

11<sup>th</sup> April 2007

The Chair  
Review of the F3 to M7 Corridor Selection  
PO Box 593, Canberra ACT 2601

**Subject: Review of the F3 to M7 Corridor Selection**

Total pages (including this page): Nine (9)

Dear Ms Pearlman,

I am writing to the review of the F3 to M7 Corridor Selection panel at the recommendation of The Attorney General, The Hon Philip Ruddock – my issue deals with the community impact of filtration of the exhaust stacks if this tunnel is approved.

I have included a series of correspondence over a prolonged period through which I have been attempting to gain assurance from The Federal Government that if this project is approved then it will be constructed in accordance with the initial press release issued by The Hon John Anderson on 6<sup>th</sup> May 2004 stating that '*ventilation stacks use the world's best practice filtration suitable to Australian conditions*'.

From the outset I would like to make it known that I am not in any way endorsing this project, as fundamentally I don't believe that this project is in the best interests of the country – however if after ALL the evidence on traffic modelling is examined (including heavy trucks) and it is deemed to be built then the community would expect that the construction of this tunnel would incorporate '*world's best practice filtration technology*' from the outset during the design and construction stage and not as a retrofit.

From careful reading of the enclosed documents it would appear that the NSW RTA has a different agenda from that of the Federal Government – and (if approved) at some time the project will be managed by the NSW RTA. As highlighted in the attachment the NSW RTA has a very poor track record on tunnel filtration as can be seen in the other projects in the Sydney basin (M5 East, Cross City, Lane Cove and Eastern Distributor).

There is a strong body of evidence to support the harmful effects of unfiltered emissions from exhaust stacks. Within this corridor there are a number of high density schools, nursing homes and many families in suburbia with young children. There is strong evidence to support the research that children in particular are highly susceptible to diseases associated with unfiltered emissions as their bodies are still developing.

Thank you for considering my submission.

Kind regards

  
Phillip Swalwell



**The Hon. Philip Ruddock MP**  
Federal Member for Berowra



Mr Phill Swalwell

04 APR 2007

Dear Phill

Thank you for your letter dated 2nd April 2007. In relation to your comments I am advised by my colleague The Hon Jim Lloyd MP, Minister for Local Government, Territories and Roads that residents should put in a submission regarding their views and the points you raise are valid so do please express these in your submission to Ms Pearlman, that is why an inquiry is being conducted.

Growing traffic flows mean that it is important that residents make sure their voice is heard by making submissions to the review and Ms Pearlman will ably conduct a robust and independent inquiry and to take into consideration, the concerns of local residents. The following are the Title and Terms of the Reference for the Review:

**Title:** *Review of F3 to M7 Corridor Selection*

**Terms of Reference:**

Giving due consideration to the information of the *Interim Report – F3 to Sydney Orbital Corridor Review March 2006*, consider and advise on:

- whether the assumptions and data used in the *F3 to Sydney Orbital Link Study 2004* were valid and reasonable at the time of the study;
- whether changes since the report's publication affecting land use and transport flows in Western Sydney would support any significant changes to these projections and;
- whether any significant changes to those projections would alter the conclusions reached in the *F3 to Sydney Orbital Link Study of April 2004*.

Please be assured that we are doing everything possible to bring a solution to the congestion on Pennant Hills Road. For further inquiries please go to [reviewF3toM7@dotars.gov.au](mailto:reviewF3toM7@dotars.gov.au) or forward your submission by post to the following address: F3 to M7 Review Secretariat, PO Box 593, Canberra, ACT 2601

Kind regards,

Philip Ruddock MP

*I have no doubt that the R.T.A is not enthusiastic about filtration given its other terminal projects. That is not the commonwealth way*  
Regards

Electorate Office



**Pennant Hills District Civic Trust Inc.**

P.O. Box 454, Pennant Hills, NSW 1715

*'Preserving the residential amenity of Pennant Hills and its environs'*

The Hon Philip Ruddock MP  
PO Box 1866  
Hornsby Westfield NSW 1635

2<sup>nd</sup> April 2007

Dear Philip,

Thank you for your time last Friday – as discussed briefly the issue of filtration of the exhaust stacks is still outstanding. I spoke of an article from the Sydney Morning Herald on 24<sup>th</sup> March 2005 (attached) where the journalist writes that the NSW Government is NOT committed to providing filtration of the M2 to F3 link (if approved), only exhaust stacks.

I spoke to the journalist and enquired where she obtained this information – her answer was directly from the NSW RTA. I pointed out that this was a Federal Government funded road project and if approved was to be fitted with 'world's best practice filtration', in accordance with The Hon John Anderson's press release dated 6<sup>th</sup> May 2004 – the journalist was unaware of this document.

On 23<sup>rd</sup> April 2005 I wrote to you and copied The Hon Jim Lloyd – your reply on 2<sup>nd</sup> May 2005 outlined that Mr Lloyd would formally reply on behalf of the Government. My successor Mr Brian Ash followed up with Mr Lloyd again on 22<sup>nd</sup> January 2006 and we are still waiting for a formal reply from the Federal Government confirming 'world's best practice filtration'.

Coupled to this situation was a meeting that I attended, along with Peter Waite and Derek Jones, with representatives from DOTARS (Ed Cory), NSW RTA and Sinclair Knight Mertz (Peter Prince) where we was asked exactly what did 'world's best practice filtration' entail (i.e. what technology was being planned for this project – if approved).

A number of evasive answers were proffered but when pushed the answer given was unbelievable. We were astounded when told that 'it could be that world's best practice is NO filtration at all'. This only confirmed the position the NSW RTA had given to the SMH journalist that is NO filtration consistent with ALL other Sydney tunnel projects – in complete contradiction to the Federal Government press release offered by The Hon John Anderson.

In our meeting with you last Friday you said that 'as the Federal Government is paying \$2 billion toward this project (if approved), it would be filtered to world's best practice as per John Anderson's press release – no question'. If this is the case why has it taken in excess of two years to get a written assurance refuting the NSW RTA's position on filtration?

If this No Solution Tunnel is deemed to be built, at some time in the future the project will transfer from the Federal Government providing filtration to the NSW RTA providing NO filtration. It would appear that filtration to 'world's best practice' is not on the NSW RTA agenda. Based on the track record of the NSW RTA (M5 East, Cross City, Lane Cove & Eastern Distributor) and their open admission when asked filtration specifics the community has little faith in this organisation.

Your prompt conclusive – specific reply would be most appreciated.

Kind regards

Phill Swaiwell

Cc: The Hon Jim Lloyd MP – Minister for Local Government, Territories and Roads



**Pennant Hills District Civic Trust Inc.**

P.O. Box 454, Pennant Hills, NSW 1715

*'Preserving the residential amenity of Pennant Hills and its environs'*

23<sup>rd</sup> April 2005

The Hon Philip Ruddock MP  
PO Box 1866  
Hornsby Westfield NSW 1635

**COPY**

Dear Philip,

I would like to bring to your attention an article from the Sydney Morning Herald on 24<sup>th</sup> March 2005 (attached) that stated the NSW State Government would NOT be providing filtration to the M2 to F3 Link (if approved).

This is in complete contradiction to the joint media release issued by The Hon John Anderson dated 6<sup>th</sup> May 2004 (attached) – quote 'The Government will ensure the ventilation stacks use the world's best practice filtration suitable to Australian conditions'.

It is my understanding that the filtration system can only be engineered into the tunnel at the design stage, as it is extremely difficult (and costly) to be added as an after thought once the project has commenced. On checking with the Sydney Morning Herald we were advised that the information was supplied directly from the New South Wales Roads & Traffic Authority (RTA). This information is also in keeping with what we were told when we were given a project briefing by representatives from SKM and the NSW RTA.

At that briefing we asked about ventilation and were told by the SKM representative that this was up to the client and he then passed it over to the gentleman from the RTA. At the time we also asked questions about other routes and were effectively dismissed as though they had made their mind up and our thoughts and concerns did not matter. Since opening dialogue with your office we find this not to be the case and can not help but wonder if the consultants and the NSW RTA have their own agenda which is different to the agenda of the Federal Government. It would appear that this other agenda is now tending to drive the issue for their benefit as opposed to a wider community benefit.

The community is now extremely concerned over this newspaper article as the NSW RTA would appear to have a view that is contrary to the Federal Government's – that is to ignore the pledge made by The Hon John Anderson to 'ensure world's best practice filtration' is incorporated.

If approved this will be a Federally funded project and as such the Federal Government must ensure the NSW RTA is kept accountable and not allowed to run their own agenda and media statements that are contrary to the policy expressed by the Federal Government. Based on the track record of the NSW RTA the community has little trust in this organisation and is seeking to keep them accountable via the Federal Government.

We request that you confirm that if approved as the final option, that the M2 to F3 Link Tunnel will incorporate 'world's best practice filtration' and the filtration system will be incorporated at the design stage and false media releases like this one are kept in check.

Yours faithfully,

Phillip Swalwell

Cc: The Hon Jim Lloyd MP – Minister For Local Government, Territories and Roads



6<sup>th</sup> May 2004

## JOINT MEDIA RELEASE

The Hon John Anderson MP  
Acting Prime Minister  
Leader of The Nationals  
Minister for Transport and Regional Services

Senator the Hon Ian Campbell  
Minister for Local Government, Territories and  
Roads

### NEW F3 TO SYDNEY ORBITAL LINK ONE STEP CLOSER

A preferred corridor for a new F3 to the Sydney Orbital link to replace Pennant Hills Road was announced today by John Anderson, Deputy Prime Minister, Minister for Transport and Regional Services and Senator Ian Campbell, Minister for Local Government, Territories and Roads, announced today.

The preferred "Purple" option was one of four "Type A" routes put to the public last year. It includes 8 km of tunnel and will connect from the F3 at Wahroonga to the M2 at Pennant Hills Road interchange and was the most favoured by the public in submissions.

**This follows intense consultation with the community, local State Members of Parliament, as well as Philip Ruddock MP, Member for Berowra and Dr Brendan Nelson MP, Member for Bradfield.**

"The Purple Option will improve travel conditions on the National Transport Network, and reduce noise, congestion and pollution on Pennant Hills Road", Mr Anderson said.

"A number of routes are possible within this option and the final route will be determined after a process involving an Environmental Impact Statement (EIS). This process will involve extensive community consultation and may take some time."

The decision in favour of the Purple Option on environmental, social, economic and transport grounds followed a study report from consultants Sinclair Knight Merz.

Senator Campbell said the study had examined options stretching from Kariong to Dean Park, as well as public transport upgrades.

While the Australian Government endorsed the preferred corridor it will insist in three key areas on the following:

- The Government has a strong preference for a fully tunnelled link and will ensure that there is no opening in Brickyard Park.
- The Government will ensure the ventilation stacks use the world's best practice filtration suitable to Australian conditions.
- The Government rejects the concept of intermediate access points to the link.

The consultants received more than 1000 written and electronic submissions about the study.

"I would like to take this opportunity to thank all of the individuals, local councils and community groups who have made submissions to the study," Mr Anderson said.

"Their inputs have identified several major issues that will be the subject of further work in the next stage."

Senator Campbell also thanked the New South Wales Roads and Traffic Authority (RTA) for managing the Sinclair Knight Merz study over the past two years and participating in the Steering Committee, along with the New South Wales Department of Infrastructure, Planning and Natural Resources. He said the RTA would now be asked to refine the Purple Option into a concept proposal, which would identify route options for consultation with the public, and undertake the EIS for the preferred route. A business case will also be developed on the preferred route.

"The active participation of the community in the planning process is vital to getting the best outcome," Senator Campbell said.

The completed project is expected to enable users to save 10 to 15 minutes in travel time and avoid 22 sets of traffic lights, compared to using Pennant Hills Road.

"I welcome this important step towards completing a freeway standard National Highway through Sydney", Mr Anderson said.

The construction cost of the F3 to Sydney Orbital link has not yet been finalised, but on preliminary estimates it would be in excess of \$1.6 billion in 2003 dollars.

"The Australian Government will deliver the project under the new Auslink framework, with both government and the private sector participating. Funding arrangements will be considered with New South Wales as the project moves forward.

A contract for the option refinement work and EIS would be awarded in the second half of the year. It would take approximately two years to complete the EIS.

The final report is available from the consultant, or may be down-loaded from their website, <http://commcons.skm.com.au/f3tosydneyorbital/>.

### **Media Contacts**

Paul Chamberlin ( Minister Anderson's Office )

0419 233 989

Wayne Grant ( Senator Campbell's Office )

0411 407 209

URL: <http://www.ministers.dotars.gov.au/ic/releases/2004/April>

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The Hon. Philip Ruddock MP  
Federal Member for Berowra



*Phil*

Mr Philip Swalwell  
Pennant Hills District Civic Trust Inc  
PO Box 454  
PENNANT HILLS NSW 1715

02 MAY 2005

*Phil*  
Dear Mr Swalwell

Thank for your letter dated 23<sup>rd</sup> April 2005 regarding filtration being of world's best practice.

Your comments have been noted and as you have written to the Minister, I know that my colleague the Hon Jim Lloyd MP, Minister for Local Government, Territories and Roads will formally respond to you on the Government's position on this specific issue.

Kind regards

*I don't regard the Federal Government's awareness for world best practice as distinct from the state Government's unwillingness provide satisfactory ventilation.  
Regards  
*Phil**

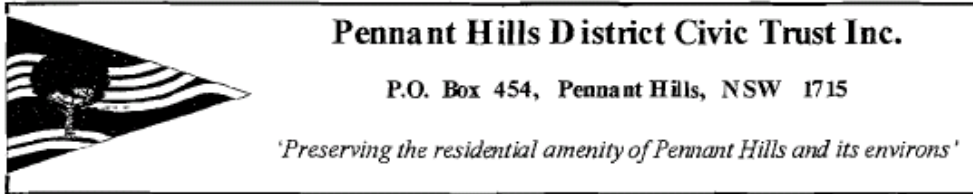
The Hon. Philip Ruddock MP  
Federal Member for Berowra

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The Hon Jim Lloyd MP  
Minister for Local Government, Territories and Roads  
91-93 Mann Street  
Gosford NSW 2250

22/01/06

Dear Minister,

My predecessor Mr Phillip Swalwell recently brought to my attention to some outstanding correspondence related to the filtration of the proposed F3/M2 Tunnel. A copy of that correspondence, with attachments, is enclosed.

You will note from Mr Ruddock's letter dated May 2, 2005 that he advised us that since our letter was copied to you on a subject pertaining to your Roads portfolio that you would be formally responding to us.

We have yet to receive any such reply. You will appreciate that the issue of tunnel filtration is of major concerns to the local communities and we would appreciate your early attention to the matters raised in our letter of April 23, 2005.

Yours faithfully,



Brian Ash  
President

cc. The Hon Philip Ruddock MP.

# Air muddied over \$20m stack trial

Alexandra Smith  
Transport Reporter

The State Government will spend \$20 million on an air filter trial in one of Sydney's tunnels when the cost of installing a permanent air filter system could be only \$40 million.

Government documents obtained by the *Herald* show the planned trial would filter such a small area that it would not improve nitrogen dioxide levels.

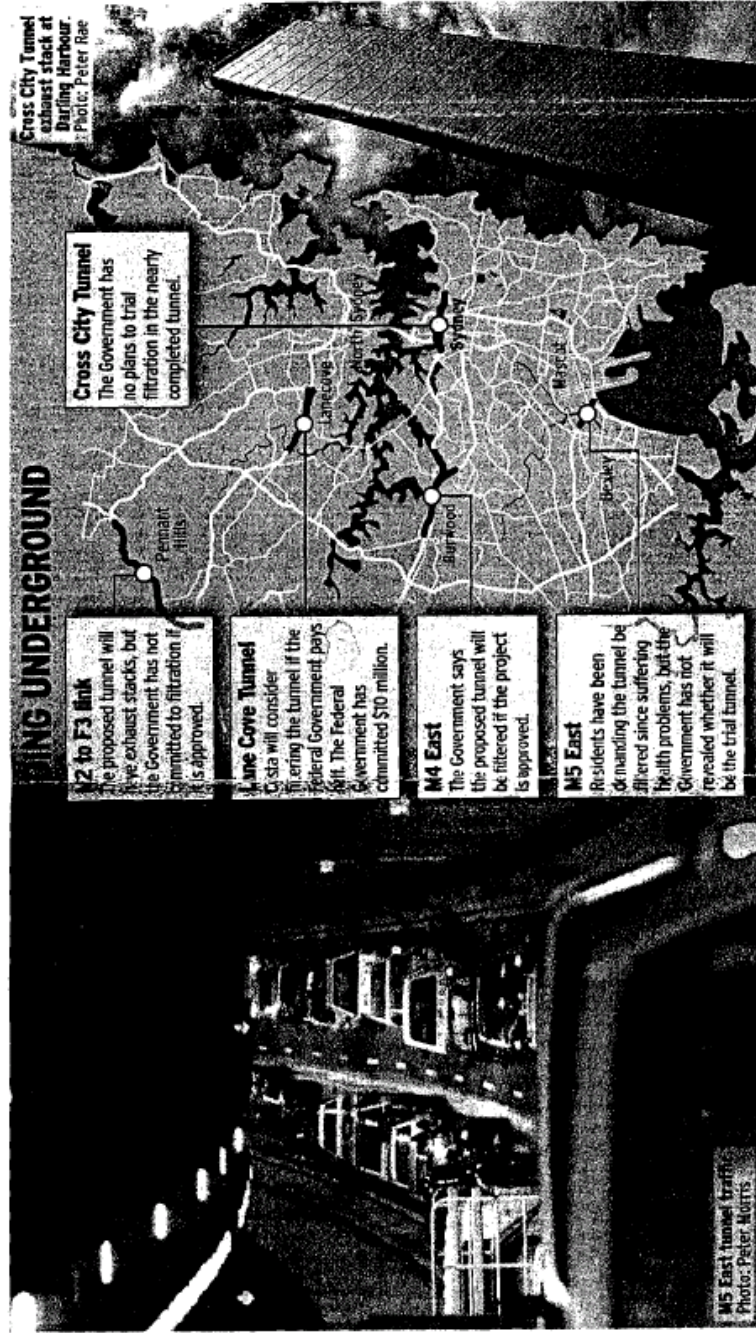
A Roads and Traffic Authority report suggests it would cost the Government \$40 million to filter the complete M5 East.

The Roads Minister, Michael Costa, has not said which tunnel would be in the Government's trial but in a policy shift, will investigate filtering the Lane Cove Tunnel if the Federal Government pays half the costs.

The federal Member for North Sydney, Joe Hockey, says he will honour his pre-election pledge of \$10 million to filter Lane Cove Tunnel, on the condition the money is matched by NSW.

Mr Costa's predecessor, Carl Scully, refused to fund filtration technology until it had been tested in one of the city's tunnels - either the M5 East, the Cross City or Lane Cove - arguing the technology was unproven.

But Mr Costa has asked the RTA for costings on filtering Lane Cove, although he claims \$10 million in federal funding would not be enough because he believes it would cost close to \$70 million. This is despite an independent report prepared for the RTA by consultant Noel Child, which says an "electrostatic precipitation system" could be installed in the M5 East Tunnel



for about \$40 million. The precipitation systems, which reduce particle emissions in a tunnel before the polluted air from exhaust fumes is pumped out a stack, are used throughout Japan.

Lane Cove Council's tunnel project manager, John Lee, said the Government should abandon the costly trial and spend the \$20 million on filtering a whole tunnel rather than part of one.

"Even if the Government could only filter half a tunnel, it would be better than a small trial."

Matt Jones, a spokesman for Mr Costa, said the minister was not looking at filtering other tunnels and no decision had been made on whether the nearly completed Cross City Tunnel would be included in the trial.

Mr Costa's decision does not pave the way for other tunnels to be filtered, despite health con-

cerns raised by residents living around the M5 East Tunnel and its stack at Turella.

Paul Levis, a spokesman for Baulderstone Horubrook, builder of the Cross City Tunnel, said the Government had not informed it whether a precipitation system would be tested in the tunnel.

The internal Government documents show the decision for a filtration trial was pushed by the RTA, as a response to community

concerns "about in-tunnel and ambient local air quality."

"In particular, [it was in response to] persistent community calls for the retrofitting of filtration into the M5 East, the Cross City Tunnel and the Lane Cove Tunnel," the documents say.

A spokesman for Mr Hockey said the offer for Lane Cove would not be extended beyond \$10 million.

**'[Filtering] half a tunnel would be better than a small trial.'**  
John Lee, LANE COVE COUNCIL