

**Submission  
No 392**

## **INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT**

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## Submission regarding Western Harbour Crossing and Northern Beaches Link

by Michael Wright, MA (Natural Sciences, Cantab)

- The Western Harbour Crossing is planned to be situated far, far too far east. It would be much more logical to build it in the vicinity of Rhodes, linking with the eastern end of the M4 motorway and aligned approximately with the A3, to link up with the M2 and the M1 to the north.  
As it is, it will needlessly funnel heavy northbound freight traffic (eg, from the Port Botany area) through the inner westernmost suburbs of the Sydney CBD, through the North Sydney CBD, and through close-by residential and educational suburbs.  
What is the sense in funnelling all this through traffic onto Australia's busiest road, the Warringah Freeway?
- [As an aside, I believe that the WestCONnex Stage 3 and Rozelle Interchange plans should be **scrapped**.]
- Heavy trucks should, in any case, be **banned** from all tunnels unless they meet the most stringent international emission standards, as they are in increasingly large parts of the "civilized" world. (Only this week, two inner London boroughs banned all heavy-emission diesel vehicles from their streets.)
- Where are the studies and tests proving that the Beaches Link is the best solution for the Northern Beaches access problems? Why has not light rail been studied as an alternative? Until it is, NO further road work should be planned or undertaken.
- Where are the studies and tests that **prove** that the immersed-tube construction method will not disturb toxic sediments and gravely harm the natural environment of Sydney Harbour and Middle Harbour?
- If these tunnels are eventually built, they **must** be constructed with lateral ventilation throughout their length; longitudinal ventilation is **wrong**, resulting in the poisoning of travellers as well as those living, working and attending school in the vicinity of the tunnel exits. Existing tunnels with longitudinal ventilation **must** be adapted or closed.
- Any tunnel longer than 5km **must** have one or more intermediate ventilation shafts spaced no more than 5km apart.
- ALL smoke-stacks (ventilation shafts) **must** be filtered, and **must** be positioned at least 1km from any school. North Sydney is one of Australia's premier "education precincts", and is no place to funnel carcinogenic particles into the air.
- Two smoke stacks should **never** be placed in close proximity to each other (as is proposed, for example near the Warringah Freeway / Ernest Street junction).