

Brian Gorman

28 Callan Street, Rozelle, 2039

0418 473 058

To whom it may concern;

I am writing to strongly object to the proposed changes to the design of the Westconnex Rozelle Interchange.

Below are the key reasons for my opposition:

1. The proposed change is to the ventilation system associated with the tunnel. Since the contractor is no longer adhering to the original approval, all aspects of the tunnel and ventilation design should be on the table for consideration.

We have just experienced what it's like to be exposed to 34 times higher than the World Health Organisation's recommended safe level of 2.5 particulate pollution. This is caused by the ongoing bush fires and our government tells people to stay indoors to avoid ill health effects. The unfiltered ventilation stacks in this project will deliver concentrated 2.5 particulate pollution directly over and around the inner west and in particular to those like me, living within a 100M radius of the stack. This too will exceed the W.H.O. recommendations for safe levels. Given the fact that diesel fuel creates the most carcinogenic 2.5 particulate pollution of all sources and that numerous diesel vehicles will be travelling through these tunnels, people's lives will be put at risk if the ventilation system is not filtered. The justification for non-filtration in the original approval is flawed. Equal comparisons to other 'best practice' tunnels around the world were not fair comparisons, with differences in number of exhaust stacks, length of tunnels and system design not being appropriately considered. The fact is that these tunnels are exceedingly long and have very limited inputs for fresh air and outputs of exhaust, only occurring at the portal openings. Therefore, the scope of work in the proposed change must include the addition of filtration for the ventilation system to deliver the 'best practice' result that our government has promised.

2. The proposed change puts my property at great risk of damage due to the new underground ventilation tunnel being within 50M of my home and being constructed at a depth of only 10-15M below the ground surface. In the current approved design no tunnels are within 50M of my home.
3. The proposed change will result in excessive noise and vibration due to the construction. My house is shown below circled in red and is identified as one where noise levels will be high during construction.



4. To date the contractor has not been consistent in performing work as per community notifications. Nor have they been consistent in their community consultation. In fact one item shown in their proposal under section 6 : Community Consultation did not occur: the information session noted as occurring on 20 November 2019, was cancelled only 2 hours prior to its proposed start, with the contractor stating that there weren't enough RSVP's. I understand that at least 5 people, including myself, RSVP'd to this session. Given this lack of commitment to the consultation process, I wonder what other aspects of this proposal will not be carried out if it is approved. I severely doubt the integrity of this contractor and believe that should this proposal be approved, additional inspections by the EPA and DPIE should be required.
5. The 'residual land' shown in the proposal is not included in the scope of the project, when previously this area was included. Although the use of this land may change, it must be included in the scope of work. All residual land should be given back to the community as green public space and it should be within the project scope to implement an appropriate design that delivers this.

Should the DPIE determine to approve this proposal, the following two conditions must be included in the new design prior to approval:

1. The EIS and the approval of the Rozelle interchange preceded the Parliamentary Inquiry into Westconnex. The recommendations of this Inquiry should inform the Department of Planning, Industry and Environment (DPIE) in its decision to approve the proposed changes. The Parliamentary Inquiry stated: "That the NSW Government install, on all current and future motorway tunnels, filtration systems in order to reduce the level of pollutants emitted from ventilation stacks". Therefore the ventilation stack on Victoria Road opposite Callan Street and the 3 ventilation stacks in the Rozelle Goods Yard must include filtration as a condition of the approval for the proposed changes.
2. All residual land along Victoria Road at the Iron Cove Link must be used for community based amenities, such as planting, parks and playgrounds. **Specifically the residual land on Victoria Road between Callan and Springside Streets must be planted with mature size trees and become a park for all residents to enjoy.** Since our community has been ravaged by the destruction of historic homes and the removal of all vegetation, including mature aged trees along Victoria Road, this would help reinstate some of what has been lost.

This residual land should not be used for residential or any other type of commercial development. The proposal specifically refers to the benefit of moving facilities underground being the reduction of overshadowing. To reinstate any built structure on the residual land would negate this benefit. Noise reduction seems to be a concern and could be achieved through the design of a park with dense foliage, mature trees and 'green walls' at the Victoria Road edge of the park.

It is important to note that making the residual land a green space for the community is consistent with the DPIE's Place, Design and Public Spaces policy, which states: "We create great places and experiences for all, plan for a changing and thriving NSW, inspire strong and resilient communities and regions, and ensure the responsible and sustainable use of NSW's resources."

Thank you for your consideration and I would be eager to discuss my concerns directly and in person with planners prior to approval if possible.

Respectfully submitted;

Brian Gorman