

12 September 2014

The Director - Infrastructure Projects
Department of Planning and Environment
Number: SSI 13_6136
Major Projects Assessment
GPO Box 39
SYDNEY NSW 2001

Re: NorthConnex - Application Number: SSI 13_6136

Submitted via: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6136

Please find below my submission in response to the exhibition of the EIS for NorthConnex.

Relevant background

My name is Graeme Foley. My family and I have lived at 21 Bareena Avenue, Wahroonga since December 1985, ie before the F3 was constructed in a valley which leads ultimately to the Hawkesbury River.

I hold BSc (Geology) (UWA 1971) and Master of Business Administration (UWA 1978) degrees.

I have worked in various aspects of the natural resources industry for almost 40 years and am familiar with many aspects of project modeling, computer simulation, feasibility studies, project financing and company management.

Position regarding the project

I object to the project as currently proposed in the EIS.

The EIS proposes the northern ventilation stack be located in the middle of a densely populated residential area in Wahroonga, where 9,300 school children, as well as people and families in multiple aged care facilities, hospitals, businesses and private homes will be exposed to emissions from the stack.

Flaws in the EIS

There are multiple flaws in the EIS. That the EIS presents a project which ostensibly complies with the various rules and regulations which govern the proposed project provides scant comfort to an experienced eye that the project will deliver outcomes beneficial and safe for the community.

Value destruction will result from the project

A key omission in the EIS is an assessment of the impact on property prices of the proposed project.

Experience around other tunnels has shown impacts range according to proximity to and visibility of the specific facilities.

Discussions with a valuer with experience in this area suggested near field impacts will be a reduction in value of between 30% to 50%. As distance from the facilities increases, the reduction in value generally increases.

Tunnels are not like railways or bus routes. There is no advantage in advertising a house as “Walk to tunnel...”

When the M2 was built, property prices in the West Pennant Hills region rose appreciably because after years of there being nothing more than a goat track to the city, residents of the area finally had an efficient road system (particularly outside peak hour) via which to commute to CBD-based employment. NorthConnex will provide no such advantages to 99% of the people living around either end of the NorthConnex tunnel.

Simply put, there will be no logistical benefit associated with living near the entrance of either end of the NorthConnex tunnel. There will however, be significant negative impacts associated with living close to the infrastructure which supports the tunnel.

Below is a table which summarises the potential loss of value created when the tunnel is completed. The property prices are estimates of current values, not future values. If values continue to increase the, the value destruction will be greater:

			Change in value case		
			High	Most Likely	Low
Area	Houses affected (#)	Ave house price (\$m)	High (\$m)	Most Likely (\$m)	Low (\$m)
Southern stack	2,874	1.11	-400	-342	-211
Wilson Rd	2,833	1.18	-262	-168	-61
Trelwaney St	2,934	1.19	-292	-194	-81
Northern stack	3,187	1.52	-480	-362	-200
	11,829		-1,434	-1,066	-553

Based on information contained in the EIS and the assumptions presented in Attachment 1, the potential reduction in value in the area impacted by the NorthConnex project ranges from a low estimate of \$553m to a high estimate of \$1,434m. The workings are attached.

The fact NorthConnex did not address the impact of the project on property prices in the EIS is amazing.

Action required: NorthConnex must commission a full study of the impact of the project on the value of property located with 2kms of the tunnel

Graeme Foley
12 September 2014

Southern stack



Figure 7-49 Motorway operations complex visual envelope map

Radius	Area 1	Freeway	Area 2	Industrial parks, etc	Roads	Not Residential	Area 3	Block	Homes
(m)	(m ²)	(m ²)	(m ²)	(%)	(%)	(m ²)	(m ²)	(m ²)	(#)
100	31,416	12,000	19,416	10%	7%	3,301	16,115	800	20
300	282,743	36,000	227,327	20%	7%	61,378	165,949	800	207
500	785,398	60,000	478,655	20%	7%	129,237	349,418	800	437
1,000	3,141,593	120,000	2,296,194	15%	8%	528,125	1,768,070	800	2,210
							2,299,552		2,874

PHR / M2 width = 60 m

High value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see stack				Post-tunnel - cannot see stack				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.00	20	100%	20	-50%	10	0%	0	-40%	0	10	10	50%
300	1.10	228	90%	187	-35%	133	10%	21	-25%	17	151	78	34%
500	1.20	524	75%	328	-25%	295	25%	109	-15%	111	406	118	23%
1,000	1.10	2,431	60%	1,326	-10%	1,313	40%	884	-5%	924	2,237	194	8%
		3,204		1,860		1,751		1,014		1,052	2,803	400	12%

Average property value 1.11

Most likely value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see stack				Post-tunnel - cannot see stack				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.00	20	100%	20	-45%	11	0%	0	-35%	0	11	9	45%
300	1.10	228	90%	187	-30%	144	10%	21	-20%	18	162	66	29%
500	1.20	524	75%	328	-20%	314	25%	109	-10%	118	432	92	18%
1,000	1.10	2,431	60%	1,326	-10%	1,313	40%	884	-3%	943	2,256	175	7%
		3,204		1,860		1,782		1,014		1,079	2,862	342	11%

Low value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see stack				Post-tunnel - cannot see stack				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.00	20	100%	20	-40%	12	0%	0	-30%	0	12	8	40%
300	1.10	228	90%	187	-25%	154	10%	21	-15%	19	173	55	24%
500	1.20	524	75%	328	-15%	334	25%	109	-5%	124	459	66	13%
1,000	1.10	2,431	60%	1,326	-5%	1,386	40%	884	-1%	963	2,348	83	3%
		3,204		1,860		1,886		1,014		1,107	2,993	211	7%

Wilson Road support facility



Figure 7-53 Wilson Road tunnel support facility visual envelope map

Radius (m)	Area 1 (m ²)	Freeway	Area 2 (m ²)	Industrial parks, etc (%)	Roads (%)	Not Residential (m ²)	Area 3 (m ²)	Block (m ²)	Homes (#)
100	31,416	12,000	19,416	0%	7%	1,359	18,057	800	23
300	282,743	36,000	227,327	35%	7%	95,478	131,850	800	165
500	785,398	60,000	478,655	25%	7%	153,170	325,485	800	407
1,000	3,141,593	120,000	2,296,194	15%	7%	505,163	1,791,032	800	2,239
							2,266,424		2,833

Pennant Hills Road width = 60 m

High value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see facility				Post-tunnel - cannot see facility				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.00	23	100%	23	-40%	14	0%	0	-30%	0	14	9	40%
300	1.10	181	85%	140	-30%	108	15%	25	-20%	22	130	52	29%
500	1.10	448	20%	81	-20%	72	80%	325	-10%	322	394	54	12%
1,000	1.20	2,687	10%	224	-10%	242	90%	2,015	-5%	2,297	2,539	148	6%
		3,338		468		435		2,365		2,641	3,076	262	8%
Average		1.18											

Most likely value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see facility				Post-tunnel - cannot see facility				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.00	23	100%	23	-35%	15	0%	0	-25%	0	15	8	35%
300	1.10	181	85%	140	-25%	116	15%	25	-15%	23	139	43	24%
500	1.10	448	20%	81	-15%	76	80%	325	-5%	340	416	31	7%
1,000	1.20	2,687	10%	224	-5%	255	90%	2,015	-3%	2,345	2,601	86	3%
		3,338		468		462		2,365		2,709	3,170	168	5%

Low value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see facility				Post-tunnel - cannot see facility				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.00	23	100%	23	-30%	16	0%	0	-20%	0	16	7	30%
300	1.10	181	85%	140	-20%	123	15%	25	-12%	24	147	34	19%
500	1.10	448	20%	81	-10%	81	80%	325	-3%	347	428	20	4%
1,000	1.20	2,687	10%	224	0%	269	90%	2,015	0%	2,418	2,687	0	0%
		3,338		468		488		2,365		2,789	3,277	61	2%

Trelwaney St support facility



Figure 7-56 Trelwaney Street tunnel support facility visual envelope map

Radius (m)	Area 1 (m ²)	Freeway (m ²)	Area 2 (m ²)	Industrial parks, etc (%)	Roads (%)	Not Residential (m ²)	Area 3 (m ²)	Block (m ²)	Homes (#)
100	31,416	12,000	19,416	0%	7%	1,359	18,057	800	23
300	282,743	36,000	227,327	10%	7%	38,646	188,682	800	236
500	785,398	60,000	478,655	20%	7%	129,237	349,418	800	437
1,000	3,141,593	120,000	2,296,194	15%	7%	505,163	1,791,032	800	2,239
							2,347,188		2,934

Pennant Hills Road width = 60 m

High value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see facility				Post-tunnel - cannot see facility				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.10	25	95%	21	-40%	14	5%	1	-30%	1	15	10	40%
300	1.10	259	60%	142	-30%	109	40%	94	-20%	83	192	67	26%
500	1.20	524	40%	175	-10%	168	60%	262	-10%	283	451	73	14%
1,000	1.20	2,687	5%	112	-10%	121	95%	2,127	-5%	2,425	2,546	141	5%
		3,495		450		412		2,484		2,792	3,203	292	8%

Average 1.19

Most likely value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see facility				Post-tunnel - cannot see facility				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.10	25	95%	21	-35%	15	5%	1	-25%	1	16	9	35%
300	1.10	259	60%	142	-25%	117	40%	94	-15%	88	205	54	21%
500	1.20	524	40%	175	-15%	178	60%	262	-5%	299	477	47	9%
1,000	1.20	2,687	5%	112	-5%	128	95%	2,127	-3%	2,476	2,603	83	3%
		3,495		450		438		2,484		2,864	3,301	194	6%

Low value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see facility				Post-tunnel - cannot see facility				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.10	25	95%	21	-30%	17	5%	1	-20%	1	18	7	30%
300	1.10	259	60%	142	-20%	125	40%	94	-12%	91	216	44	17%
500	1.20	524	40%	175	-10%	189	60%	262	-3%	305	494	30	6%
1,000	1.20	2,687	5%	112	0%	134	95%	2,127	0%	2,552	2,687	0	0%
		3,495		450		464		2,484		2,950	3,414	81	2%

Northern stack & Pearce's Corner



Figure 7-59 Northern ventilation facility visual envelope map

Radius	Area 1	Freeway	Area 2	Industrial parks, etc	Roads	Not Residential	Area 3	Block	Homes
(m)	(m ²)	(m ²)	(m ²)	(%)	(%)	(m ²)	(m ²)	(m ²)	(#)
100	31,416	12,000	19,416	0%	7%	1,359	18,057	800	23
300	282,743	36,000	227,327	3%	7%	22,733	204,595	800	256
500	785,398	60,000	478,655	5%	7%	57,439	421,216	800	527
1,000	3,141,593	120,000	2,296,194	10%	7%	390,353	1,905,841	800	2,382
							2,549,709		3,187

F3 width = 60 m

High value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see stack				Post-tunnel - cannot see stack				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.50	34	0%	0	-50%	0	100%	23	-40%	20	20	14	40%
300	1.60	409	5%	13	-35%	13	95%	243	-25%	292	305	104	26%
500	1.60	842	15%	79	-25%	95	85%	448	-15%	609	703	139	17%
1,000	1.50	3,573	25%	596	-10%	804	75%	1,787	-5%	2,546	3,350	223	6%
		4,859		687		912		2,500		3,467	4,379	480	10%

Average

1.52

Most likely value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see stack				Post-tunnel - cannot see stack				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.50	34	0%	0	-45%	0	100%	23	-35%	22	22	12	35%
300	1.60	409	5%	13	-30%	14	95%	243	-20%	311	325	84	21%
500	1.60	842	15%	79	-20%	101	85%	448	-10%	644	746	97	12%
1,000	1.50	3,573	25%	596	-10%	804	75%	1,787	-3%	2,600	3,404	170	5%
		4,859		687		919		2,500		3,577	4,497	362	7%

Low value destruction case

Radius (m)	Pre-tunnel		Post-tunnel - can see stack				Post-tunnel - cannot see stack				Post tunnel		
	Ave value (\$m)	Total value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Homes (%)	Homes (#)	Value (%)	Value (\$m)	Total value (\$m)	Total loss (\$m)	Total loss (%)
100	1.50	34	0%	0	-40%	0	100%	23	-30%	24	24	10	30%
300	1.60	409	5%	13	-25%	15	95%	243	-15%	330	346	63	16%
500	1.60	842	15%	79	-15%	107	85%	448	-5%	680	788	55	7%
1,000	1.50	3,573	25%	596	-5%	849	75%	1,787	-1%	2,653	3,502	71	2%
		4,859		687		971		2,500		3,688	4,659	200	4%