

Utopia? We're living in it!



Rozelle, Balmain, Pyrmont, Glebe and Annandale.

Heard about WestConnex's twists and turns, acquisitions, evictions, tunnelling, noise, vibrations, cracking, traffic chaos, and prayed you weren't in its way? Sorry, WestConnex is just for starters, according to other plans now revealed.

Sydney's Inner West is now the epicentre of a lengthy list of polluting, dangerous and disruptive construction projects that will run for decades. A long pipeline of new projects will join WestConnex at the major new port and construction facility being built at Glebe Island and White Bay - the geographic centre of **Lilyfield**,

Yesterday's glossy Bays Precinct redevelopment plan for hi-tech industry and Pyrmont-style urban renewal has been thrown overboard – alongside the neighbourhood. Much of the land is now to be occupied or degraded by toll roads and an industrial park to serve Sydney's construction industry for the next 25 years at least.

Port facilities

The best case is Rozelle Goods Yards becomes an underground spaghetti interchange topped by 'parkland', cycleways and unfiltered exhaust chimneys - worst case, the interchange is built above ground. Meanwhile, White Bay becomes a busy industrial site operating 24 hours, 7 days a week importing, storing and distributing construction materials for Sydney's construction boom and its \$70 billion worth of infrastructure projects:

- ❖ A Multi-User Port Facility to unload, store and distribute bulk building materials on Glebe Island *"in close proximity to CBD construction, urban renewal and a construction boom driven by \$70 billion of major infrastructure projects"*. Truck loading will occur 24X7 and during peaks up to 20 trucks an hour will enter and leave via James Craig Road in all directions - about 500 vehicle movements in a 24-hour period.
- ❖ Hansons' Concrete Batching Plant, currently producing one million cubic metres of concrete a year on Bridge Road, Glebe, will relocate alongside the Port Facility on Glebe Island by June 2018. Its new lease at Glebe Island is for 20 years. Most of the raw materials will arrive by road and the rest by ship. The only way cement can leave the site is by truck. The Traffic Impact assessment predicts 248 trucks per day – taking the quickest route to destination, presumably. No estimates were given for truck movements but distribution of 1,000,000 m³ of cement would need 730 return journeys each day assuming an average 7.5m³ per load.
- ❖ Main Construction Site for Western Harbour Tunnel & Beaches Link. According to media reporting of a leaked EIS document (SMH & ABC 12th March 2018), sediment will be temporarily stored, and large concrete tunnel tubes built, at "the main construction site for the Western Harbour Tunnel and Beaches Link" at White Bay. Glebe Island adjacent to White Bay is proposed to be used as a spoil handling area for the Western Harbour Tunnel and Warringah Freeway Upgrade project.
- ❖ A "Civil Site" at nearby White Bay, to be used as a staging area for trucks and light vehicles working on the three WestConnex tollways and the other major infrastructure projects.

These port facilities exist to support infrastructure projects and the WestConnex website lists 14 "related projects ... to address the needs of a growing Sydney." Some resident groups in Glebe, Pyrmont, Rozelle and

Balmain have been consulted about some of these plans. But, despite its proximity, many others are aware of the snowballing impacts on our living conditions, years into the future from their operations.

Project pipeline

1. The WestConnex M4-M5 Link consists of tunnels to join the new M4 at Haberfield with the new M5 at St Peters, including a “mostly underground” interchange in the old Rozelle Goods Yards with four unfiltered pollution chimneys. Rozelle interchange will feed a tunnel reaching back toward the Iron Cove Bridge under Victoria Road, a ramp onto the ANZAC Bridge, a portal to the planned Western Harbour Tunnel to the north and a ramp onto The Crescent – the northern gateway to Annandale.

Starting 2018 and taking five years, tunnelling spoil from the M4-M5 dive site on Bridge Road Camperdown will be removed using a fleet of trucks and dogs stationed at the Civil Site at White Bay. These trucks will make 80 round trips on weekdays (fewer Saturday) exiting James Craig Road, lumbering up Johnston Street and left into Parramatta Road en route to the dive site. After loading spoil, these trucks will drive west on Parramatta Road to destinations unknown, before returning empty to White Bay. Additional unquantified vehicle movements will ferry workers, equipment and building materials to the Camperdown dive site.

2. Tunnelling work on the Sydney Metro from Chatswood to Sydenham, to start in 2018, will use Blues Point Park, North Sydney, as a dive site. Road access is problematic, so equipment and spoil will be removed on barges across the harbour, doubtless via the new Port Facility at Glebe Island. This is in order “...to minimise potential impacts to the local road network [by] using the wharf at the end of Blues Point Road”.

3. The proposed Western Harbour Tunnel will extend from the WestConnex Rozelle Interchange under Balmain and the harbour, emerging to connect with either the Gore Hill or the Warringah freeways. The EIS, recently leaked in the media, reveals that White Bay is one of up to a dozen construction sites for the project (including parks at Birchgrove and on the North Shore that will experience an estimated 60-120 truck movements each day). The West Harbour Tunnel project will create severe noise pollution in surrounding suburbs. It will also require the removal of half a million of tonnes of heavily polluted harbour sediment, at least some of which will be temporarily stored at the White Bay facility.

4. The underground Sydney Metro West from CBD to Parramatta will commence work “within the next four years” according to the Transport Minister in November 2017. The exact route is not decided but there will be stops at the Bays Precinct Rozelle and Olympic Park Homebush.

What’s the problem?

Based on what we know now, including the experience of other communities with WestConnex and Sydney Metro, Inner West residents are deeply concerned that the cumulative effect of each of these concurrent, decades-long construction projects will have a serious deleterious effect on the health, well-being and amenity of thousands of people living and working in the tightly packed villages of Lilyfield, Rozelle, Balmain, Pyrmont, Glebe and Annandale.

We are not NIMBYs. Whatever the merits of each of these projects on social and economic grounds, they should not proceed as planned if they impose another heavy burden on the community on top of the existing air and noise pollution we already carry from traffic and aircraft. On the evident impacts we have seen, of WestConnex and Sydney Metro on their communities, we should be under no illusions.

Have your say

It is essential to phone and write to your Councillors, MPs, government ministers - and the Department of Planning when project plans go on exhibition. The proposed **Concrete Batching Plant at Glebe Island** is currently ‘on exhibition’ **until 15th May**.

Click for [project documentation and instructions on lodging submissions](#).

Upcoming events on local infrastructure projects

- [Public meeting: White Bay facility 8 May 2018](#); Jamie Parker MP
- [Public meeting: Impacts of Infrastructure Projects on Annandale 30th May 2018](#); Inner West Council

References

The Bays

- [Bays Precinct a State Significant Development - Minister for Planning](#)

Concrete Batching Plant at Glebe Island

- [Batching Plant project documentation - NSW Planning & Environment](#)
- [Notification of proposal - Hanson](#)
- [Traffic Impact Assessment -Hanson](#)
- [Brochure on Glebe Island Facility - Hanson](#)

Glebe Island Multi-user Facility

- [Glebe Island Multi-user Facility - Port Authority](#)
- [Review of Environmental Factors \(executive summary only\) – Port Authority](#)
- [Review of Environmental Factors \(full report\) – Port Authority](#)

White Bay Civil Site

- [M4-M5 Preferred Infrastructure Report - WestConnex](#)

Sydney Metro Chatswood to St Peters

- [Sydney Metro: Blues Point temporary retrieval site](#)

Sydney Metro West

- [Article referring to station at The Bays – Build Sydney Development News](#)
- [Have your say on Sydney Metro West – NSW Government](#)

Western Harbour Tunnel

- [White Bay, parks eyed as construction sites for \\$14b tunnel project - Fairfax](#)
- [Report on leaked Western Harbour Tunnel EIS - ABC News](#)
- [Western Harbour tollway: What makes up the toxic sediment in Sydney Harbour – ABC](#)

WestConnex

- [WestConnex Stage 3 M4-M5 Link - Haberfield to St Peters: Inner West Council](#)
- [\\$2m ads spruiking WestConnex benefits](#)
- [WestConnex M4-M5 Link development assessment](#)
- [WestConnex: Related projects](#)
- [WestConnex stage 3 environmental impact statement](#)
- [Indicative truck route from White Bay Civil Site through Annandale](#)

Michael West's exposes on WestConnex

- <https://www.michaelwest.com.au/westconnex-when-four-tollroads-become-ten/>
- <https://www.michaelwest.com.au/blind-faith-unlocking-the-secrets-of-westconnex/>
- <https://www.michaelwest.com.au/highway-robbery-the-cuff-linked-kind/>

