

Submission
No 322

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

Name: Name suppressed

Date Received: 18 June 2021

Partially
Confidential

Inquiry into the Impact of the Western Harbour Tunnel and Beaches Link

I STRONGLY OBJECT to the proposed Western Harbour Tunnel and Beaches Link.

Regarding the Terms of Reference

(a) The adequacy of the business case for the project including the cost benefit ratio
There is no publicly available business case.

(b) The adequacy of consideration of alternative options.
There HAS NOT BEEN PROPER CONSIDERATION GIVE TO ALTERNATIVE SOLUTIONS, nor has the project been re-evaluated in light of the societal changes due to Covid.

This project represents a move away from the long-planned train line from Brookvale to Chatswood.

(g) the extent to which changes in population growth, work and travel patterns due to the Covid-19 pandemic have impacted on the original cost benefit ratio:

Given the introduction of the Metro System and the current view widely held by industry and government that there will be a permanent reduction in office accommodation required due to Covid, it would follow that road traffic is also very likely to be reduced.

(h) whether the NSW Government should publish the base-case financial model and benefit cost ratio for the for the project and its component parts.
OF COURSE IT SHOULD!

(j) the impact on the environment, including marine ecosystems:
Building more roads for cars runs contrary to good environmental outcomes. I am particularly concerned about the negative impacts on:

- Air pollution

There is no evidence that air pollution will diminish. The air pollution from the unfiltered stacks is totally unacceptable.

- Marine pollution

I support the environmental concerns outlined by Dr Bill Ryall in his submission. See attached.

- Dreadful traffic and environmental impact on local roads in the North Sydney LGA

The traffic impact on the local North Sydney are dreadful with many intersections being marked 'F' from North Sydney up to Crows Nest and Cammeray.

The traffic impact on North Sydney will be catastrophic. North Sydney CBD and Civic Centre is a triangular shape site bounded by the Pacific Highway, the Warringah Freeway and Falcon Street, all arterial roads. Yet Transport for NSW is proposing to direct all traffic from the North and East of the Civic Centre onto the Western Harbour Tunnel, the Sydney Harbour Bridge, the Sydney Harbour Tunnel and Cahill Expressway via Berry Street. This proposal will cut the North Sydney CBD in half and destroy its plans to make North Sydney CBD and Civic Centre a Place for People.

This is contrary to North Sydney Council's plan for North Sydney.

Transport for NSW is also proposing to eliminate the existing off-ramp from the Warringah Freeway to Falcon Street which means that all traffic from the Warringah Freeway destined to north and west of the Civic Centre will now use the Pacific Highway. That traffic is currently split about 50-50 between the off-ramp to Falcon Street and the Pacific Highway.

Loss of precious green space

Once again, local communities are losing precious green space and there is no proper plan or funding for returning these areas as usable open space once the project is complete.

Fundamentally I do not support building roads into the centre of the city. That is what public transport is for.