site will have 517 truck movements a day using City West Link. The Darley Road site will generate 150 truck movements per day. The concept design was indicative only and the EIS based on this concept. RMS should not be able to revise the design of the Rozelle Interchange because it can't find a contractor. There were 13,000 submissions to the Stage 3 EIS and the people need to be consulted if there are any design changes.
- Cllr McKenna (Leichhardt Ward) thanked staff for all their work with WestConnex and the many hours that they put in. Community recognises the work particularly with regards to the WCLF and other measures put in place by the Administrator. *"WestConnex is a challenge for all of us. It is unacceptable that residents have been placed in such a dreadful situation - it's just a horror story."*

Meeting 4: Annandale & Camperdown areas

The meeting was held at Petersham Town Hall, Petersham at 6:30-8pm on Wednesday 14 February 2018. Total attendance was around 80. A welcome by the Mayor was followed by a presentation by Council staff on construction/traffic issues around the Stage 3 construction sites at the intersection of Bridge Road and Parramatta Road, Annandale. This site is at the Annandale / Camperdown border and the Inner West / City of Sydney Council border. After the Council staff presentation there was an open-mic session, where all in attendance had an opportunity to make comments and ask questions.

A summary of the main points raised during the open-mic session is as follows:

- A resident asked – can Council clarify where trucks coming up Johnston Street would go should they miss the Parramatta Road entrance to the Bridge Road construction site?

Council staff's response was that trucks would likely find a route by turning left at either Booth or Ross Streets. According to the SPIR, trucks will be in radio contact with the compound, although this is supposedly what happens with Stage 1 and 2 – with poor results. No contingency route was identified in the Stage 3 EIS, and Council has expressed concern about this issue.

- A resident asked – what will happen to the site post WestConnex construction, and what is the 'biomedical hub'? Council staff's response was the site will be returned to an active use. The site is within a precinct that has been identified by the NSW Government's *Parramatta Road Urban Transformation Strategy* as a 'biomedical hub' because the precinct is located adjacent to Royal Prince Alfred Hospital and Sydney University.
- A resident pointed out that in the Council presentation, the slide showing potential rat-run areas does not appear to be sufficiently concerned about Camperdown and Annandale. Residents are expecting trucks will be queuing on Pyrmont Bridge Road, and this will result in rat-running in neighbouring streets. Council staff's response was that the traffic modelling project focuses on operational traffic (not construction traffic) and is covering an extensive area. Notwithstanding, staff are happy to hear from residents who may have information and ideas that can assist with this project.
- A resident was interested to hear more about the risks of cracking in houses and other buildings where tunnelling is occurring beneath. What locations/buildings are at risk? Is there more risk closer to the dive-site? Council staff's response was that this is a genuine concern, particularly where tunnel depths are shallow. Council continues to advocate for no tunnelling below residential areas and for improvements to the dilapidation reporting process. The Mayor stated that he has proposed that Council initiate a program to undertake independent dilapidation reporting, as many properties in Haberfield and St Peters have not had reports undertaken by the proponent. Council will soon consider the feasibility of offering such a service.
- A resident stated that it is outrageous in the 21st Century in a period of climate change that a 20th Century transport solution is being offered. What are we leaving for prosperity? We need to try to stop this project and move forward. How much oversight of trucks will there be? There will be 7 trucks an hour on Johnston Street, exceeding speed limits in a mostly 40-60km zoned area. Between 7am and 6pm it will be a "free-for-all". Large trucks will disrupt local businesses and create dangerous road conditions outside schools and nursing homes. The massive profits that will be made from WestConnex should be put into public transport.
- A resident asked – is Council aware that a concrete batching plant is proposed for Glebe Island? The trucking route for this plant includes Johnston and Booth Streets and seemingly it will become a 24-hour-a-day truck route. Trucks will filter through surrounding streets as they always do. Council needs to respond to the Glebe Island proposal and limit the movement of trucks. Council staff's response was that this is a valid concern and Council will continue to raise this issue with the NSW Government.
- A resident asked – will Council be changing parking zones and/or adding clearways around the Bridge Road site? It is natural for parking demand to spill-over into Pyrmont Bridge Road, which can't handle any increased demand. Council staff's response was that at this point in time traffic/parking details are not known. It is assumed that Council will have input into the traffic management plan for the site.
- A resident asked – how much time is there between the commencement of tunnelling and when it is recommended to get a dilapidation report? When will work begin? Council

staff's response was that Council does not know these details. All dilapidation reports are undertaken by the project and Council has not been advised of when the project would be approved and when work would commence.

- A resident stated that with regard to compulsory acquisitions there is speculation in the community that market value is not being paid by RMS. Council staff's response was that whilst Council is aware of this issue, it has not been party to these negotiations. All properties acquired for the Bridge Road construction site have been commercial properties.
- A resident asked – are there any proposals for dust mitigation on Pymont Bridge Road? Mitigation measures are needed to prevent dust that will be coming off the trucks as they move from the site. Council staff's response was that the main measure for containment of dust would be the proposed acoustic shed. Details have not been provided in the EIS on how dust would be contained once the trucks are on roads.
- Cllr Porteous (Leichhardt Ward) thanked staff for arranging the meeting and presenting information. Serious concerns are raised about the impacts of Stage 3 on this community, particularly as Haberfield and St Peters are now *"like war zones"*. More action is needed to stop WestConnex. We need a task force of the community and Council to stop this project. Council needs strong leadership and needs to be united with the community to stop the project.
- The Mayor responded by stating that Council has funded the WestConnex Unit, and there will be a demonstration on Lilyfield Road, which was delayed due to the Fix NSW rally on 17 February 2018. The Mayor has spent the last five years campaigning against this project and will continue to advocate to stop Stage 3, particularly the Rozelle Interchange. This is about our community's health. Council needs to put differences aside to fight the project.
- A resident asked – could Council put more anti-WestConnex banners on public buildings? Traffic on Johnston and Booth Streets will be dangerous. Has Council undertaken any research into accidents and fatalities at the intersection of Johnston and Booth Streets? Council staff responded by stating there are safety issues at this intersection, and officers have been in contact with Council's Road Safety Officer to obtain statistics.
- Cllr Stamolis (Balmain Ward) stated that Stage 3 is shaping up to be a debacle as there is still no information available on the Rozelle Interchange. What can Council do about the uncertainty? Council needs to continue to meet with residents to disseminate information as it is obtained. Council staff added that a meeting is scheduled with the DP&E to discuss the SPIR, where issues raised at this meeting will be raised with DP&E.
- A Rozelle Against WestConnex (RAW) advocate stated that Council has put up RAW's banner on Darling Street, Balmain, but more banners should be hung around the area. It is good news that Council will be holding a public demonstration. If design of the Rozelle Interchange changes substantially a new EIS will be needed, so Stage 3 may still be in the planning phase at the March 2019 State election. Council staff responded by stating that Council has produced corflute signs that can be displayed around the council area.
- A resident thanked Council representatives for arranging the information evening. These are big tunnels being constructed. Can we support an action of no dive-sites? There are so many schools along truck routes and opposite the dive-site. Why isn't there any substantial information on the health effects of this project? Council staff stated that Council has requested more research be undertaken and information be made available

on the health impacts of WestConnex - however there has been no response to this request.

- A resident asked - is there any chance there will be a design change that would result in an on/off ramp in the Camperdown area? Council staff explained that this was proposed in earlier designs, but it has now been ruled out.
- A resident stated that if Stage 3 is approved, the ventilation stacks at the Rozelle Interchange will be 3.5m above sea level and the stacks 35m high. Orange Grove Public School and surrounding residential areas are 35m above sea level, so there will a school and many residents directly affected by what is coming out of these stacks.
- Jenny Leong (State Member for Newtown) stated that Transurban would make a large profit from WestConnex. This project can be stopped. Currently I am putting pressure on Superannuation organisations not to buy into WestConnex. Alternative plans for WestConnex need to be put into the public arena. Where experts are highlighting better road solutions, this could potentially change the tender process. Clr da Cruz (Leichhardt Ward) pointed out that that there are concerns with the City of Sydney's alternative solution, with few benefits for Inner West Council. Council staff pointed out that that they also had some concerns with the City of Sydney's alternative proposal.
- A resident asked – what sort of crisis controls are in place for when the Rozelle Interchange comes to a halt with traffic? Council staff responded that this is a valid issue, and one which was raised in Council's submission on the Stage 3 EIS.
- A resident stated they were feeling despondent that the 13,000 submissions on the Stage 3 EIS seem to have had little effect. Are there any suggestions from Council on how to get a response from a submission? Council staff's response was that this was a difficult battle to win. Council staff are happy to forward residents' submissions to DP&E submissions if they are sent to Council.
- Clr Lockie (Stanmore Ward) stated that submissions do have an impact, and submission numbers have increased with each stage of the project. Statistics show 99% of submissions for Stage 3 are against WestConnex. Submissions can also achieve project improvements for the community.

Meeting 5: St Peters area

This meeting was held at the Newtown Neighbourhood Centre, Newtown on Wednesday 21 February 2018. Total attendance was around 90. There was a welcome by the Mayor, followed by a presentation by Council staff on St Peters construction/traffic issues. After the Council staff presentation there was an open-mic session, where all in attendance had an opportunity to make comments and ask questions.

A summary of the main points raised during the open-mic session is as follows:

- A resident asked – will the Sydney Metro (rail) truck route use May Street or Unwins Bridge Road? Council staff responded that these details were not known.
- A resident pointed out there was a filtration trial on the M5 and asked - what did the results of this trial show? Council staff responded by stating the results of the trial were not adopted after the trial or now. In Council's view, unfiltered stacks are not acceptable.
- A resident from May Street, St Peters asked - has a business case or formal analysis of filtered versus unfiltered ventilation stacks been released, or has the State Government just said it is not feasible? Council staff responded by stating there is nothing detailed in

the EIS, and the project argues it is not efficient use of resources to filter emissions as it due to high cost and the fact that the stack emissions will have a negligible impact on the regional air shed.

- A resident asked – will the multiple ventilation stacks being built affect future development? Will stacks affect the ongoing rise in developments in the St Peters area which is already suffering with the recent increase in duplexes and apartment blocks, such as the seven to eight storeys that is proposed for Mary Street? Council staff's response was that the stacks would be a consideration, along with a range of other factors in the assessment process. However at this stage it is not known if or how development would be altered because of the stacks.
- A resident pointed out that major housing developments are not approved by Council but by the DP&E, and a rezoning would be needed first. The EIS recommends rezoning in the Mascot area but not St Peters. Is there any risk that rezoning will occur in and around St Peters, turning this suburb into another Mascot? The Mayor's response was that currently there are around 20 rezoning proposals being considered by Council. The NSW Government requires only consultation with Councils, who can object - but developers can go back to DP&E for a decision. This is a huge problem. There will be a Sydenham to Bankstown rally this Saturday 24 February 2018 at 12pm at the Marrickville Town Hall forecourt opposing this type of development. Council is particularly opposed to Mirvac's Carrington Road proposal for 2,600 new units with blocks as high as 35 storeys. The City of Sydney's alternative WestConnex proposal would have put 12,000 units on the St Peters interchange site. Inner West Council does not support over-development.
- A resident asked – what will Council be doing about traffic spilling out at the bottom of Campbell Street going into Edgeware Road? It is acknowledged that Council is not solely responsible for addressing this issue. Council staff responded by stating that staff need resident feedback on local impacts like these so potential solutions can be investigated fully. Council has undertaken independent traffic modelling to identify possible traffic rat-runs. Council investigating a wide area to ensure that measures proposed for one street would not push traffic into other streets.
- A resident asked – given the existing construction issues of noise and dust, what is EPA doing in terms of regular monitoring? It is acknowledged that Council can't do much about it, but how is Council making EPA responsible? Council staff responded by saying that Council has close relationship with DP&E and EPA on WestConnex compliance matters. Staff from these agencies attend WCLF meetings, and compliance officers from DP&E sit within the WestConnex Unit for a day or two every week. EPA issues Environmental Protection Licences (EPLs) for projects like WestConnex, which set out conditions for night works etc. DP&E issues the general conditions of approval for the project, and as such is the main regulatory body. It is apparent that the project is not always adopting best practice, and Council is concerned about that. Council wants to be more proactive with regard to compliance, and is actively seeking improvements in conditions of approval for Stage 3 compared to Stages 1 and 2.
- Jenny Leong (State Member for Newtown) thanked Council for holding the public meeting. It is depressing information, but Council should be thanked for engaging with it. In 2019 there is a State election, and it is important to determine what can (and can't) be done before then. Are there things the community can do to stop this project?
- Council staff stated that Stages 1 and 2 will be finished now no matter what happens. It looks like there will be a delay with the Rozelle Interchange part of Stage 3, and Council

will be looking at the conditions of approval to see if there are any significant changes to Stage 3 from what was shown in the EIS.

- A resident asked – what’s going on with King Street now and in the future? Its “*third world*” and dangerous for cyclists, pedestrians and all non-vehicle users. Council staff’s response was that work was being done to reduce the traffic at the southern end of King Street through a project known as the ‘King Street Gateway’. The Mayor added that management of King Street is a challenge because one side is the City of Sydney and the other is Inner West Council. There is a need consistency in regulations – for example, the Newtown Precinct Business Association has sought consistency in trading hours. There is also a need for consistent investment in infrastructure and encouragement of small-scale arts and performance programs.
- A resident stated he has read and watched for years what has happened with WestConnex, and all stages seem to have identical issues. He has read many expert reports and has followed the responses of affected councils. Does the NSW Government care about the Inner West community? Council staff added that the NSW Government currently supports the construction of a number of inner-urban motorways that extend beyond the Inner West.
- Jenny Leong (State Member for Newtown) stated she has seen a shift in how WestConnex is treated in Parliament. At the beginning it was described by the Government in glowing terms, now it is seldom mentioned and left to the end of the session to be discussed.
- A resident who lives close to the Sydney Metro (rail) Sydenham dive-site stated this site will be operating 24/7. This is another project that is not wanted. Council needs to broaden its scope to include these projects in its discussions. More public meetings are needed on trucks and other construction issues. Council staff pointed out that Council was aware of the cumulative impact issues from WestConnex and these other projects.
- A resident stated – whoever wrote the WestConnex Stage 3 EIS is living in a “*parallel universe*”. Council is dealing with a State Government that is living in a false paradise. They don’t they realise that all WestConnex is going to do for local residents of St Peters is dump more cars on our doorstep.
- A resident from Haberfield stated that Council doing a great job lobbying behind the scenes, and asked - what is the broader plan beyond these five meetings? The meetings are a great way to exchange information, but what is their ultimate purpose? It is understood that Council has limited powers, but with 13,000 submissions, the planned rally, social media, thirty-odd advocacy groups across Sydney it should be possible to prevent this project proceeding. Council has a great opportunity to “*take it to the next level*” to halt this project. It is important that there is continued negative media about this project. People’s perceptions of WestConnex are changing everywhere.
- The Mayor’s response was that we are fighting as hard as we can. Council will continue with advocacy. Corflute anti-WestConnex signs are available, Council is planning a rally in Rozelle, and landowners are challenging compulsory acquisitions in Supreme Court, which will be back in court next week. We should not pretend that Council alone can stop WestConnex. The main purpose of these meetings is to keep the community informed of impacts and to gain input on practical measures for amelioration. As Mayor of Inner West Council, my primary concern is the residents of the Inner West. Political parties should unite to fight this project.
- Jenny Leong (State Member for Newtown) stated that she believed with strong community support we will see things change and welcomes the Mayor’s invitation for

everyone to work together to stop this project. Currently there is a campaign to stop superannuation companies from being involved in the purchase of SMC, and would like Council to support this campaign.

- A resident stated he was tired of having to report noise problems every night. There is a need more spot checks by EPA, and has little faith that these are being undertaken. Do Council's environmental officers undertake noise monitoring? Council staff's response was that Council has no formal compliance role with this project, so does not undertake noise or air quality monitoring. Nor is Council set up or resourced to undertake this task. Responsibility for monitoring rests with NSW Government agencies. Council does however play an advocacy role in compelling the agencies to be more effective in their regulatory roles.
- A resident pointed out that Sydney Metro (rail) is causing just as much noise and dust as WestConnex, and impacts from both projects are constant. My daughter is doing the HSC this year and is being exposed to constant disruption when studying. No alternative accommodation has been offered - so there has been much anxiety, which isn't fair. There is almost no parking available on May Street, and this is taken when soccer games are held. What is Council doing about car parking and managing sporting events at Camdenville Park?
- A resident stated there continues to be significant impacts from dust, and EPA constantly being advised of excessive dust in the community. Is there any chance that WestConnex will be compensating residents? Council staff responded by stating that dust is a big issue in Haberfield as well as St Peters, and Council is not aware of any intention of compensation being offered. Council agrees that dust is an issue that is constantly being raised, and there is a need for compensation.
- A resident asked – why isn't Council doing a health study into the impacts of WestConnex on the residents of St Peters? There has been a significant increase in respiratory issues in our community. The Mayor responded by stating that Council has undertaken an air quality assessment as part of its EIS submission, which is available on Council's website. The health impacts of WestConnex are totally unacceptable. On the issue of Council supplying compliance officers, Council has already spent \$2M on the WestConnex Unit and is investigating offering a dilapidation reporting service to residents. Council does have limits to what it can do. Council will look investigate monitoring of air quality. Council staff added that an engineering consultancy was commissioned to undertake an air quality analysis for Council's EIS submission. Council staff also attend the Air Quality Community Consultative Committees (AQCCC) for Stages 1 and 2. These committees determine the placement of the monitoring stations. Background information on these committees is available on the project's website.
- Jenny Leong (State Member for Newtown) stated that in its Stage 3 EIS submission, EPA had said they can't make constructive comments due to lack of information in the EIS.
- Cllr Lockie (Stanmore Ward) asked - what else can we do? I recently met with the DP&E and raised the issue of constant noise, dust and the number of breaches. DP&E has put on additional compliance resources and will be doing more spot checks. What is apparent is that people are sick of complaining – the only way to get results is to keep the pressure on the project. I urge everyone to keep complaining.
- A resident stated that parents should be aware that students sitting the HSC are being constantly disturbed by noise and dust, and the Department of Education makes no allowance for this. In 2017, applications for special consideration to the Department of



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Education were not approved. I have recently complained about night noise as my daughter has an assignment due which would directly contribute to her ATAR score. I was told by New M5 project staff that this is not an issue, as the HSC has not started yet.

- A resident acknowledged that Council had made a 300-page submission EIS on the Stage 3 EIS and asked if there are legal means to stop Stage 3. Council staff responded by stating that there is a need to first consider what is approved, then Council will look for opportunities to challenge. To date Council has not found any legal avenues to challenge the project.