

Submission
No 106

INQUIRY INTO CROSS CITY TUNNEL

Organisation:

Name: Mr Stewart R Begg

Telephone:

Date Received: 17/05/2006

Theme:

Summary

crosscitytunnel - Lane Cove Tunnel & The Gore Hill Freeway

From:
To: <crosscitytunnel@parliament.nsw.gov.au>
Date: 17/05/2006 3:37:33 pm
Subject: Lane Cove Tunnel & The Gore Hill Freeway
CC: <gladys.berejiklian@parliament.nsw.gov.au>

@ **To The Joint Select**

Committee

TO WHOM IT MAY CONCERN

Dear Sir / Madam, Being a volunteer on the Lane Cove Tunnel (L C T) / Gore Hill Freeway , Construction Community Liaison Group 3 (CCLG 3) Eastern Portal , & having attended some 26 out of 28 monthly meetings & being Secretary on the Body Corporate for some 7 1/2 years & an owner for 8 years & 9 months at

where we have some 2500 to 3000 vehicles entering & leaving the complex a week

Having written to 3 minister 's of Roads & The Premier this year & having taken the very hard working Member for Willoughby The Hon Gladys Berejiklian, who I have driven over the existing Gore Hill Freeway (GHF) & the proposed alternative route, which I am prepared to do for committee to show you exactly what is proposed as opposed to reading objection's & reading & looking at maps, as the proposed radical changes to this important interchange which will effect HUNDREDS of residents & owners in the area of the GHF. & The Pacific Highway (P H)

I represent 172 owners with some 400 residents of the complex & because of the no turn **LEFT** off the GHF onto the P H to go south, & not being able to drive **STRAIGHT** ahead. into Howarth Street where there are 244 apartments in 4 blocks & would have to have some 425 residents living there These options have been in place, ever since the G H F opened for some 20 to 30 years ago & someone who thinks they know best , & does not live in the area wants to change it all. Is this a Cross City Tunnel revisited ?????????? that unless every guest that they have visiting them from the southern suburbs, had satellite navigation in their cars with the proposed radical changes to the GHF to the PH would get hopelessly lost having to get off the GHF at Reserve Road. There is also the effect it will have on the business's south of The Northview on the PH. namely, Alto B M W ---, Alto Ford ----South Corp Wines, the numerous tenants in the Corinthian Building, ----- Citroen Cars, ---- Alto Jaguar & Volvo Cars, who would have a lot of clients coming from the city & south of the harbour With the big increase in traffic (28% to 58 % RTA estimates) through Reserve Road as the proposed alternate route which is beside a Football / Cricket Oval, a Children's play ground, & the Artarmon Primary Public School behind the Oval, & the Kids Cottage community Centre in White Street off Broughton Street, & the Long Day Child Care Centre EKIDNA on the corner of Broughton street & Rimmington Street , & taking into account that there are 4 Speed humps & 2 roundabouts to get to Rimmington street & onto the P C .to go south. The bank up of traffic trying to get onto the PH. from Rimmington Street, would be enormous. I have no idea of the number of Apartments / Town House's, & Houses along that proposed new route plus the very big increase in pollution of exhaust, dust , brake dust , to which there would be a % of asbestos, increased noise & traffic & safety, with Semi Trailers, Double Decker Car Carriers , Trucks, & Panteckians All of which have to be of prime importance & consideration. into **KEEPING THE EXISTING ROUTE** by simply & cheaply re programming the traffic lights for 60 Seconds, + or - for the turn left green arrow at the P H. to go south, all of which is because of the traffic coming around the loop road around our block of Apartments from the L C T east bound to turn right to go north on the P H to coordinate with the traffic off the GHF , to all go north at the same time.

All of the above I have written to the 3 Ministers of Roads & the Premier this year, & offered to drive them over the existing route & over the proposed new route. All to no avail. I shall forward letters copys of hansard & photos taken from the 17 th level from the South Tower that were taken by Mr John Lee Director of Major Projects for The Lane Cove Council & an outstanding pro active contributor to the CCLG Meetings.

A very proactive volunteer on the CCLG 3 John Allen who resigned in October 05 as, quote " its, been little more than a sham " as was listed in NSW. Legislative Assembly Hansard Page 19373 LCT. on Wednesday 9 th. November 2005 I was also mentioned in Hansard on Tuesday 26 th. October 22004 page 39 & what should be looked at in Hansard is on Thursday 9 th. March 2006 on page 59 all by the very hard working & very concerned for her constituents, the Hon. Ms. Gladys Berejiklian Member

for Willoughby. I was phoned by Gladys on the morning of the collapse of the Apartment Block in Longeville Road & I met up with the leader of the opposition, the Hon Mr. Peter Dednam & the Hon Mr. Anthony Roberts, there on site. I was subsequently asked to go to Parliament House in Macquarie St. Sydney to go to a TV. press conference along with the Hon Mr. Peter Debnam, & the Hon Andrew Stoner, the opposition Minister for Roads in regard to the lack of cooperation with the State Labour Government, with the GHF & the LCT I was told at the CCLG 3 monthly meeting by the RTA, that the only way that the turn left from the GHF into the PH, was at Government intervention

Other issues which are of prime importance are

1 Making the Epping Rd of 3 lanes in each direction **INTO 1 LANE IN EACH DIRECTION. ???? Is it the Cross City Tunnel re visited & as the Ryde TWT (Weekly Times) has called it THE LANE COVE FUNNEL, to force more drivers to use the Tunnel ????????????????????** that was originally going to be a 3 lane tunnel in each direction & with the enormous increase in residents in the North West of Sydney, it was an ill-conceived decision to make it a 2 lane tunnel in each direction. They will use Mowbray Road & or Pittwater Road to avoid paying the TOLL in the AM & PM. peak hours or at any time Also with the Commercial area accessed via Sam Johnson Way. will create a traffic problem for truck's turning off Epping Road from the 1 lane, in each direction.

2 The Filtration which is a big issue of health for the local community & to quote an RTA Scientist " The health effects from the exhaust stack emissions is a health risk ", to which the Federal Government will contribute \$ 10 M towards its installation, as the Eastern Exhaust stack is very close to our block of apartments. Why does Japan & Switzerland have filtration ?????? Are they more concerned for the welfare & health of their citizens than our Government ??????

All of the above is what I am fighting, campaigning, & lobbying for. This is what I volunteered for & give up my free time, for what I believe in & is of benefit for the whole local community

This E / M has taken me many hours to compile, & I hope that it is not all in vain, as the general response has been along the line, " we shall look into it, etc. etc. " & has done nothing. Am I doing all this for nothing ??????, or is all this just a sham as the resigned member of the CCLG 3 committee John Allen said

Yours sincerely Stewart R. Begg Justice of The Peace No.131771

From:

To:

Date: 19/05/2006 10:00:49 am

Subject: Fwd: Emailing: P5020023.JPG, P5020026.JPG, P5020027.JPG, P5020028.JPG, P5020029.JPG, P5020030.JPG

>>> <srbeeg@bigpond.net.au> 05/18/06 5:10 pm >>>

To who it may concern. Dear Sir / Madam, I E / mailed you yesterday with my submission on the Lane Cove tunnel, about the left turn off the Gore Hill Freeway onto the Pacific Highway, plus other problems that need to be addressed, & said that I would send you some recent photo's taken from the 17 th. floor, (the roof) of the complex, taken some 3 week's ago. I trust that they will be of assistance to you & show you just how close we are to the Gore Hill Freeway.

I omitted to give you my address details. being

I shall also forward letters & copies of Hansard that relate to the above situation, & I look forward to hearing from you & as I conveyed it would be of great importance & benefit to you if I were to drive you through the area ,as I did with our local member, The Hon Gladys Berejiklian in October 2004,& as you can see from the photo's of how close I am to the construction

Yours Sincerely Stewart R. Begg Justice of

The Peace No. 131771

Your files are attached and ready to send with this message.

Natasha OConnor - RE: Lane Cove Tunnel Pacific Highway Interchange

From: "Polly Lawton" <Polly.Lawton@costa.minister.nsw.gov.au>
To:
Date: 7/04/2005 3:28:41 pm
Subject: RE: Lane Cove Tunnel Pacific Highway Interchange

Dear Mr Begg

The Minister for Roads, Michael Costa, has asked me to thank you for your e-mail concerning the Lane Cove Tunnel Pacific Highway Interchange.

The matters you have raised are currently being examined and a response will be provided to you as soon as possible.

Yours sincerely

Polly Lawton
 Office of the Minister for Roads

-----Original Message-----

From:
 Sent: Thursday, 7 April 2005 10:32 AM
 To: Roads Minister
 Subject: Lane Cove Tunnel Pacific Highway Interchange

The Hon Michael Costa, MLC
 Minister for Roads, Economic Reform and Ports Governor Macquarie Tower Level 31, 1 Farrer Place SYDNEY NSW
 2000
 7 th. April 2005 .
 Dear Mr. Costa,

I am writing to you via this email to seek your intervention to resolve the very big problem with changes being made by the RTA to the Gore Hill Freeway & Pacific Highway Interchange as part of the Lane Cove Tunnel Project.

I volunteered some 15 months ago to be an active committee member of the Lane Cove Tunnel Community Consultative Committee #3, and along with 6 other volunteers from the local community. To date we had some 14 meetings at Artarmon Primary School with representatives from Willoughby Council, Lane Cove Council, Thiess John Holland, RTA, & various other consultants, totalling some 16 to 20 people from 5 to 7 PM +.

I am Secretary on Body Corporate of "Northview" (Strata Plan No. 52399), for 6 1/2 yrs where I have lived for 7yrs. & 7 mth's. Northview, with 173 Apartments with off street parking for 355, is a reasonable traffic generating development.

Currently access to the Apartments is obtained from the City via the Gore Hill Freeway off ramp turning left onto the Pacific Highway, from Epping Road via the loop road off Longueville Road left turning to the Pacific Highway and from the north travelling southward along the Pacific Highway. Anyone from the south is required to use Howarth Road and U turn southbound at Norton Lane. Exit from the Apartments is onto the loop road and then south along the Pacific Highway.

When the Lane Cove Tunnel opens, the RTA will have:

- decommissioned the left turn preventing access from the City via the Gore Hill Freeway off ramp
- closed the loop road off Longueville Road left turning to the Pacific Highway forcing more residents to use Howarth Road into Norton Lane. Its bad enough now trying to get out of that little street and will be worse when the tunnel opens
- increased traffic onto the Pacific Highway via the Longueville Road off ramp, increasing congestion and the length of

time one must travel.

The RTA and recent tunnel updates from the Lane Cove tunnel Company suggest that Reserve Road, Broughton Street and Rimmington Road should be used to access our Apartments. This is contrary to condition 34 of approval which aims at discouraging the use of Reserve Road for arterial traffic.

On the 14 th October 2004, I took our local Member for Willoughby, the Hon Gladys Berejiklian for a drive over the existing route & over the proposed new route via Reserve rd. to Rimmington St. I refer you to the NSW Legislative Assembly's Hansard - Full Day Transcript on 26th October 2004 when this matter was raised in Parliament as a result of my representations.

Minister, the alternate route the RTA want us to take along local streets involves 3 local streets, 3 speed humps and 2 roundabout's to get onto the Pacific Highway. In addition to traffic to the apartments commercial premises including car sales yards will increase traffic in excess of at least 50 % including Trucks Vans Semi Trailer's & Double Decker Car Transporter's for the 4 New Car business's, south from our Complex.

Why, Minister is the RTA intent on pushing more arterial traffic onto local streets catering for a Primary Public School in the same block as a large games oval & children's playground beside it.

The increase in traffic increases noise and pollution and reduces resident and children safety with Primary School Children in & around the area. With no Traffic Light's on Rimmington St., trying to gain access to the Pacific Highway to go south to get access to our complex & the 4 new car Dealerships & 3 large Office Buildings will congest with more cars and trucks etc along Rimmington Ave. Crossing the Pacific Highway from Rimmington Street to get into the southbound through lane, is not for the faint hearted driver!

Minister, we implore you to direct the RTA to provide the necessary roadway to establish the Left Hand Turn off the Gore Hill Freeway being eliminated in the proposed new interchange. Also the residents of the "Shore Apartments" & Residents in Howarth Rd.& Norton Lane shall not be able to gain access as they shall no longer be able to drive straight ahead off the Gore Hill Freeway, as all 3 lanes will only turn right (North) only.

Those who do turn right then have to travel down Norton Lane, a very narrow laneway often blocked with vehicles trying to access the storage area, then along Helen Street up Burley Street, back onto the Pacific Highway northbound, then head into the little service road for Shore Inn apartments, along Howarth Road then U turn south at Norton Lane * Yes Minister, a real mess being created by the RTA after spending \$1.1billion to solve traffic problems.

Minister, I know you are a busy man, however I am suggesting & recommending to you that I along with Mr. John Lee of Lane Cove Council, at a date & time convenient (I would suggest between 10 am & 12 noon being out of peak hour) & drive you over the existing route & the proposed alternative so you could understand the problems first hand for yourself. It would only take 1 to 1hr 15 m.

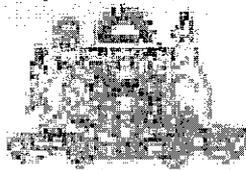
I am Advertising Manager of The Rolls-Royce Owners Club of Australia, & yes I do own a 1991 Silver Spirit 11 Rolls and would like to take it for a run.

I appreciate your very pro-active approach to several issues since your move into your new Portfolio.

I hope this E /mail is not too confusing as typing is not my forte. I am a better communicator. Having been advised at the CCLG 3 (Construction Community Liaison Group) the only way to change this matter is by State Government intervention for this extremely important interchange & when you see it first hand you see the situation.

I look forward to hearing from you & taking you for a run in the Rolls.

Yours sincerely,
Stewart R. Begg J.P.



NEW SOUTH WALES

MO4/9654

Minister for Roads
Minister for Planning
Leader of the House

Mr Stewart Begg
Secretary of the Body Corporate

30 JAN 2001

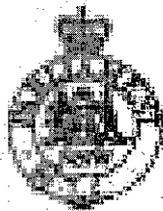
Dear Mr Begg

I refer to your letter to the Hon Bob Carr MP, Premier, which was forwarded to the Hon Carl Scully MP, Minister for Roads, on behalf of the Body Corporate, regarding the provision of filtration for the Lane Cove Tunnel (LCT). The Minister for Roads has asked me to reply on his behalf.

Sydney's road tunnels are designed and operated to ensure that the air quality goals specified in the Conditions of Approval are complied with. These goals are set by the Minister for Infrastructure and Planning, following consultation between the Department of Infrastructure, Planning and Natural Resources (DIPNR), the Department of Environment and Conservation and the NSW Department of Health (NSW Health). I understand that these goals are amongst the most stringent set in the world and are based on guidelines established by the World Health Organisation.

The environmental assessment undertaken for the LCT project included an extensive assessment of the impacts of the ventilation stacks on the air quality in the Lane Cove area following the opening of the project to traffic. The results of the assessment concluded that the contribution of the ventilation stacks to the ground level pollutant concentrations would be negligible when compared to the background concentrations, and that the construction of the LCT would lead to an overall improvement in air quality in the Lane Cove area. The improvement would be achieved through the removal of traffic from surface roads in the area and efficient dispersion of the tunnel air through the ventilation stacks.

A network of monitoring stations will be installed, as required by the Minister for Infrastructure and Planning's Conditions of Approval for the project, to monitor compliance with the air quality goals.



NSW Legislative Assembly Hansard Full Day Transcript

Proof

Extract from NSW Legislative Assembly Hansard and Paper Transcript, 29 October 2004 (Proof)

LANE COVE TUNNEL CONSTRUCTION

Ms GLADYS BEREJILIAN (Wolloughby) (5:42 p.m.): I raise community concern about the significant impact of the construction of the Lane Cove tunnel project on the Wolloughby electorate. I thank the relevant programs, associations and members of the community consultation liaison groups (CCLGs), who are doing an outstanding job, sometimes under difficult circumstances, in representing our local communities. I also thank the many constituents who have brought their concerns to my attention. It is important to acknowledge that the construction phase is taking a toll on many local residents, who are experiencing angst and stress as to the potential changes in their streets and local communities. The strong message I send to Thomas John Holland and other organisations involved in the construction of the tunnel and associated works is that the community is willing to work alongside them to deliver the best outcomes for all concerned. However, we need to ensure that adequate consultation processes are in place to allow that to happen.

Consultation does not mean making a decision and communicating that decision; it means that when there is a likely detrimental impact on residents, the residents should be consulted about the objective and then be able to have active input into the solution. After all, it is the local residents who know more about the area than anyone else. The Murrumbidgee bridge is a case in point. After a decision was imposed on the community, we were able to establish a two-month reprieve to put forward other alternatives. It would have been more appropriate to have had the opportunity to comment on the proposal in the first instance, prior to it being presented as the final solution. There are many other examples, and again I implore Thomas John Holland and his associates to ensure that when making decisions that will impact on residents, consultation occur prior to final decisions being made.

I refer to specific areas of concern and implore Thomas John Holland to take the time to take on board the constructive suggestions already raised by residents. For example, I understand that both Thomas John Holland and Wolloughby council are reviewing the use of Park Road, Murrumbidgee, by trucks to build the compound under the Gore Hill Freeway viaduct. A few weeks ago I visited Park Road residents and was told of their concerns about the original proposal, which would have prevented them from having anywhere to park their own cars and would have significantly increased already existing safety issues with large trucks negotiating a very narrow cul-de-sac. Only yesterday I visited residents in Northcott Street, Murrumbidgee, who showed me the enormous impact that proposed changes would have to their street and residential amenity.

I take this opportunity to publicly thank Zoe and Frank Wahl, who have spent the past decade using their own money to plant trees along the foot of the freeway across the road from their residence. They have also maintained land owned by the Roads and Traffic Authority (RTA) in what, thanks to their efforts, is now known as Fleming Park. That land was previously discarded by the RTA but Zoe and Frank's determination to make their community as green and as family friendly as possible has meant that with the assistance of some of their neighbours they have been able to create a small oasis in what would otherwise have been nothing less than a dumping ground. The residents in Northcott Street are now concerned about the impact a proposed four-metre shared bike track will have on safety around the bend in Northcott Road, which is already a problem. They understand the need for the construction compound and the need for a regional bike track, but they want the opportunity to air their concerns and to receive an adequate response.

In addition to assurances about maintaining the current greenery, they would also like an assurance that every effort will be made to ensure the safety of all users of the road during and after the construction phase.

Concerns about proposed noise walls in Walter Street, Murrumbidgee, as well as queuing and movement of heavy vehicles in Chalmersford Avenue, Wolloughby, have been raised by constituents. An issue regarding residents in the Artamon end of the electorate has been brought to my attention by the efforts of Mr Stuart Begg, who is a community representative on CCLG 3. The proposed plans do not allow local Artamon residents to turn left from the Gore Hill Freeway exit to the Pacific Highway. At present residents are able to turn left off the Gore Hill Freeway onto the Pacific Highway to go south, as there are three lanes, two to go north and one to go south, with a turn-left green arrow.

The new plan is for the exit from the Gore Hill Freeway to have three lanes turning right only to go south on the Pacific Highway. Not only is that a major inconvenience to local residents, but it will force traffic through residential areas such as Reserve Road, Jersey Road, Broughton Road, and Remington Street. It will increase traffic safety issues past Thompson Park and the nearby Artamon Public School. Residents in the Northway complex also have great concerns about access to and from their residences. I hope that my raising of this matter in the House today will result in the CCLG 3 committee giving due consideration to the concerns raised by Mr Begg.



REC'D 1-8-05



Minister for Roads
Minister for Economic Reform
Minister for Ports
Minister for the Planner

4053277

Mr S. R. Begg

aria

27 Jan 2005

by
id

Dear Mr Begg

Thank you for your email to the Minister for Roads concerning the proposed traffic changes due to the construction of the Lane Cove Tunnel. The Minister has asked me to reply on his behalf.

The Lane Cove Tunnel (LCT) project was approved by the Department of Infrastructure, Planning and Natural Resources in 2002.

I'm advised that:

- to enable the Pacific Highway/Gore Hill Freeway interchange to operate safely and efficiently, traffic arrangements on the Pacific Highway and adjoining roads from Norton Lane to Alto Place required changes;
- these changes, which are in line with the Conditions of Approval set for the project, were detailed in the Environmental Impact Statement which was publicly exhibited from 8 November through to 19 December 2001;
- following concerns raised by the community, the Roads and Traffic Authority (RTA) carefully reviewed the Pacific Highway/Gore Hill Freeway intersection. The outcomes from this review were presented to the Lane Cove Tunnel Community Construction Liaison Group 3 (CCLG3) meeting in August 2004;
- Warringah Council confirmed its concurrence with the RTA's review findings in September 2004.

I'm also advised that at the February 2005 CCLG3 meeting it was stated that it is physically impossible to retain the left turn from the Gore Hill Freeway to the Pacific Highway whilst maintaining road safety requirements within the site constraints. In addition, the introduction of the left turn into the Pacific Highway intersection phasing would lead to inefficiencies in this arterial road connection, encouraging greater use of residential streets for regional movements.

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ROLLS-ROYCE OWNER CLUB OF AUSTRALIA, [NSW], INC
Stewart R Begg J.P. Advertising Manager & Publicity Officer

The Premier,
The Honourable Mr. Morris Iemma M.P.,
Parliament House
Macquarie Street
Sydney
NSW, 2000.

17th February 2006

Dear Mr. Iemma, I have observed you to be a fair & reasonable man, when I met you, at Government House on Sunday the 22nd Jan. 2006, with Maria Veruti, AO, a good friend for 26 yrs. & Lorne Desmond MBE, also a good friend for 35 yrs., for the Australia Day Ambassadors launch as they were, Ambassadors & have been for over 10 year's. You may remember I spoke to you in my very limited, unfortunately Italian, to which you replied & said, that my pronunciation was excellent, & for an Anglo Saxon, I did appreciate the compliment. I would like to be able to speak more, as it's my favourite language.

I am writing to you about the exit ramp on the Gore Hill Freeway, combined with the Lane Cove Tunnel development, currently under construction. I have been a volunteer on the CCLG 3 (Construction Community Liaison Group) the Eastern Portal, for 2 years & we meet every month, for 2 hour's with the 2 Local Council's, RTA & Thina John Holland at Artarmon Primary School.

The left hand turn off the Gore Hill Freeway at the Pacific Highway which has been in existence, since approx. 1991, to go south, is to be removed & you will only be able to turn right to go north. I have been advise by the RTA representative's that the only way this can be changed is by State Parliament's intervention... "Prevention is better (& cheaper) than cure" as it will affect hundred's of residents & some 7 very large business's. It shall also have a pollution problem, with noise, asbestos dust from brake lining wear from some car's, exhaust fumes & very importantly, safety!, as there is a Primary School 1/2 a block away, a Football Oval, a children's Play Ground & a Children Pre School on the alternative proposed route, through a densely populated area.

If you would pass on this letter to your new Minister of Roads, the Hon. Eric Roozendaal, I would be only too pleased to pick him up & drive him over the existing route in my Rolls-Royce, before it's too late to do so, & then drive over the proposed new route with 3 speed Humps, & 2 Roundabout's, which RTA figures say, there will be an increase of 28% to 58% increase in traffic through these suburban street's incl. truck's & semi's, double decker car transporter's to 4 of the new car sales business's, so he can see the impact & effect this would have on all of the above.

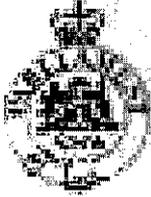
I would suggest a time frame of between 10 am & 2 pm., as traffic is at its lightest & it would only take some 45 mins of this time. Incidentally I live in the twin 16 story towers for 8 1/2 yrs with 172 Apartments, with some 450 to 500 residents, & I am Secretary on the Body Corporate for 6 1/2 yrs & some 200 units east of the recent subsidence of the 3 story apartment's, in Lane Cove, Longueville Rd.

In my best Italian "Tante Grazie" & I could arrange a 1910 Rolls-Royce to open the tunnel in 2007, as the same car did for the Sydney Harbour Tunnel, with the then Premier as a passenger, as well as a 2006, latest model Phantom, should you be interested. I look forward to your response & help, to change this stupid intersection & keep it the way it is.

Yours sincerely,

Stewart R. Begg JP

PS, I shall send this letter by E-mail, Fax, & by post to make sure you receive it one way or the other.



NSW Legislative Assembly Hansard

Lane Cove Tunnel

Derived from NSW Legislative Assembly Hansard and Papers, Proceedings & Proceedings 2008

LANE COVE TUNNEL

Page: 16373

Ms GLADYS BEBELEBIAH (Wahrooby) [2.15 pm]: In March this year I raised in this place community concern about the significant impact of the construction of the Lane Cove Tunnel on the Wahrooby electorate. On 20 October I also placed on notice a motion along these lines. I believe these outstanding issues to be so significant that I feel compelled to raise again here them in this place and to reiterate the concerns I have already raised about what I believe has been a flawed consultation process embarked upon by the Roads and Traffic Authority (RTA) and the State Government. It has become abundantly clear that when negotiating contractual obligations with the private sector organisations, both the State Government and the RTA, paid scant regard to the impact of the construction phase and the post-construction phase on the local community. There was no intention from the outset for a genuine, honest and open consultation process.

Examples of this lack of consultation and the detrimental impact on the community include forced traffic diversions off the Pacific Highway. According to the proposed plans residents will be unable to turn left from the Gore Hill Freeway and to the Pacific Highway. At present residents are able to turn left off the Gore Hill Freeway onto the Pacific Highway to go south as there are three lanes—two to go north and one to go south, with a left turn green arrow. The new plan is that the exit from the Gore Hill Freeway will be three lanes—turning right only to go north on the Pacific Highway. Not only is that a major inconvenience to local residents, but it will force traffic through residential streets such as Reserve Road, Jersey Road, Broughton Road and Farmington Street in Artarmon. It will increase traffic safety issues past Thomson Oval and the nearby Artarmon primary school. Also, there is great concern to residents in the Northwest complex about access to and from their residences.

When the Lane Cove tunnel opens the RTA will have decommissioned the left turn, preventing access from the city via the Gore Hill Freeway off ramp, closed the loop road off Longueville Road turning left onto the Pacific Highway, forcing more residents to use Howarth Road into Horns Lane, and increased traffic onto the Pacific Highway via the Longueville Road off ramp. Filtration of the sand and emissions is another example of lack of community consultation. Residents in Artarmon and surrounding areas are justifiably concerned about the State Government's total disregard of filtration, notwithstanding that there remains on the table an offer from the Federal Government of \$10 million to go towards its cost. Community organisations such as the Artarmon Progress Association have been extremely vocal about this issue. It is high time the Government heeded the association's enormous health concerns and ongoing community distress.

Another example of lack of consultation involves the proposed cycleways between Chalmersford Avenue and Park Road, Manlyburn, and the cycleway and overpass through Malesburn Street and Manlyburn shops. Notwithstanding serious safety issues and the detrimental impact to residential amenity on the route of the cycleways, to date community concerns have been totally ignored.

A number of ongoing issues have been raised by the Manlyburn Progress Association relating to noise barriers and specific residential streets. The community representatives on Consultation Community Liaison Group (CCLG) 3 have admirably tried to raise these issues at every turn but their voices and their concerns have been completely ignored. I place on the record an official resignation letter delivered by a highly respected community representative, John Allen, who wrote on 27 October 2008:

I have decided to terminate my association with CCLG 3.

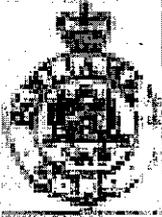
I have been involved in a number of "community consultation processes" associated with this Project, set up in response to the Government's requirement for consultation on design and construction. These include ad hoc meetings with residents and with business people, a working party chaired by Wahrooby City Council and CCLG3. I believe that this "consultation"—especially regarding design—has been little more than a sham. (eg. left-hand turn onto Pacific Highway, Cycleway between

RTA Nov 2005

Chelmsford Avenue and Park Road, cycleway through Naremburn streets and Naremburn shops, "filtration" of the vent emissions, etc). The reason for this can largely be attributed to the intractability of the RTA Government.

I have no doubt that these processes, including CCLG 3, will be claimed as evidence that the Government's requirement for consultation has been satisfactorily fulfilled. I do not wish to contribute to such a claim.

The State Government and the Roads and Traffic Authority (RTA) have displayed total contempt for the views of local residents and for the impact of the construction phase or the post-construction phase on the local community. The issues raised today are symbolic of the State Government's total inability to manage a project of this magnitude and, more significantly, its lack of will in considering the impact on local residents. Many of these issues have the potential for resolution if the State Government and the RTA were committed to such a process. Sadly, neither of these bodies seems to be so committed



LANE COVE TUNNEL

Ms GLADYS BEREJNLIAN (Willsoughby) (4.56 p.m.): The cross-city tunnel debacle has understandably proved even greater attention on the Lane Cove tunnel project. For at least the last two to three years constituents in the Willsoughby electorate, both individually and collectively through their respective progressive associations, have struggled to have their voice heard by the incompetent Eardl Government. A number of aspects of the Lane Cove tunnel project are causing ongoing concerns for the people of the Willsoughby electorate. Some of the specific issues are similar to the problems associated with the cross-city tunnel.

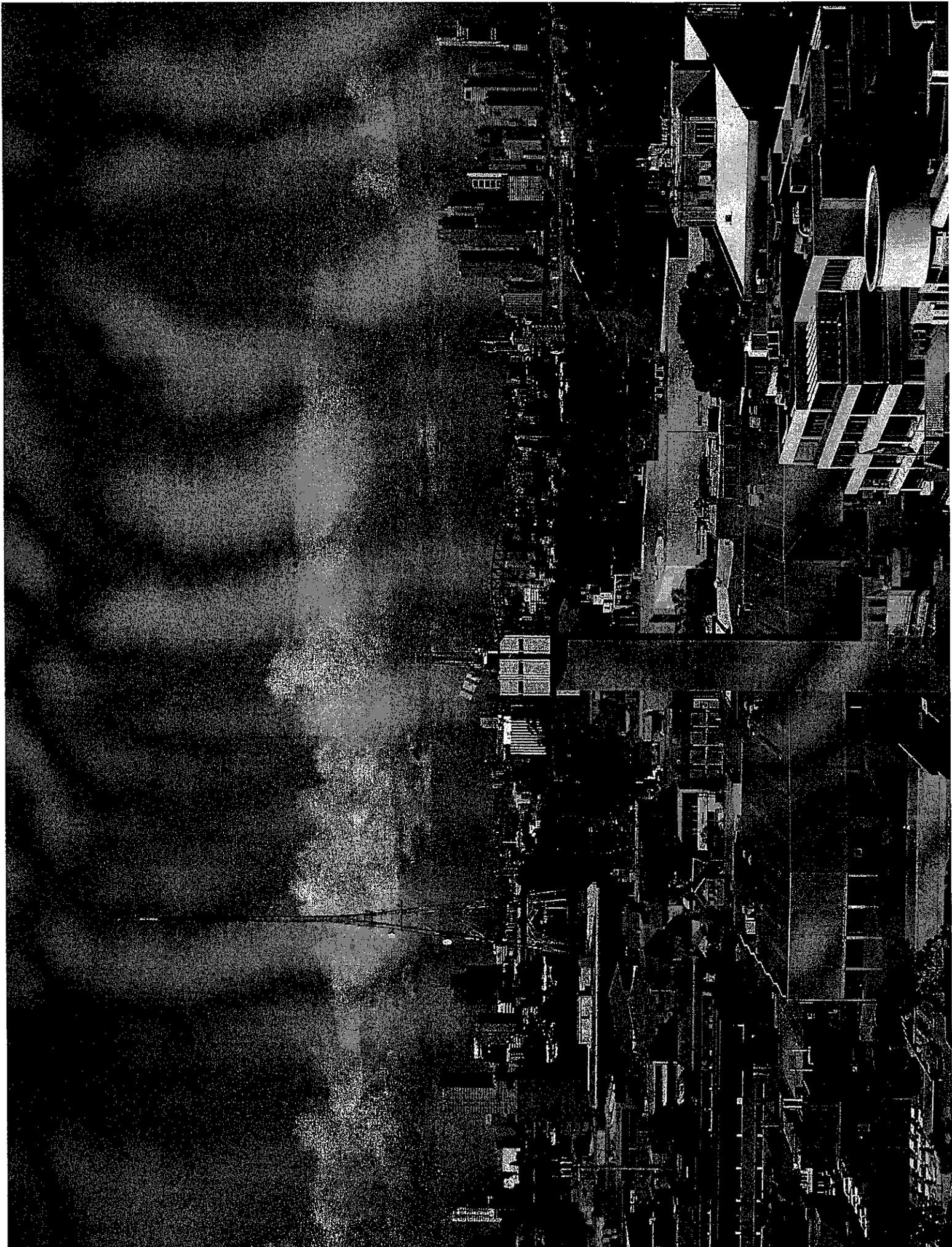
The State Government response to issues raised by residents, community organisations and the has been totally unsatisfactory. Concerns of residents have been largely ignored and community representatives on various community consultation groups, whether they relate to air quality or traffic issues, are disappointed by a process that has not responded to the valid issues raised. It is frustrating that both the State Government and the Roads and Traffic Authority have not only ignored community concerns as issues arose during the construction phase and also the post-construction phase, they proved to be both obstructive and inflexible in considering design changes that would alleviate many of these concerns.

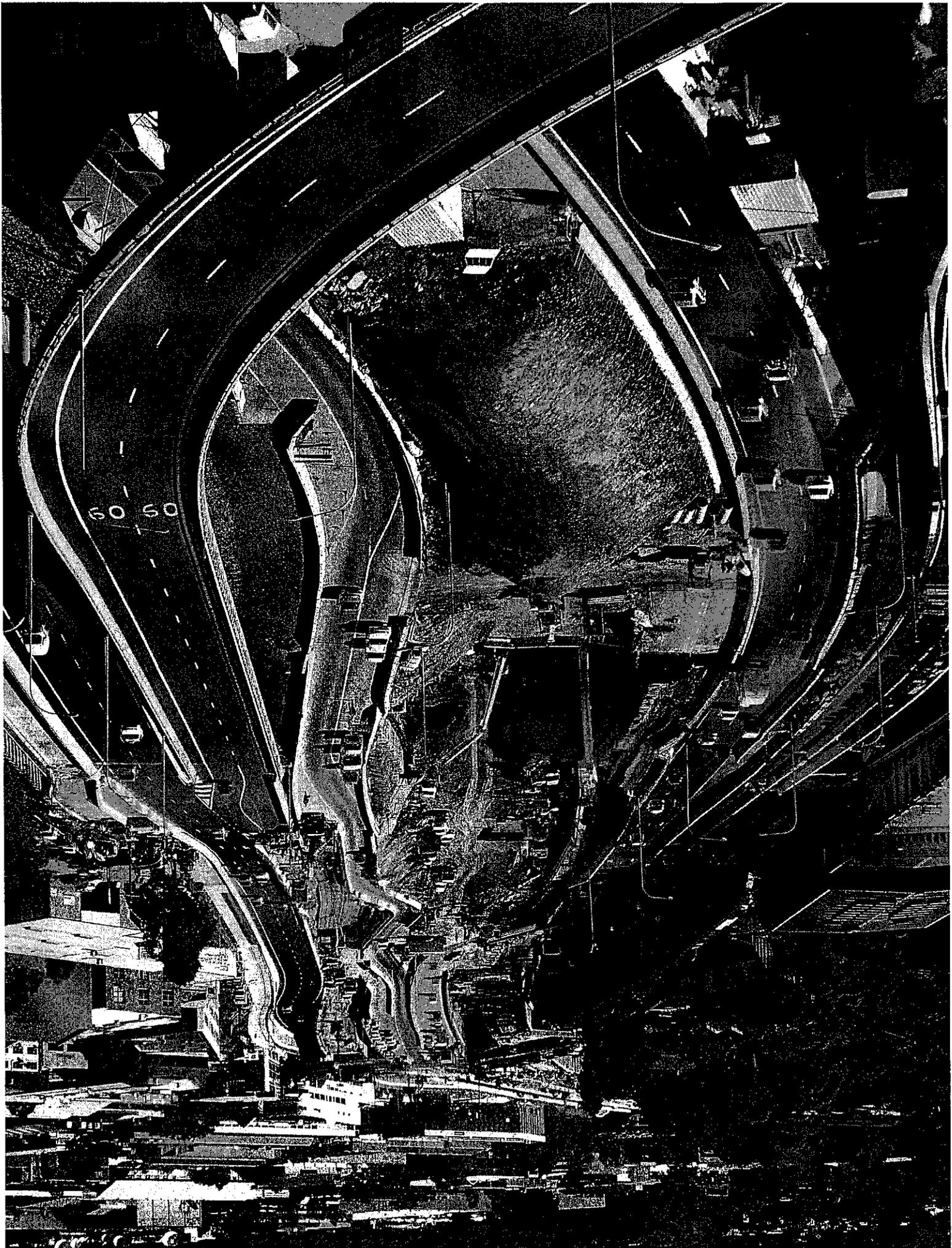
I place on the record community concerns about the Lane Cove tunnel project, as I have done on many previous occasions, and their impact on constituents of the Willsoughby electorate. I would like to reiterate concerns about litigation. The State Government refuses to accept the Federal Government's generous \$10 million contribution towards litigation. Lack of litigation in the Lane Cove tunnel remains a major community concern. Back in October 2004 the State Government announced that it would undertake trials in litigation, the implication being that these would take place in the Lane Cove tunnel. These trials have not yet been undertaken. I ask the Government why this is the case and when it intends to conduct the trials. Also, why will the State Government not accept the Federal Government's \$10 million contribution towards litigation? It is highly inappropriate for the State Government to ignore this generous contribution and again indicate its lack of regard for community concerns, which have been expressed by a considerable portion of the population on the lower North Shore.

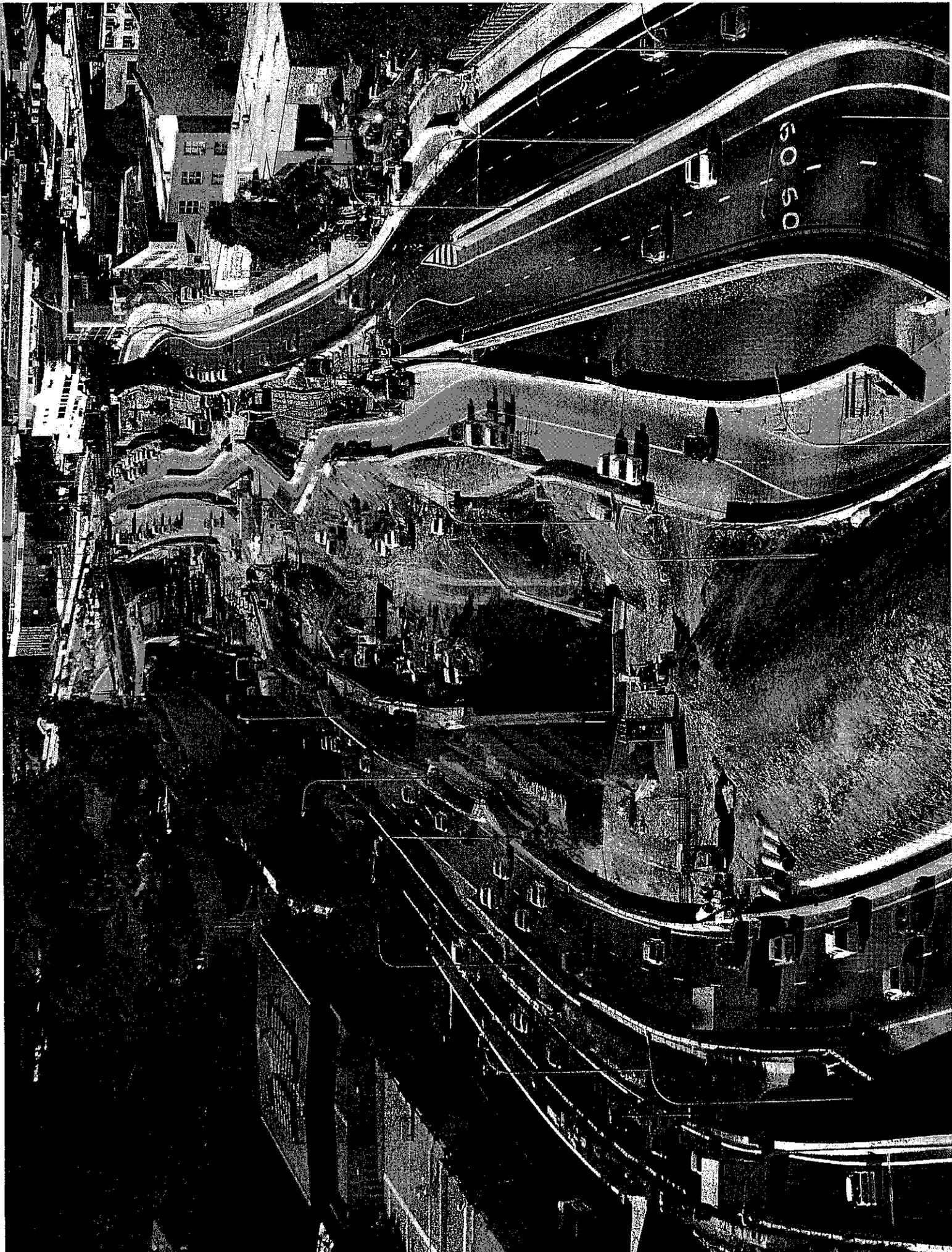
I also place on the record concerns raised with me by the Artarmon Progress Association, which is particularly concerned to ensure that monitoring of air quality at the monitoring station, one of which is at Artarmon Public School, truly reflects the quality of air, not just an average, given that the air is concerned by children, the wider community, residents and workers. I ask the Government to ensure that the air quality monitoring stations accurately reflect readings because previously the Government had undertaken to provide only average readings without taking into consideration peak hour air quality readings.

I draw to the attention of the House the left-hand turn off the Gore Hill Freeway off the Pacific Highway. This has been in existence since approximately 1991, yet under the Lane Cove tunnel project design plans this turn will be removed and motorists will be only able to turn right to go north. This will affect hundreds of residents and some very large businesses. Apart from pollution, noise and safety concerns, there is also a primary school and a block away as well as playing fields and a preschool on the alternative proposed route through a densely populated area. Residents have legitimate concerns about increased traffic on residential streets in that vicinity.

Residents have expressed concern about a lack of access to the M2. I can only concede that there will be continued access onto Epping Road from Mosley Road turning right. However, regardless, access to the M2 will no longer be available for traffic turning right from Mosley Road and Epping Road. Many Chatterwood residents are worried about the impact that will have on traffic on Pullen Road and Dale Road and the impact that will have on people trying to travel through Chatterwood in order to access the M2 via the lower North Shore area. Narramunn residents have also raised concerns about traffic. I ask the Government to address these matters to ensure that the cross-city debacle does not turn into the Lane Cove tunnel debacle. (Time expired.)













- Fwd: Emailing: Lane Cove Tunnel 001.bmp

From:
To:
Date: 24/05/2006 9:58:27 am
Subject: Fwd: Emailing: Lane Cove Tunnel 001.bmp

>>> "easy rider" <ceasyrid@bigpond.net.au> 05/23/06 5:11 pm >>>
To The Joint Select Committee

TO WHOM IT MAY CONCERN

Dear Sir / Madam, I emailed to you my report & photo's as a CCLG3 member of the volunteer committee of the Lane Cove Tunnel & Gore Hill Freeway on the 17 th. May 2006. I am forwarding to via Email several pages of correspondence & from Hansard which I hope make your job a little easier to save looking them up. about this very important issue which I discussed in my Email on the 17- 5- 2006.

I represent ,some 350 to 400 people who live in " The Northview " Apartments at , as I am Secretary of the Body Corporate. As you can see, it has not been for the want of trying & having attended some 26 or 27 meetings & nothing has virtually changed & it appears that the State Government & the RTA will not listen to the people & I feel all my efforts & worry has been in vain, so I wish you luck ,to see if you & your Committee can do what I have been unable to achieve.

If I can be of any further assistance & offer to drive you over the proposed changes as opposed to looking at maps & diagrams & as you will see in the plan I shall include , that WE are on an Island in the middle of it, & so very close (some 500 to 750 Mtrs.)away to the Eastern Exhaust Stack & the top of our building is taller than the top of it & in direct line to get those cancergenetic & carbondioxide fumes. If the Government fails to filter it to save lives & associated illnesses from the pollution, they many make a big press release, saying that they will compromise by adding some AIR WICK , or similar deodorant to make the toxic fumes at least smell BEAUT

YOU HAVE TO MAKE RADICAL CHANGES otherwise all your effort's ,talks & meetings,will all be to no avail !!!!!!!!!!!!!!!

I remain your humble, but very concerned citizen ,

Yours faithfully Stewart R. Begg Justice of The

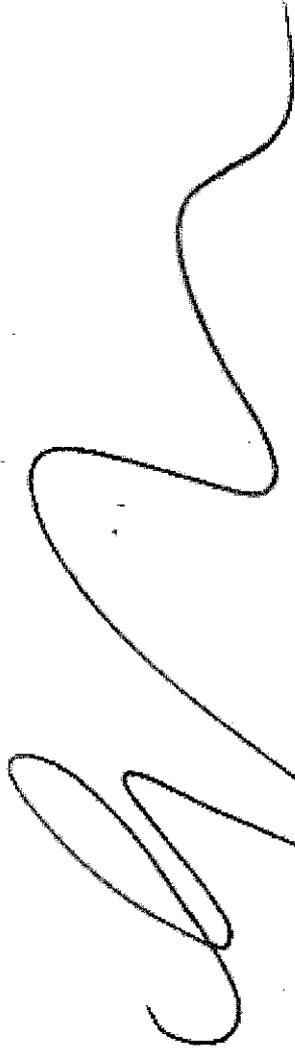
Peace No.131771

Your files are attached and ready to send with this message.

I'm further advised that the deletion of the left turn from the Gore Hill Freeway exit ramp to the Pacific Highway, southbound, together with the two movements at the southern end of Howarth Road is fundamental to the overall design of the Pacific Highway/Gore Hill Freeway interchange.

Should you wish to discuss the matter further, please contact Mr John Anderson of the RTA on (02) 9417 9502.

Yours sincerely

A large, stylized handwritten signature in black ink, appearing to be 'ER', is written over the typed name.

**THE HON ERIC ROOZENDAAL MLC
PARLIAMENTARY SECRETARY**



THE CABINET OFFICE
NEW SOUTH WALES

AA04/21693 – CABSEC

23/11/04

Mr Stewart Begg

Dear Mr Begg

The Premier has received your recent letter concerning filtration for the Lane Cove tunnel.

As the matter you have raised primarily concerns the administration of the Minister for Roads, and Minister for Housing, the Hon PC Scully MP, the Premier has arranged to bring your approach to the Minister's attention.

You may be sure that your comments will receive close consideration.

Yours sincerely

A handwritten signature in black ink, appearing to be 'R B Wilkins', written over a horizontal line.

/ Roger B Wilkins
Director-General

FRI 10TH JUNE 2005 17TH FLOOR
THIS PHOTO IS TAKEN FROM OUR ROOF

Protest twist to proposed freeway turn



Intersection of Gore Hill Freeway and the Pacific Highway, Artarmon.

PACIFIC Highway traffic modifications will cause headaches for residents and a dip in business for companies, Lane Cove Council and a Lane Cove Tunnel Construction Community Liaison group member (CCLG) have said.

Artarmon resident and CCLG member Stewart Begg said a new "no left turn" sign on the Pacific Highway would "increase traffic by more than 50 per cent and increase pollution on Reserve Rd, Birmingham St and Jersey Rd".

"Already the route is jam packed with traffic and pollution at peak hours," Mr Begg said.

The issue has been simmering between the RFA, Lane Cove Council and the consultative group for some time.

Lane Cove Council's tunnel liaison officer, John Lee, said the council had raised the issue at a number of consultative group meetings.

"We're not happy about it," he said.

"Arterial traffic shouldn't be forced onto local roads."

He said the RFA proposal to block left turns on the Pacific Highway had been close to feed traffic from the tunnel portal.

Pacific Hwy
To Go North

EXISTING TURN
LEFT OR RIGHT LANE
THEY WANT TO CHANGE
TO GO RIGHT ONLY

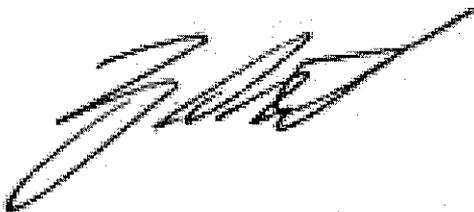
PHOTO BY JIMMY HAY

Whilst the approved project does not include filtration, Condition of Approval No 153, does require the tunnel to be designed and constructed so as to make provision for future installation of an appropriate pollution control system, to treat emissions from the tunnel, as may be required by the Director General of the DIPNR.

Filtration has not been installed in any tunnel in Sydney to date. However, the Minister for Roads has announced that a pilot of filtration technology would be undertaken in a Sydney road tunnel, following a recommendation contained in the report on the Roads and Traffic Authority (RTA) delegation's trip to Japan. Although electrostatic precipitators have been installed in several overseas road tunnels filtration has primarily been used to remove particulate matter to improve poor visibility caused by dust from studded tyres in Europe and the high percentage of diesel powered heavy vehicles in Japan. The operating conditions of these tunnels are significantly different from those experienced in Sydney road tunnels.

The pilot of filtration technology will enable the RTA to assess the effectiveness of the filtration systems under the prevailing conditions in Sydney road tunnels. The information from the pilot would be used to assess the environmental, social and economic implications of the operation of these systems and their potential application in the development of future motorway tunnel projects.

Yours sincerely



TONY STEWART MP
Parliamentary Secretary for Roads

Artarmon and Mowbray West residents in particular are concerned about the fact that the Minister for Roads has not to date accepted the Federal Government's contribution of \$10 million towards filtration. Constituents have highlighted to me what they regard as the potential health consequences of the State Government's refusal to do anything about filtration, notwithstanding the generous contribution by the Federal Government. I urge the State government to ensure that there is an open and genuine consultation process for residents in relation to the Lane Cove tunnel project and urge the State Government to consider the community's concerns in relation to the need for filtration.