

Supplementary questions, Impact of the WestConnex Project Parliamentary Inquiry - Andrew Head, WestConnex CEO

What would be the expected cost to the Government of cancelling Stage 3 of the WestConnex project?

Please refer to the evidence provided at the NSW Parliamentary Inquiry.

There is no indication Stage 3 will be cancelled by the NSW Government. Stage 3A construction contracts have been signed and preliminary site works are underway.

I estimate the cost to the NSW Government of cancelling Stage 3 of WestConnex would amount to billions of dollars.

In addition to the financial cost, there would be significant negative traffic impacts in the inner west, and I believe there would be negative impacts on the reputation of the NSW Government and NSW as a good place to do business.

In your evidence you stated the M4-M5 link (Stage 3A) construction joint venture had begun mobilising. When is actual physical construction of Stage 3A of WestConnex due to commence?

Workers are currently assisting with site establishment activities for the M4-M5 Link tunnels at a number of locations including the Campbell Road site, St Peters and the Pyrmont Bridge Road site, Annandale.

Site establishment works will commence at the Parramatta Road East and West sites in the coming weeks, with construction of the main tunnels expected to start by mid-2019.

How many people will be employed in construction at its peak?

We are very proud of the economic impact this project is having on Sydney, and particularly Western Sydney.

Over the lifetime of the construction period around 10,000 jobs will be created. There are currently around 4,000 people on site across all projects.

The project has already signed contracts with 1,600 businesses worth around \$2 billion. Most of these businesses are in NSW.

On what date was the Stage 3A construction contract signed? a. Who were the signatories?

M4-M5 Link project delivery entities signed the Commitment Deed with the mainline tunnel preferred Design and Construct contractor in June this year, and the construction contract was signed on the 17th August 2018, both before my time at WestConnex.

The contracts for the mainline tunnels were executed by the M4-M5 Link project entities that were established to hold the M4-M5 Link concession.

The design and contract signatories were the Lendlease Samsung Bouygues Joint Venture.

When will the value of the Stage 3A construction contract be disclosed?

Roads and Maritime Services (RMS) is currently in contract negotiations for Stage 3B (Rozelle Interchange) construction and has indicated that releasing the value of Stage 3A (mainline tunnels) at this point may impact its commercial negotiations.

If the total value of the 3A and 3B contracts exceeds \$7,247 million, is the Sydney Motorway Corporation responsible for any of this additional cost?

SMC is responsible for the cost and delivery of Stage 3A (M4-M5 Link) and RMS is responsible for the cost and delivery of Stage 3B.

Will the opening of the M4 East be accompanied by a toll-free period? b. If so, for how long will the toll-free period last?

This will be determined by the NSW Government. Our priority is to ensure the New M4 tunnel opening runs smoothly and safely and motorists are aware of traffic changes.

Will the Sydney Motorway Corporation receive any compensation from the NSW Government for the tolls foregone during the toll-free period?

Under its concession arrangements with the RMS, SMC is entitled to collect tolls from the opening of the New M4 tunnels.

Any compensation to be paid for a Toll Free Period will be a matter of negotiation between the NSW Government and SMC.

Can you please table the geotechnical reports for the M5? (in relation to Beverley Hills Progress Association - Ms Calman's property, p.25 of transcript)

This predates my time at WestConnex however I am advised this relates to the King Georges Road Interchange project which opened in 2016 and has since been handed back to RMS, as the proponent.

All correspondence relating to this project is being managed by RMS.

In line with the conditions of approval, designated properties within the WestConnex project area may be offered property condition surveys.

Accepting a condition survey is voluntary.

These inspections assess the existing conditions of buildings before construction and ensure a clear record of a property's condition was kept.

Any property damage attributed to the project will be repaired at no cost to the owner.

If there is any damage caused by the construction work, this will be addressed and discussed with the property owner.

Two property owners on Elouera Street in Beverly Hills disputed the findings of the post dilapidation surveys.

The initial post construction surveys completed and provided to the owners, did not indicate any damage to these properties as a result of the project.

To provide reassurance to the property owners, King Georges Road Interchange Upgrade contractors, Fulton Hogan engaged an independent structural engineer to undertake an additional, comprehensive structural and geotechnical assessment of both properties in June 2017.

The assessment included a review of the pre and post construction condition surveys, a soil analysis and an inspection of the interior and exterior under-floors, footings and roof areas of the dwelling. These reports were provided to the owners in July 2017.

The independent assessment determined no damage was caused as a result of this project and found that the observed damage was caused by moisture variations in the highly-reactive clay soil the properties are built on.

The project, which opened in 2016 has since been handed back to Roads and Maritime Services, as the proponent and all correspondence relating to this project is being managed by RMS.

What is the current expected completion date for each of the Westconnex stages?

The NSW Government has announced the following delivery timetable:

M4 East, early 2019

New M5, early 2020

M4-M5 Link Tunnels (Stage 3A), late 2023

The Rozelle Interchange (Stage 3B) is being delivered by RMS. The NSW Government is working towards a completion date of late 2023 for this section. We will work with the NSW Government to support this timetable.

11. In relation to Stage 3A you told the committee that “at the same that we reached financial close for the 51 per cent sale, the design and build contract was also agreed to.” If there are significant cost overruns due to unforeseen complications regarding the final design, who bears the cost of those overruns?

Given the NSW Government remains a major shareholder, does the NSW Government have any ability to veto any design or construction decisions regarding Stage 3A of Westconnex which lead to cost overruns?

We will be working closely with RMS to make sure the project is delivered safely, on time and on budget. At this stage we do not envisage there will be major design or construction changes.

Has the final route design for Stage 3A been completed?

Lendlease Samsung Bouygues Joint Venture has been selected to design and construct the M4-M5 Link tunnels connecting the new M4 at Haberfield with the new M5 at St Peters.

The final design has been confirmed and will be built in accordance with planning and environmental requirements and any project-specific conditions of approval issued by the Minister for Planning.

If so, can you provide a copy of a map with the final route?

A map of the M4-M5 Link route is available on the WestConnex website - <https://www.westconnex.com.au/map>

14. When will a final route design for Stage 3A be publicly available?

Will it be available at or before the start of construction?

Please see question 12

15. Are there provisions in existing free trade agreements which would allow the 15% of shareholders who are not Australian owned to sue the federal Government if stage 3 were not to be cancelled?

There is no indication that Stage 3 of WestConnex will be cancelled. Stage 3A Construction Contracts have been signed and preliminary site works are underway.

The NSW Government is committed to Stage 3 of WestConnex. SMC is responsible for the delivery of Stage 3A while RMS is currently in negotiations in relation to the procurement of Stage 3B and will oversee its construction.

16. The EPA has explicitly said of the Westconnex Stage 3 approval that no assessment or justification was provided as part of the EIS for construction work outside of standard hours and that the EPA therefore considers that, other than for tunnelling and tunnelling support works, construction work on Stage 3 should be limited to standard hours.

Can you guarantee that there will be no construction work, other than for tunnelling and tunnelling support works, outside of standard hours?

If not, what justification do you have for works outside of standard hours?

What will the impact be on the project if the EPA refuse to allow construction outside of standard hours?

It is a matter for the Department of Planning and Environment to set the parameters in which projects are delivered. These requirements are prescribed in the Conditions of Approval and our contractors must comply with those requirements including what works can be undertaken, and at what times.

These requirements take into account submissions from a range of stakeholders including government agencies and the local community.

An Environmental Protection Licence has been granted for the works, which includes hours of construction and is publicly available.

The Planning Approval for the project permits works to be undertaken outside of standard construction hours. This includes for tunnelling, spoil haulage, delivery of materials, works within an acoustic shed, and tunnel fit out.

We will continue to work with the community to implement the best ways to minimise impacts during construction as per the requirements set the out by the Department of Planning as outlined in the Conditions of Approval for the project.

17. Campbell St in St Peters is being upgraded to 6 lanes of traffic to accommodate the deluge of traffic coming of Westconnex into these local streets.

Will you support requests by the community, including the St Peters Public School P&C and the Dept of Education, to reduce the speed limit on Campbell St to 40 km/hour?

If not why not?

A number of safety enhancements are being delivered as part of the New M5 project, including wider footpaths along local roads such as Campbell Street.

The speed limits for Campbell Street are set by RMS.

St Peters Public School is located on Church Street which is located off Campbell Street. As such, the school can apply to RMS to have the speed limit reduced along Church Street, which is used to enter and exit the school. Any decision regarding this is a matter for RMS.

18. Will you commit to building a pedestrian bridge across Campbell St in St Peters in response to the huge volume of traffic that will flow onto the local streets due to Westconnex?

If not why not?

As part of the local road upgrades for the New M5 project, Campbell Street is being widened and has been designed with improved pedestrian safety features.

A signalised pedestrian crossing will be installed at the Campbell Street and St Peters Street intersection to allow pedestrians to safely cross Campbell Street. The new signalised crossing is a significant improvement on the previous zebra crossing in this vicinity.

Following consultation with Inner West Council during the detailed design phase, an additional crossing will now be added to the intersection which will ensure all crossings at the intersection are now signalised.

19. You say that Westconnex does everything it can to minimise impacts, so why did not put in place noise mitigation measures on homes greatly affected by noise generated by the construction phase on the New M5?

Will you commit to investigating the adequacy of noise mitigation measures on these homes and installing these measures where there are negative impacts from Westconnex construction?

We are committed to minimising disruption to residents who are living through and impacted by construction.

As part of our review of the WestConnex business, we will seek to ensure that we are adhering to all requirements of the New M5 planning conditions of approval, EPA requirements and other requirements relating to mitigation measures.

20. Why does Westconnex impose a 21 days deadline on responding to complaints?

Each stage of the WestConnex project has a Community Communication Strategy, which outlines a Complaints, Enquiries and Escalation Procedure. This is a requirement of the Conditions of Approval set out by the Minister for Planning, and the Strategy is approved by the Secretary of the Department of Planning and Environment.

This procedure is consistent with the Australian Standard for complaints management. The target response times for complaints and enquiries, is between two hours and 10 business days (refer to links below for more detail).

Wherever possible we aim to respond within 48 hours and no longer than five business days. Some enquiries require further investigation and may take longer than five business days. In these cases, a standard 21-day turnaround may take effect.

21. What is the reason for the Westconnex donation to St Peters School?

How much money has been given or will be given to St Peters school?

Is there any contract or agreement that influences the way this money is spent?

Are there any confidentiality arrangements in place around this donation?

WestConnex has not made a donation to St Peters Public School.

As part of the New M5 Community Cohesion Program (CCP), which aims to assist communities impacted by the construction and operation of the New M5 project, a funding contribution will be provided to St Peters School for the provision of playground enhancements.

An agreement has been developed which outlines the terms which the M5 Project Trustee have agreed to provide funding to the Department of Education who will manage the works on behalf of the school.

22. Will you make the full, detailed results of air monitoring at St Peters school since August 2015 available to the committee?

Has Westconnex ever agreed to make these results available to St Peters School?

Has Westconnex made these results available to St Peters School?

If so, in what form?

If not, why not?

SMC and its contractors are continuing to comply with all regulatory requirements in the management and reporting of air quality levels as construction for WestConnex continues.

The results of air quality monitoring, including data collected from the monitoring station at St Peters Public School, is publicly available on the WestConnex website <https://www.westconnex.com.au/air-quality>.

Data is available from July 2015 and was collected during the planning and assessment phase of the New M5 and M4–M5 Link.

As per the New M5 Conditions of Approval, air quality will be monitored for at least 12 months before the tunnel opens to traffic in early 2020 and for at least two years after opening.

Air quality monitoring for the New M5 is on track to recommence again by early 2019, and this will include collecting data from the air quality monitoring station at St Peters Public School. This station will be one of three located around St Peters.

These monitoring results will be made publicly available on the WestConnex website and independently audited.

23. Will you make available to the committee the full, detailed air quality monitoring data since December 2017 for the M4 East Ecotech monitors?

If not, why not?

This predates my time at WestConnex, however I am advised:

SMC and its contractors are continuing to meet all regulatory requirements in the management and reporting of air quality levels.

As per the New M4 East Conditions of Approval, local (ambient) air quality is being monitored at six locations along the project corridor in the lead-up to the tunnel opening to traffic and for two years after opening to determine the impact of the project on air quality in the area after it opens to traffic.

Air quality monitoring for the M4 East project corridor is published on the WestConnex website and can be accessed here: www.westconnex.com.au/airquality

Monthly reports for ambient air quality monitoring are available on the WestConnex website and includes data for monitoring which commenced in December 2017.

24. How many Pm10 or Pm2.5 exceedances have been recorded at Ecotech monitors along the M4 East?

How do you explain each of these?

This predates my time at WestConnex however I am advised:

SMC and its contractors continue to meet all regulatory requirements regarding the publication of air monitoring levels.

The current ambient air quality monitoring is monitoring air quality levels prior to the tunnels becoming operational and open to traffic.

Changes to PM10 and PM2.5 levels can be caused by broader regional emission events, for example a bushfire, rather than a local emissions source related to the project.

SMC and its contractors are continuing to meet all regulatory requirements in the management and reporting of air quality levels as construction on WestConnex continues.

25. How many Pm10 or Pm2.5 exceedances have been recorded at St Peters School?

How do you explain each of these?

This predates my time at WestConnex, however I am advised:

SMC and its contractors continue to meet all regulatory requirements regarding the publication of air monitoring levels.

Changes to PM10 and PM2.5 levels can be caused by broader regional emission events, for example a bushfire, rather than a local emissions source related to the project.

SMC and its contractors are continuing to meet all regulatory requirements in the management and reporting of air quality levels as construction on WestConnex continues.

26. When did SMC cease being involved in the Sydney Gateway?

While this predates my time at WestConnex, I refer you to evidence provided by former SMC CEO Dennis Cliche at the Parliamentary Inquiry which addresses this question directly.

The Sydney Gateway is a NSW Government project which is being delivered by Roads and Maritime Services (RMS). Any questions regarding this project should be directed to RMS representatives.

As the agency responsible for managing and delivering Sydney Gateway I refer you also to evidence provided by RMS CEO Ken Kanofski at the recent Parliamentary Inquiry.

While the Sydney Gateway project is outside of the WestConnex project scope, we will work with the NSW Government on this project as we will on Stage 3B (Rozelle Interchange) to ensure the projects align and function as a network.

27. What obstacles did SMC encounter in delivering Sydney Gateway as part of WestConnex?

The Sydney Gateway is a NSW Government project which is being delivered by Roads and Maritime Services (RMS). Any questions regarding this project should be directed to RMS representatives.

As the agency responsible for managing and delivering Sydney Gateway I refer you to evidence provided by RMS CEO Ken Kanofski at the recent Parliamentary Inquiry.

28. On what date was SMC informed that the Sydney Gateway was no longer part of WestConnex?

The Sydney Gateway is a NSW Government project which is being delivered by RMS. Any questions regarding this project should be directed to RMS representatives.

As the agency responsible for managing and delivering Sydney Gateway I refer you to evidence provided by RMS CEO Ken Kanofski at the recent Parliamentary Inquiry.

I also refer you to evidence provided by former Sydney Motorway Corporation CEO Dennis Cliche in relation to this matter as this predates my time at WestConnex.

29. What reasons were given for the separation of the Sydney Gateway from the Westconnex Project?

As above.

30. Did SMC decide that the Rozelle Interchange should be underground and advise the government or did RMS inform SMC that the decision had been made to take the exchange underground?

These decisions predate my time at WestConnex.

The Rozelle Interchange (also referred to as Stage 3B) is being delivered by RMS so any questions regarding that project should be directed to RMS representatives.

31. Was any SMC executive present at any meetings between RMS or a government minister when the Sydney Gateway was discussed after October 2015?

If so, was any person representing Lendlease present at any of these meetings?

If so, what was the date of that meeting and who represented Lendlease?

This predates my time WestConnex.

The Sydney Gateway project is being delivered by RMS so any questions regarding that project should be directed to RMS representatives.

32. What were the weaknesses of SMC's approach to date towards complaints and mitigation?

What would you recommend could be done differently in future?

I believe SMC has performed well in delivering WestConnex up to the point of sale.

As part of our initial review of the business, we will be looking at how we work with communities and if there are issues that we need to address, we will address them.

33. What are the current arrangements between SMC, Sydney Transport Partners and Transurban in relation to the construction and operation of WestConnex?

In August 2018, STP was named the preferred bidder for the 51 per cent sale of WestConnex, including operational control of WestConnex.

WestConnex is now a private sector organisation, operated by Transurban under a management services agreement on behalf of Sydney Transport Partners (STP).

STP is made up of four parties, Transurban, AustralianSuper, Canada Pension Plan Investment Board and Abu Dhabi Investment Authority. STP is 70 per cent Australian owned, and Australian led.

34. How much money is being paid to Transurban by SMC on an annual basis?

As part of STP's acquisition of a 51% equity stake in WestConnex, Transurban will provide WestConnex with a range of corporate and operational services under commercial agreements that have been agreed to by the State as part of the sale. The agreements were negotiated with the State on an arm's length basis. Whilst Transurban will be responsible for the delivery of certain services, the exact payments to Transurban will vary over time and depend on the timing of certain transition initiatives. All services provided by Transurban are on a cost pass through with no margin charged.

35. What services does Transurban provide to WestConnex?

As operator, Transurban is responsible for the management and oversight of the remaining construction work on Stage 1, Stage 2 and Stage 3A, and maintenance and operation of the motorway once completed. This includes providing tolling services, utilising Transurban's "back office" tolling platform to accurately record trips and charge motorists.

36. Did SMC commission AECOM to do the EIS for each stage of WestConnex?

The engagement of consultants to undertake the environmental assessment of the M4-M5 Link project was carried out via a competitive tender process, in accordance with NSW Government procurement processes.

AECOM participated in a fair and transparent process to provide professional engineering, technical and environmental services on WestConnex projects. The engagement of a specialist consultant to prepare the EIS is consistent with other major transport infrastructure projects of this size and scale.

37. Did SMC pay AECOM to do the EIS for Stage 3?

If so, how much was paid to AECOM?

Any contractual terms and payments are commercial-in-confidence.

38. How much money has SMC spent in grants, sponsorships and promotions since it was formed?

While WestConnex will help unlock Western Sydney's potential with more jobs and less congestion, SMC is equally committed to delivering a positive legacy for communities along the WestConnex corridor.

Since the program was launched, SMC has invested in more than 180 local community groups and charities, assisting organisations to support marginalised, disadvantaged and disabled people and deliver important grassroots projects that will benefit their local area.

To date, more than \$1.346 million in community grant funding has been awarded, which has provided improved services and facilities to those who need it most.

This program continues to deliver for people in Sydney's west and south-west and recipients have included:

Horn of Africa – an organisation giving African migrants and refugee children the opportunity to participate in a swim program which will provide children with vital swimming and water safety skills;

Child Abuse Protection Prevention Service which is delivering a protective behaviours program at local childcare centres; and

Sir Roden & Lady Cutler Foundation – a community grant has enabled this organisation to make a van wheelchair accessible, allowing the organisation to provide vital transport to and from medical appointments for those in need.

The grants are also in keeping with the conditions of approval for both the New M5 (Condition B66) and M4 East (Condition B56).

The investment amount of SMC's contribution towards its community partnerships is commercial-in-confidence however permission was sought from the GWS Giants to disclose this figure for the purpose of the Parliamentary Inquiry.

For this financial year the financial contribution for community partnership was \$350,000 plus GST and CPI. This is inclusive of both the naming rights for the training centre and contribution towards the delivery of its GIANTS Care community programs.

39. How many staff did SMC have in the financial year 2016/2017?

How many of them were on contract seconded from other companies?

What amount of money was paid in that year for seconded staff?

This predates my time at WestConnex, however I am advised:

Information is detailed within the 2016-17 Annual Review which can be found on the SMC website www.sydneymotorway.com.au

As outlined in the 2016-17 Annual Review there were 148 SMC employees and 86 contractors.

40. How many staff did SMC have in the financial year 2017/2018?

How many of them were on contract seconded from other companies?

What amount of money was paid in that year for seconded staff?

This predates my time at WestConnex, however I am advised:

At September 30, 2018, there were 122 SMC employees and 62 contractors.

41. Why did the Air Quality Community Consultative Committee for Haberfield refuse to inform the community, following direct questions, of who the community representatives are?

SMC established Air Quality Community Consultative Committees (AQCCC) for the New M4 and New M5 projects in accordance with the Condition of Approval B9.

The recruitment process and Terms of Reference which includes information about the role of the AQCCC, appointment of community representatives and independent chairperson, reporting requirements and the frequency of committee meetings were approved by the Secretary of Planning.

Further information can be found on the WestConnex website: <https://www.westconnex.com.au/air-quality>

42. What is Westconnex's policy or practice regarding how community representatives are chosen on Consultative Committees?

RMS manages the Community Reference Groups for WestConnex, including the practice of appointing community representatives. This is a question for RMS.

43. What is Westconnex's policy or practice regarding how the community is informed about who the community representatives are on Consultative Committees.

RMS manages the Community Reference Groups for WestConnex, including reporting on who community representatives are and publishing minutes. This is a question for RMS.

Questions on Notice

The Hon. DANIEL MOOKHEY: How many disputes has the Sydney Motorway Corporation received from contractors on the WestConnex project so far that are still current?

Mr HEAD: I do not know. One of the things I will be doing over the course of the next few months is familiarising myself with not only the management team but also the projects. I had the opportunity to walk through the 1B project, probably better explained as the M4 East, a couple of weeks ago. I am just going through the process of getting to know the assets other than through the data room, which is just a mountain of documentation, getting to know the people and bringing myself up to speed with all of the commercial matters that are on foot.

The CHAIR: Take that question on notice. If you do get material, you can send it to Committee.

Answer:

The management of contract claims and variations are a standard part of any large scale infrastructure project and risk allowances are factored into the overall budget. Details of any claims are commercial-in-confidence.

The Hon. DANIEL MOOKHEY: In respect of the M4 East component of the project—or 1B, as you described it—we were told in budget estimates that there was a claim to the value of \$500 million on which an arbitrator has reached an \$8 million assessment. Does that accord with your memory?

Mr HEAD: That is not on the M4 East; that is on the new M5, according to my memory. Whether those numbers are the exact numbers, I would have to take that on notice.

Answer:

The management of contract claims and variations are a standard part of any large scale infrastructure project and risk allowances are factored into the overall budget.

Details of any claims are commercial-in-confidence.

The Hon. DANIEL MOOKHEY: On the St Peters interchange, Mr Cliche confirmed there is a dispute about the movement of landfill for which the contractor is claiming circa \$80 to \$100 million, and RMS and SMC have rejected the claim. Does that accord with your understanding?

Mr HEAD: I am not across the detail of that one yet—

The CHAIR: Will you take it on notice?

Mr HEAD: —but it is one of the things on my list to get across. I am happy to take it on notice but I would like to say that, when we do respond, one of the things we will be very keen to do is make sure that we do not in any way weaken our position with the contractor.

Answer:

The management of contract claims and variations are a standard part of any large scale infrastructure project and risk allowances are factored into the overall budget.

Details of any claims are commercial-in-confidence.

The Hon. DANIEL MOOKHEY: Moving on, you made reference to the \$9.26 billion paid by Sydney Transport Partners. Does that encompass the tax and stamp duties payable as well?

Mr HEAD: Yes.

The Hon. DANIEL MOOKHEY: Are you able to itemise how much of that \$9.26 billion was the stamp duty component?

Mr HEAD: I can provide that to you. I do not have it at my recall but I would be happy to provide it on notice.

Answer:

Tax and stamp duties on the sale amounted to \$0.56 billion.

Ms CATE FAEHRMANN: I want to go through some of the submissions and testimony to this Committee from some of the resident action groups and ask your thoughts on them as the new head of WestConnex. A couple of people from the Beverley Hills North Progress Association spoke with the Committee about terrible subsidence in their home—this was obviously not an isolated incident. Indeed, like every situation I will talk to you about, there are probably dozens, if not hundreds, of people who have submitted the same thing. They said they spent \$8,000 on an independent engineer, which was essentially because they had all of this subsidence that was not recognised as such by WestConnex. They have asked WestConnex for the geotechnical reports that have been undertaken and WestConnex has apparently said that it will not be providing those reports. Do you see any reason that these residents cannot see what those reports say is under their house?

Mr HEAD: Again, I am not going to be able to respond with the specifics of this case. In my experience from working in New South Wales for about 15 years on these sorts of projects at another place, I have always found the RMS, Department of Planning and all of the various agencies that undertake this work to be very cooperative and helpful where they can, but there are elements of the process that impede their ability to do certain things.

Ms CATE FAEHRMANN: These residents had to pay \$8,000 for an independent engineer's report because they did not have access to the geotechnical report that WestConnex did. They were told by the engineer employed to do the second assessment—if this was a second assessment—by WestConnex that they could access the documents. He said, "Sure, I do not see that as a problem." Then upon consultation with WestConnex he was told that under no circumstances should he pass those documents on to the residents. Would you like to look into that on behalf of the Committee? As I have said, the Committee has received a lot of submissions along similar lines.

Mr HEAD: I am happy to look into that specific example for you.

Ms CATE FAEHRMANN: Thank you.

Answer:

Please refer to question 9 response.

WestConnex is currently blocking requests by the community to reduce the speed limit on Campbell Street to 40 kilometres per hour, including requests from St Peters Public School. Can you also look into that? This is a six-lane highway next to a school. It has requested a pedestrian bridge and SMC and WestConnex said no. It has also requested a speed limit of 40 kilometres per hour and it is being told that SMC is blocking that request as well.

Mr HEAD: I think what I was going to try and respond to last time will help with this question as well. I do have some experience in this area. These are very difficult and complicated issues and in my experience one of the best things to try and do is to share one another's experience and context. There may well be constraints that SMC or the Department of Planning or whoever has in relation to the provision of information, but where possible trying to explain the context about what they can and cannot share is helpful in finding a solution.

Ms CATE FAEHRMANN: Can you please table that for the Committee? Mr Head, with respect, you are only two weeks into the job and probably not aware of what those constraints are. I am after detail. I have one more example about air quality.

Mr HEAD: I am happy to look into them but I cannot make a commitment in front of this Committee to provide something without going and doing the due diligence on whether or not I can provide it.

Answer:

As part of the local road upgrades for the New M5 project, Campbell Street is being widened and has been designed with improved pedestrian safety features.

A signalised pedestrian crossing will be installed at the Campbell Street and St Peters Street intersection to allow pedestrians to safely cross Campbell Street. The new signalised crossing is a significant improvement on the previous zebra crossing in this vicinity.

The speed limits for Campbell Street are set by Roads and Maritime Services (RMS).

St Peters Public School is located on Church Street which is located off Campbell Street. As such, the school can apply to RMS to have the speed limit reduced along Church Street, which is used to enter and exit the school.

Any decision regarding this is a matter for RMS.

Ms CATE FAEHRMANN: I have one more question about the air quality at St Peters Public School, which has been tested. The air quality data showed that St Peters Public School—this was after the community did all the digging and had to analysis the data themselves—had a particulate matter [PM] 10, which I am sure you are aware

is dangerous to public health and particularly to children. It was compared to the top five sites monthly for PM10 in Sydney and it is the highest on average compared to the top five sites for PM10. That is still going on. St Peters Public School is very close to a construction site and is heavily impacted. Your statement that we will find it is less is not true. Will you commit to having a look at the situation at St Peters Public School?

Mr HEAD: I am happy to look into the situation but in my experience—and this is not a particularly popular message—the tunnels that are being built across Sydney at the moment are flatter, they are wider and they are higher.

Ms CATE FAEHRMANN: This is not to do with tunnels.

Mr HEAD: And they are built with the best possible ventilation equipment you could put in them.

Ms CATE FAEHRMANN: This is not to do with tunnels, Mr Head.

Mr HEAD: The cars are getting more efficient. The PM10 that they are emitting is materially lower than it once was. Then what is happening is that, as the air goes through the ventilation outlet and up into the atmosphere, it is being dispersed over a much—

Ms CATE FAEHRMANN: Sure, but I have just given you the facts about the air.

The CHAIR: Let the member answer the question.

Mr HEAD: It is being dispersed over a much wider area. We can show you the science that demonstrates, in the case of NorthConnex, that the air quality is actually going to get better. I am happy to look into it. I suspect that the same set of circumstances have been put in place here because one thing that the Government does very well is look at best practice and then implement it and improve it. WestConnex came after NorthConnex—

Answer:

SMC and its contractors are continuing to comply with all regulatory requirements in the management and reporting of air quality levels as construction for WestConnex continues.

The results of air quality monitoring, including data collected from the monitoring station at St Peters Public School, is publicly available on the WestConnex website <https://www.westconnex.com.au/air-quality>.

Data is available from July 2015 and was collected during the planning and assessment phase of the New M5 and M4–M5 Link.

As per the New M5 Conditions of Approval, air quality will be monitored for at least 12 months before the tunnel opens to traffic in early 2020 and for at least two years after opening.

The New M5 is on track to begin monitoring again by early 2019, this will include data from the air quality monitoring station at St Peters Public School. This monitoring station will be one of three stations located around St Peters.

These monitoring results will be made publicly available on the WestConnex website and independently audited.

The Hon. Dr PETER PHELPS: Finally, Mr Head, there has been some scepticism enunciated in relation to the amount of open space—green space—which will flow from the WestConnex project. Can you guarantee that at least 18 hectares will be delivered and possibly more when you include smaller parks into the final project? Can you guarantee that there will be 23 kilometres of bicycle paths created?

Mr HEAD: Everything that is prescribed under the contract for us to deliver, we will deliver. The only reason I hesitate in relation to your question about providing a guarantee is that I am not 100 per cent familiar, having only been in the role for two weeks, what portion of stage 3B is included in that assessment of the 18 hectares or the 23 kilometres of bike path. But if it is in the existing contracts and that number is correct, which I will provide on notice, then I will provide that guarantee.

The Hon. SHAYNE MALLARD: Good morning, Mr Head. Dr Phelps took a bit of my thunder. I was going to inquire more about the open space and you said you would take it on notice. You may know now or you may have to take it on notice, what state of landscaping and tree planting will that open space be? Is it transferred to local Government after that, or is it retained by WestConnex as open space that it maintains?

Mr HEAD: I appreciate the question. I wish I had more detail at hand to be able to help you with that. Ordinarily I would, but I am just a bit early in the role. There are documents that have been provided as part of the planning process that provide a vision for that. Essentially, what has to happen next is that vision, which is part of the planning approval, then needs to get translated into various different design and construction contracts. I will need to go back and check those design and construction contracts to see how they line up against what was proposed, but if it is part of the planning approval, then chances are it is all going to be delivered as planned. In terms of who ends up being responsible for it, again I will have to take it on notice, but in my experience, the concessionaire tends to take responsibility for the maintenance and upkeep. I would expect that to be the case here. There may be some out-of-ordinary treatment, but ordinarily, it would stay with the concessionaire for the life of the concession and it would be their responsibility to look after it and maintain it, much the same as it is on the M2 motorway or NorthConnex or M7.

The Hon. SHAYNE MALLARD: I will let you take that on notice.

Answer:

More green space will be delivered through WestConnex than any other urban road project in Australia's history.

WestConnex provide up to 18 hectares of open space and around 23 kilometres of new and improved cycle-ways and walkways.

The New M5 has provided the catalyst for the remediation of the contaminated Alexandria Landfill site at St Peters and upon completion of the project will be transformed to enable public use for the first time in decades.

The development of St Peters Interchange will result in an additional 8.5 hectares of open green space.

The additional open space includes a 2.5 hectare section at St Peters, which will enable the further development of new recreational facilities

The recreation area will be linked to Sydney Park via a new land bridge to be opened in line with the M4-M5 Link project.

The New M5 will also deliver a net increase in trees across the corridor, including significant areas of mass plantings within the St Peters Interchange and lining all upgraded local roads in St Peters, Mascot and Alexandria.

The land bridge will form part of approximately 12 kilometres of new and improved shared pedestrian and cycle paths, extending and improving active transport links around St Peters and Mascot.

Like the New M5, the M4-M5 Link will be a city-shaping piece of infrastructure, which will provide opportunities for urban renewal and reprioritise surface streets for pedestrians, cyclists and public transport users.

As part of the M4-M5 Link, the disused land within the Rozelle Rail Yards will be transformed into much needed green space, open for community use.

It will enable new parkland of up to 10 hectares, and connect the neighbourhoods of Annandale and Rozelle via pedestrian and cycle links and provide a green link between Bicentennial Park and Easton Park.

Through the M4 East Legacy Project, WestConnex will deliver both an increase in open and public spaces and enhanced accessibility to these spaces for both local communities and wider Sydney.

Sydney Motorway Corporation is working with Roads and Maritime Services and the to deliver an unprecedented residual land use plan for open space and community uses which will result in a net increase in open space being made available to the communities of Strathfield, City of Canada Bay and Inner West councils.

Under the Conditions of Approval for each project, a Residual Land Management Plan must be prepared to address the potential future use of land not required for the operation of the motorway.

We are continuing to work with Roads and Maritime who are responsible for the Residual Land Management Plans for each project which will address the potential future use of land not required for the operation of the motorway.