A map of the WestConnex Stage 3a project area in Sydney. The map shows a network of roads including Dobroyd Parade, Lilyfield Road, City West Link, Main Road, Johnston Street, The Crescent, Parramatta Road, Norton Street, Young Street, Brown Street, West Street, and Mallett Street. A green dashed line indicates the proposed project route, which starts near the Hawthorne Canal and runs through the area. A blue triangle marks a specific location on Parramatta Road. The text "KEGWORTH PUBLIC SCHOOL PLAYGROUND" is visible on the left side of the map.

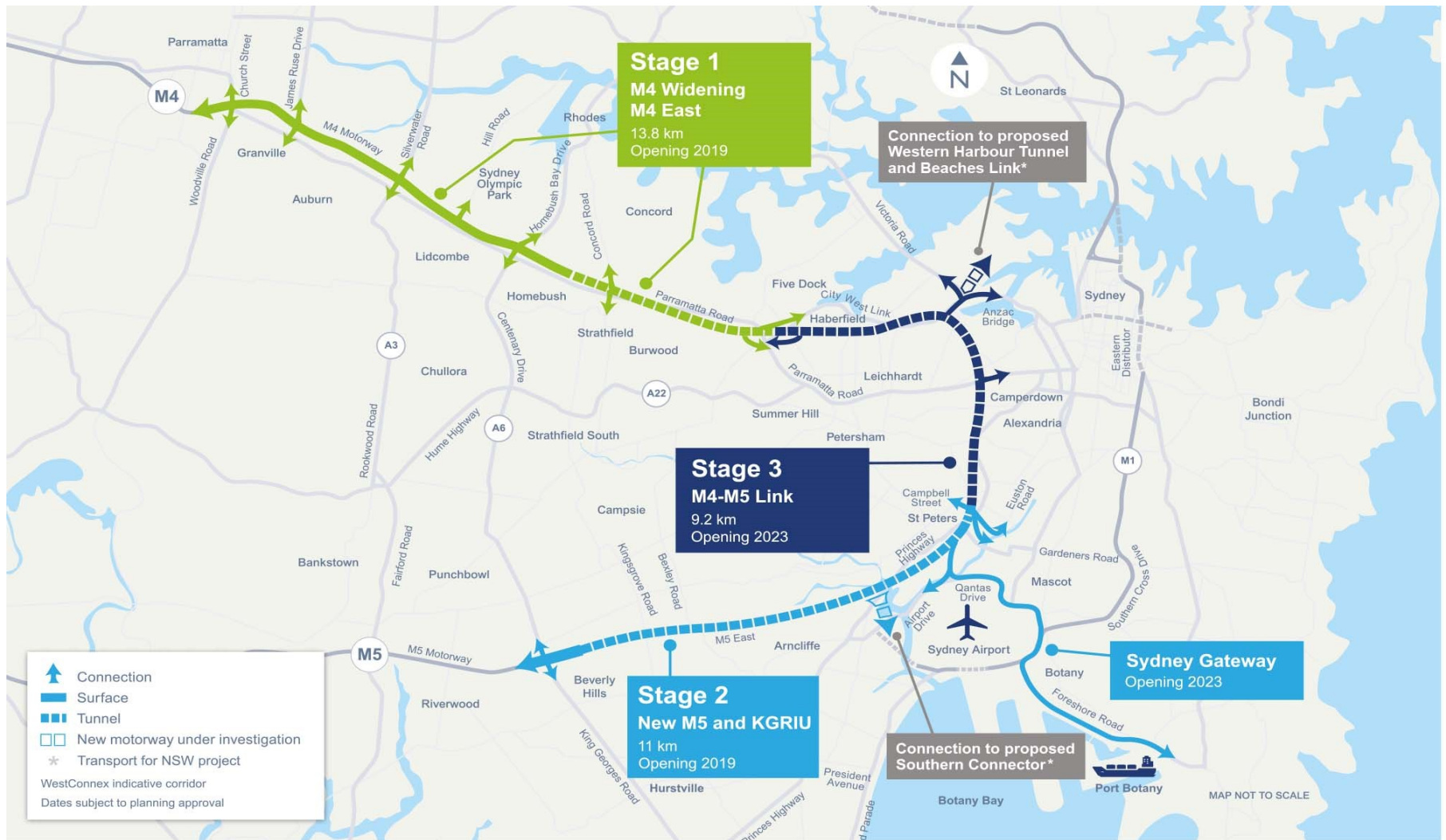
# WestConnex Stage 3a Public Meeting – Feb 9

**JAMIE PARKER MP**  
**FOR BALMAIN**

# Agenda

- The good and bad news
- Background on WestConnex
- What is Stage 3a?
- Impacts on residents
- What you can do
- Resolution

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WestConnex Updated Business Case November 2015 Figure E1

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# The **good** news

- ✓ Changes to laws around compulsory acquisitions
- ✓ Darley Rd dive site defeated
- ✓ Win on Johnson St truck movements
- ✓ 'Independent' panels for Stage 3a
- ✓ Entry and exit ramps on Parramatta Road abandoned
- ✓ Parliamentary Inquiry into the impact of WestConnex

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# The **bad** news

Infrastructure Australia board member Prof Peter Newman – no impartial merit assessment, normal planning and consultation processes subverted.

NSW Auditor General – lack of independent monitoring of the concept, business case and monitoring

2017 SMH reveals Cabinet directive not to consider public transport alternatives

Federal Audit Office reported decisions by both major parties to provide support for project were "inconsistent with the advice" from both Infrastructure Australia and the Department of Infrastructure.

City of Sydney have proposed alternatives that would achieve the same claimed outcome.

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**FOR BALMAIN**



# Who is involved?



Set up in 2011 by newly elected Liberal government, produced 20-year State Infrastructure Strategy advocating for WestConnex.



Inaugural Chairman, Nick Greiner, resigned from iNSW 2013. Formerly Chairman Valemus now Lendlease Infrastructure. Now adviser to **Transurban**.



Dominant player in private toll roads in NSW. Major political donor to the Liberal party with almost \$200,000 to the Liberals in the run up to the last Federal election. Admitted to illegal political donations in the USA.

Inaugural WestConnex Chairman Tony Shepherd, formerly a Transurban director. Former Chairman Peter Brecht, was CEO of Lend Lease Infrastructure.



Government for-profit agency to develop public lands. Former CEO John Brogden also led Liberal Party. Current CEO Barry Mann worked at Lendlease for 14 years.



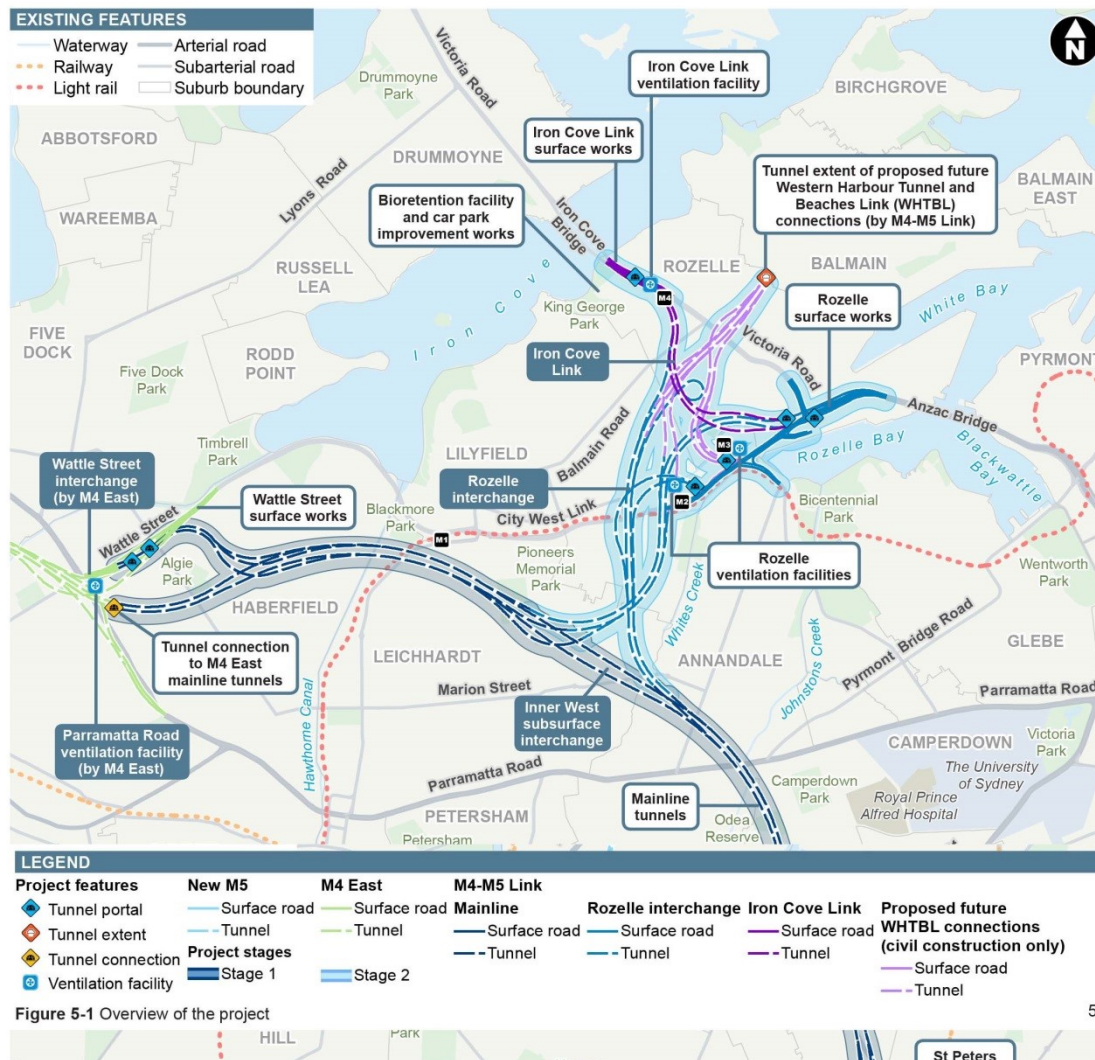
Headed by Chief Commissioner Lucy Turnbull. New body created in 2016 by Liberal State Government. Responsible for metropolitan planning in a partnership between State and Local Government. Supported by NSW Labor. Stripped planning powers from local councils.



SAMSUNG C&T

	<b>SUB-PROJECT</b>	<b>DESCRIPTION</b>	<b>TIMETABLE</b>
Stage 1	Stage 1A M4 widening (Parramatta to Homebush)	Widening the existing M4 Motorway from Parramatta to Homebush	2015 – 2017
	Stage 1B M4 East (Homebush to Haberfield)	Extending the M4 Motorway in tunnels between Homebush and Haberfield via Concord. Includes provision for the future connection to M4 – M5 Link	2016 – 2019
Stage 2	New M5 (Beverly Hills to St Peters)	Duplicating the M5 East from King Georges Road in Beverly Hills with tunnels from Kingsgrove to new interchange at St Peters.	2016 – 2019
	King Georges Road Interchange Upgrade (Beverly Hills)	Upgrade of the King Georges Road Interchange between the newly widened M5 West and the M5 East at Beverly Hills, in preparation for the New M5.	2015 – 2017
	Sydney Gateway (St Peters to Airport & Port Botany)	A connection between the new St Peters Interchange and the Sydney Airport and Port Botany precinct.	2018 – 2022
Stage 3	Stage 3a M4 – M5 Link Main Tunnel Works	Tunnels connecting to the M4 East and New M5 via Rozelle and Camperdown.	2019 – 2023
	Stage 3b M4 – M5 Link Rozelle Interchange	Interchange at Rozelle with provision for a future connection to the Western Harbour Tunnel and Beaches Link.	? - 2023

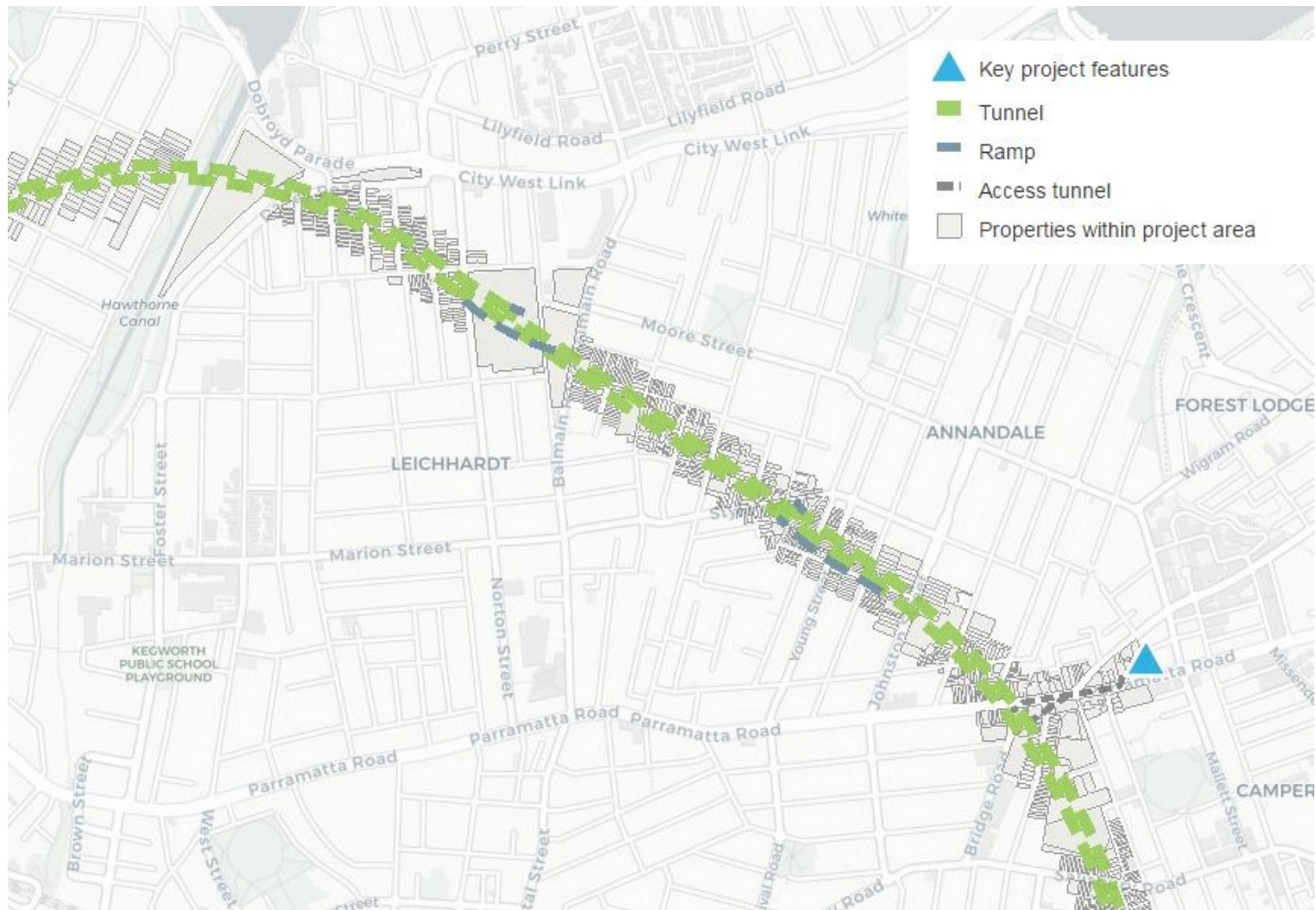
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M4-M5 EIS\_Vol 1A\_Ch05 Project description\_part 1

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<https://stage3a.anzgeo.com/>

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# The Main Tunnel Works include

## TUNNELS

Around 7.5 km twin tunnels, each four-lanes wide linking Haberfield to St Peters

## RAMPS

Between the main tunnels and the surface interchange at St Peters

## TUNNEL STUBS

So the main tunnels can connect to the Rozelle Interchange and proposed Western Harbour Tunnel

## RAMPS

Between the main tunnels and the surface connection at Wattle Street

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# Changing Tunnelling Depths

## Stage 3a EIS

Released Aug 17

See [EIS Property and Land Use](#)

### Potential impacts on buildings and open space

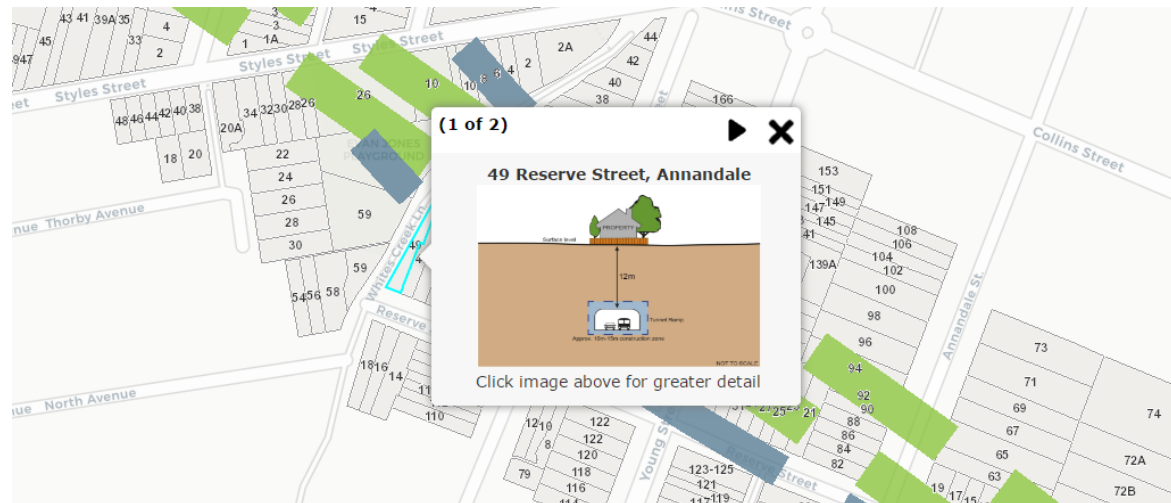
For the majority of the proposed alignment the tunnels are located at depths of greater than 35 metres below ground level and in competent bedrock. As a result the risk of ground movement is limited. However, at a number of locations where the tunnels are rising to meet the surface roads the tunnelling is shallower at depths of less than 20 metres below ground level. These shallower areas of tunnelling are generally located in the vicinity of:

- The entry and exit ramps to and from the Wattle Street interchange at Haberfield
- The three sets of tunnel portals for the Rozelle interchange at Rozelle and Lilyfield
- The tunnel portals for the Iron Cove Link at Rozelle
- The entry and exit ramps to and from the St Peters interchange.

## Tunnel Map

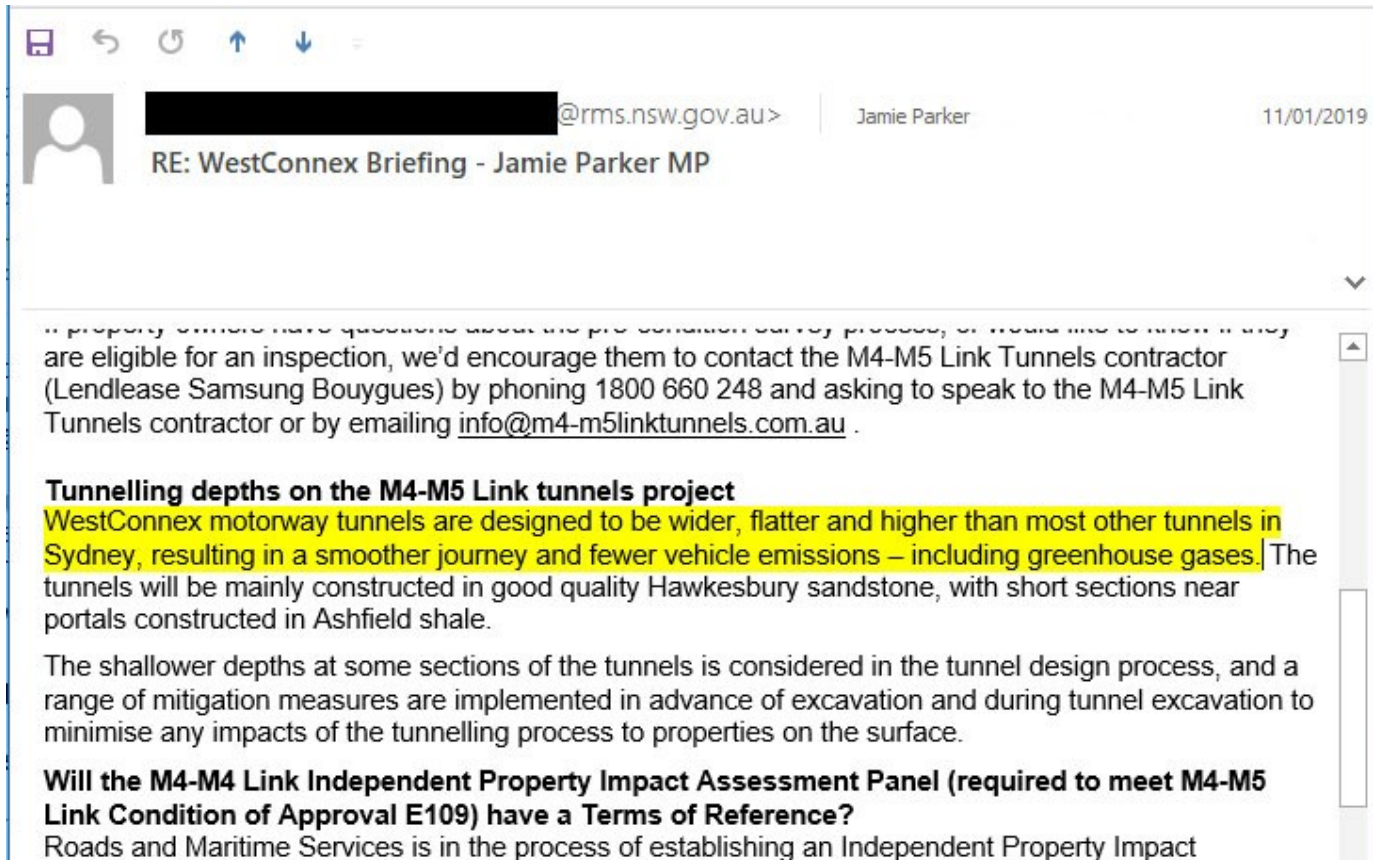
Released Dec 18

See <https://stage3a.anzgeo.com/>



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# Changing Tunnelling Depths



RE: WestConnex Briefing - Jamie Parker MP

11/01/2019

if property owners have questions about the pre-condition survey process, or would like to know if they are eligible for an inspection, we'd encourage them to contact the M4-M5 Link Tunnels contractor (Lendlease Samsung Bouygues) by phoning 1800 660 248 and asking to speak to the M4-M5 Link Tunnels contractor or by emailing [info@m4-m5linktunnels.com.au](mailto:info@m4-m5linktunnels.com.au).

**Tunnelling depths on the M4-M5 Link tunnels project**  
WestConnex motorway tunnels are designed to be wider, flatter and higher than most other tunnels in Sydney, resulting in a smoother journey and fewer vehicle emissions – including greenhouse gases. The tunnels will be mainly constructed in good quality Hawkesbury sandstone, with short sections near portals constructed in Ashfield shale.

The shallower depths at some sections of the tunnels is considered in the tunnel design process, and a range of mitigation measures are implemented in advance of excavation and during tunnel excavation to minimise any impacts of the tunnelling process to properties on the surface.

**Will the M4-M5 Link Independent Property Impact Assessment Panel (required to meet M4-M5 Link Condition of Approval E109) have a Terms of Reference?**  
Roads and Maritime Services is in the process of establishing an Independent Property Impact

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# Impacts of shallow tunnelling

**SETTLEMENT**

5-10mm average

**GROUND  
MOVEMENT**

**NOISE AND  
VIBRATION**

## **IMPACT CORRIDOR**

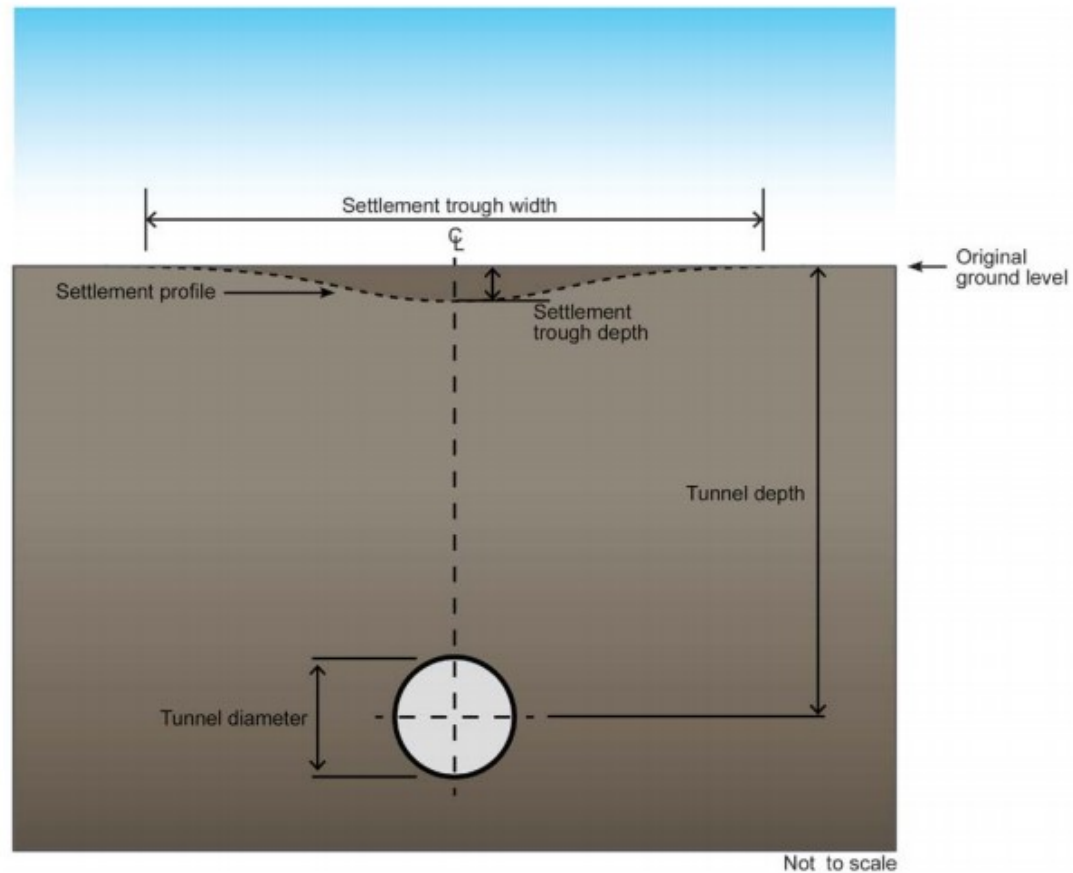
Homes that sit within the project "zone of impact" are entitled to post-construction reports

**WestConnex Stage 3a – 50m**

**Other tollroads – up to 250m**

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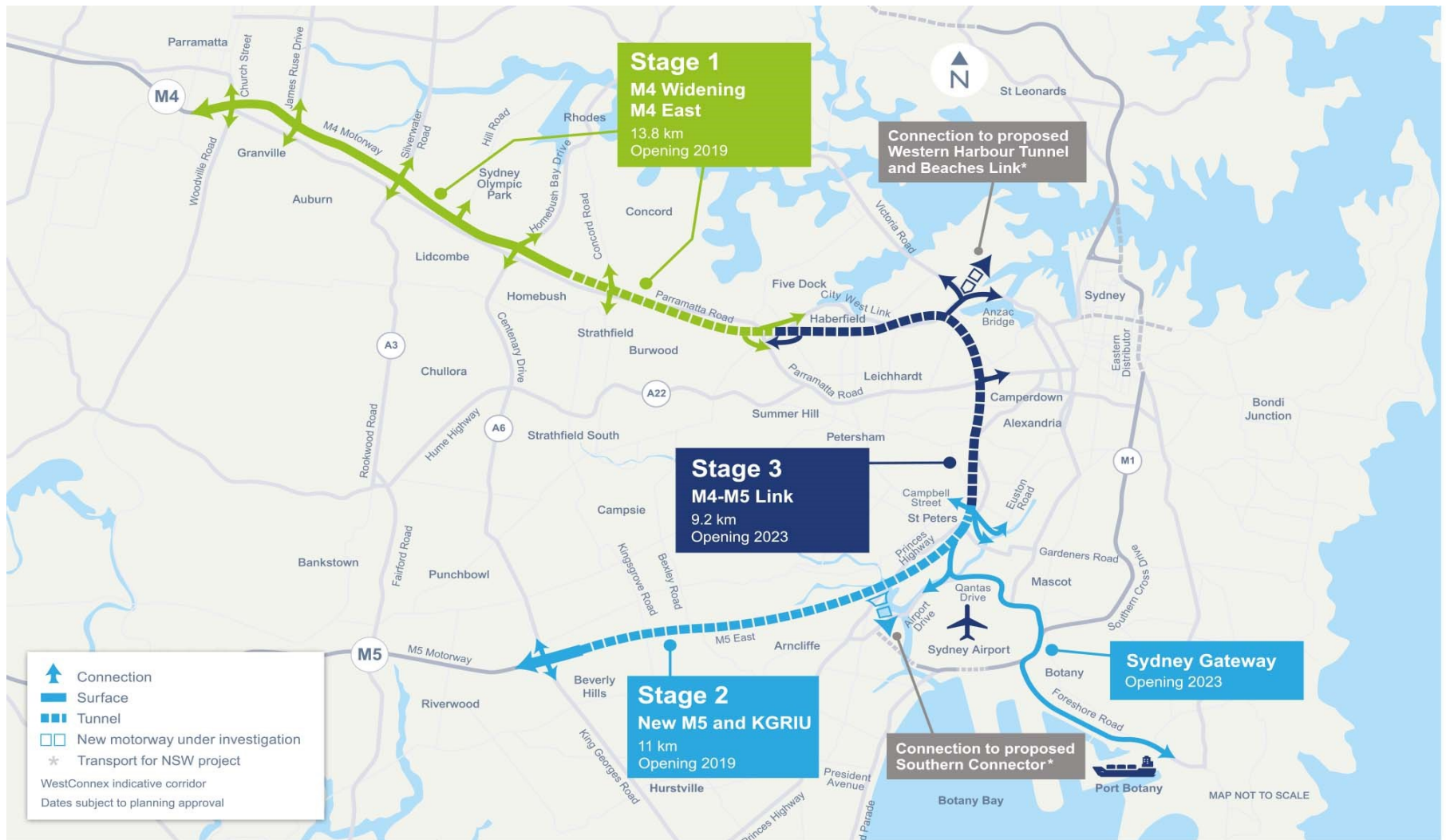
**Figure 12-15 Typical settlement profile**

Source Technical Manual for Design and Construction of Road Tunnels – Civil Elements

Note - CL in Figure 12-15 refers to centre line

[EIS Land and Property Use](#)

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WestConnex Updated Business Case November 2015 Figure E1

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# Ground movement and M4 East

North Strathfield



See [ABC News](#)

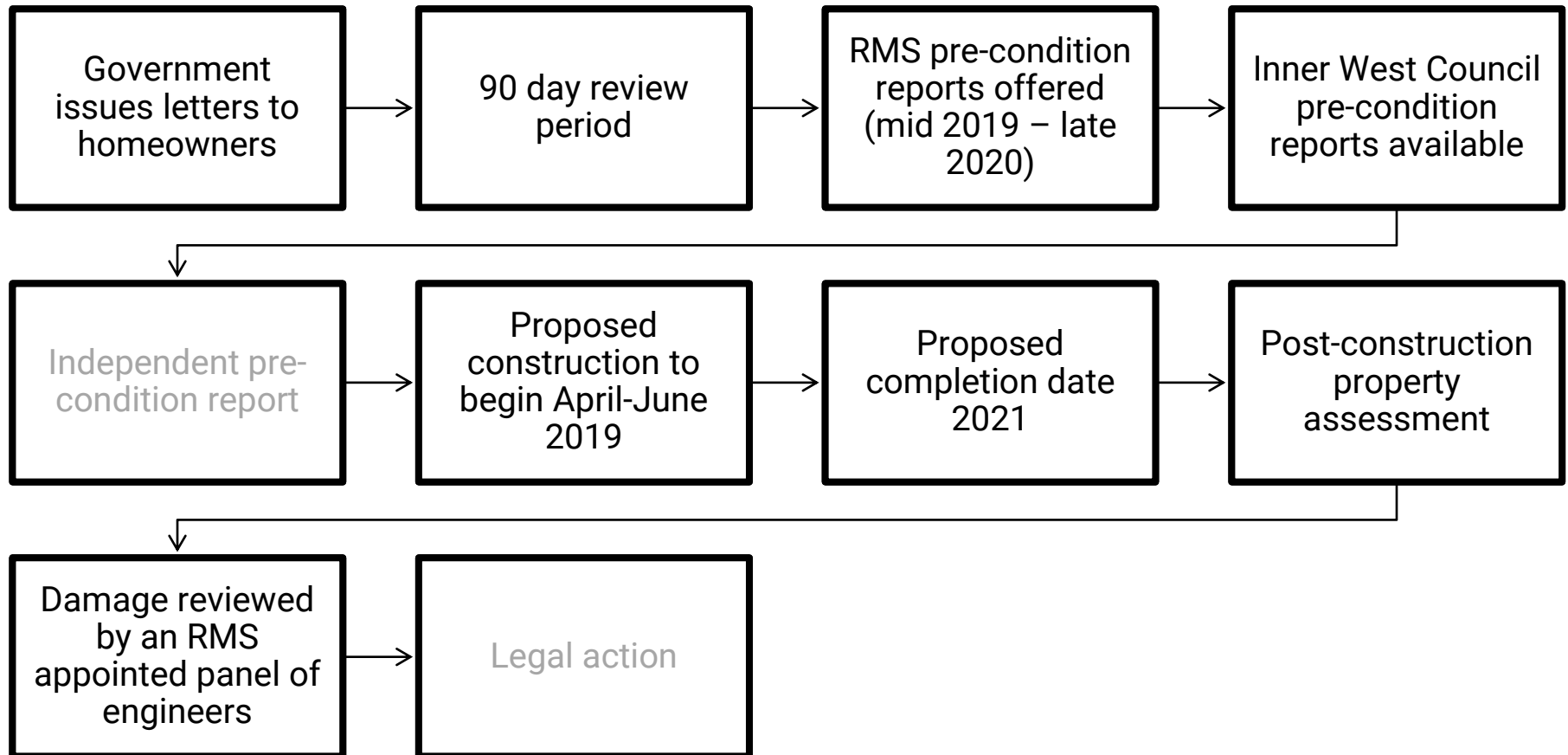
Strathfield



See [SMH](#)

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# Process for appealing damage to properties



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## DAMAGE REGISTER

WestCONNex Action Group has been contacted by many residents whose homes have been damaged by WestCONNex construction or tunnelling. In some cases, the damage is severe and could hundreds of thousands of dollars to fix. The home of Beverly Hills resident, Kathryn Calman (pictured here), is likely to cost more than \$200,000 to repair. Last week the media widely covered similar serious cracking damage to homes of residents above the M4 East tunnel in Strathfield.



WestCONNex contractors and RMS have denied liability for the damage, claiming the cracking is not caused by WestCONNex construction, forcing residents to prove the damage and potentially incur thousands of dollars in survey and legal costs. They have also refused to provide residents with the geotech surveys needed to prove this.

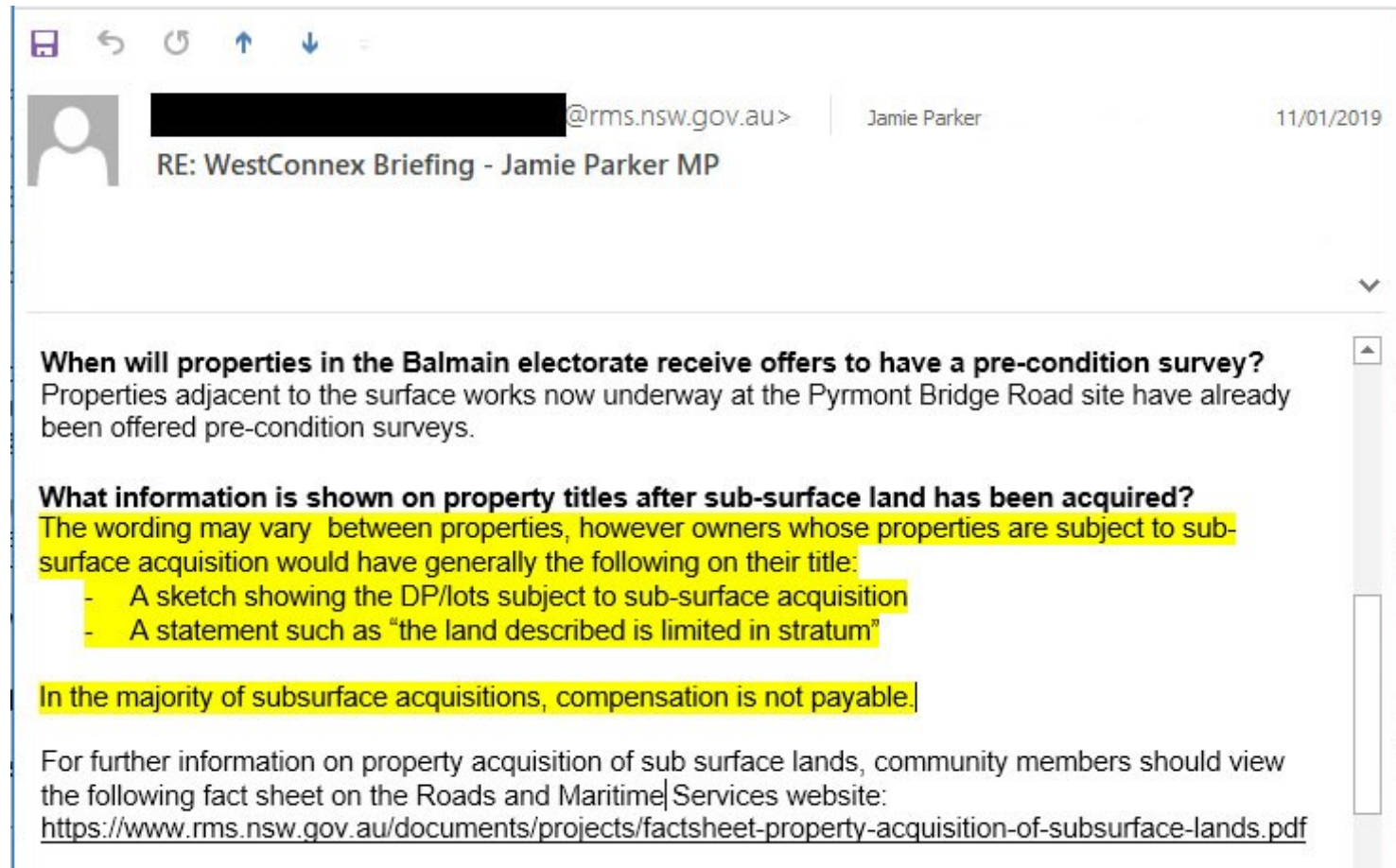
Under the Conditions of Approval for each WestCONNex Stage, Roads and Maritime Services (RMS) is required to rectify at its expense any damage resulting from WestCONNex construction. However, in its contractual arrangements with Sydney Motorway Corporation, RMS has "contracted out" this obligation to SMC, which in turn has devolved responsibility for damage to the construction consortia for each Stage in the construction contracts. This means the

See [here](#).

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# Substratum compulsory property acquisition



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**FOR BALMAIN**



10 News, 7 March 2018

**JAMIE PARKER MP**  
**FOR BALMAIN**

# What we're asking

- ✓ **Scrap WestConnex and redirect money into public transport**
- ✓ Deeper tunnelling
- ✓ Community representative on the RMS damage assessment panel
- ✓ Expand the zone of influence to 250m
- ✓ Vibration monitoring at homes within zone of influence
- ✓ Deploy ground movement detection technology to confirm causation of property damage
- ✓ Commit to compensating property owners for compulsory underground acquisitions

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# Take action

- ✓ **Talk** to your friends and neighbours
- ✓ **Form letters** to the Premier and WestConnex Stage 3a contractors
- ✓ **Don't fund Westconnex** – UniSuper and Australian Super
- ✓ **Sign the petition** at [www.jamieparker.org/westconnex\\_stage3a](http://www.jamieparker.org/westconnex_stage3a)

**JAMIE PARKER MP**  
**FOR BALMAIN**