

Submission
No 312

**INQUIRY INTO IMPACT OF THE WESTERN HARBOUR
TUNNEL AND BEACHES LINK**

Name: Name suppressed

Date Received: 18 June 2021

Partially
Confidential

Major issues and impacts include the following:

During Consultation Period important information was not provided, including:

There was no clear Business Case for the project.

No alternative design options were provided.

Consultation documentation was inadequate in explaining clearly the impacts to the local community.

There is Loss of Public Green Space

Loss of 2.8 Ha of community green space (equivalent to four soccer fields) in Cammeray Park.

Cammeray Park will become motorway sheds and exhaust pumping station.

Numerous Traffic Impacts on local streets including:

Heavier traffic in local streets will make crossing more difficult, especially for kids and the elderly in Cammeray, Neutral Bay and North Sydney.

As noted in Western Harbour Tunnel and Warringah Freeway Upgrade Technical working paper Traffic and transport (p. 236)

“The intersection of Ben Boyd Road and Military Road would operate with longer delays as a result of the project due to changes to access and travel patterns at the Ernest Street and Falcon Street interchanges”. (Could be a delay of 327%)

Extra delay in local streets means hassle for drivers and presents dangers for people walking to schools or the shops.

The project will enlarge the motorway and concentrate traffic at restricted entry points, encouraging ‘rat runs’ through local roads.

Air Quality in the North Sydney LGA is already borderline, additional unfiltered exhaust stacks near schools and residential areas is a concern.

Double exhaust stacks at Ernest Street Bridge (to expel pollution from BOTH Harbour & Beaches Tunnel) 250m from ANZAC Primary School (with underlying health issues which may impact growing children).

Flat Rock Creek Gully construction site (next to Willoughby Leisure Centre) will disturb old rubbish tip and additionally expel waste into the creek to Tunks Park and Middle Harbour.

Health and safety risks associated with the construction and operation of the tunnel are higher than alternative due the current alignment and proximity to so many schools.

Increased traffic congestion on Berry, Miller, Falcon Streets and the Pacific Highway.

Military Road will actually become slower and will be a holding or staging area for traffic entering the bridge or the tunnels.

In addition

the business case has not been released, so it is not possible to judge

and

alternative “options” only considered motorway tunnels in different alignments - not alternative transport options.