

**Submission  
No 514**

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

**Organisation:** Milson Precinct

**Date Received:** 14 June 2021

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Milson Precinct meeting of June, moved that the precinct submissions made to DPIE, should be forwarded to the Parliamentary Inquiry, concerning the proposed tunnels. As the community feel that none of the concerns or issues raised in the many thousand submissions, (of which 90 % were objecting to the projects) have been addressed or given any consideration.

Please find here our Beaches Link objection, which raises concerns about the lack of planning for the 350 + buses coming out of the tunnels and through NS to drop passengers at other modes of transport - rail & Metro. This will lead to serious impacts on traffic along High St. North Sydney, an access point for tunnels, as well as the Kirribilli, Milsons Point, Mosman & Cremorne traffic onto the bridge.

None of these major concerns have been considered. The concerns and issues of North Sydney Council were not even addressed. They should all be addressed with changes made to the design, prior to any determination.

We hope that this parliamentary inquiry will listen to the people who will be impacted the most.

Thanking you,

Regards,

Milson Precinct  
PO Box 704  
Milsons Point. NSW 1565

1 March, 2021

The Hon. Robert Stokes,  
Minister for Planning Industry & Environment,  
4 Parramatta Square,  
12 Darcy Street,  
PARRAMATTA NSW 2150

**ATTENTION: Ms. Belinda Scott**

Also via Dept. Planning, Industry & Environment, portal:  
[www.planningportal.nsw.gov.au/major-projects/project/10456](http://www.planningportal.nsw.gov.au/major-projects/project/10456)

**RE: OBJECTION to Beaches Link & Gore Hill Freeway (BL) Environmental Impact Statement (EIS)**

This submission is distinguishable from those two following submissions identified in that it prioritises three of the issues already touched upon but are considered most relevant to the interests of the Milson Precinct

Milson Precinct concurs with the North Sydney Council officer's report at the meeting held on 22 February, 2021 . Identified as item 8.6 Beaches Link and Gore Hill Freeway Connection EIS Submission. In addition we support the letter of Objection dated 26.2.2021, from Councillors Zoe Baker, MaryAnn Beregi and Tony Car, of North Sydney (NS) council.

However the following three matters are specifically of particularly grave concern to our community. These issues are considered sufficient grounds for refusal and at the very least constitute the need for revision before the application proceeds to determination.

1. **Transport terminus oversight:** North Sydney will become the terminus for 350 morning peak hour buses from the northern beaches, which will be using the BL tunnel, and coming out onto Warringah Freeway. Then NS roads at Alfred St., High St, to then cross over Pacific Highway to drop passengers to NS train station in Blues St followed by Victoria Cross Metro stations, in Miller street

These buses should not be adding to the already congested traffic of North Sydney and rely

simply on the use of the existing road system at grade.

This situation must be ameliorated by additional infrastructure works. , preferably via a tunnel direct to an underground bus terminus / transport interchange. It has been done before, similar for example to Tokyo city.

The imposition of this drastic public transport impact must be addressed if the objectives of an improved transportation network are to be achieved.

Furthermore, Impact on NS roads especially the arterial traffic function of Berry Street, Pacific Highway, Miller Street & Falcon Street is of grave concern. NS Council has numerous adopted and draft strategies for NS CBD - public domain initiatives for Miller

St., Berry St and Ward Street, The NS Integrated Transport Plan (NSITP) and the requirements being placed in the WHT & WFU Approval instrument by the DPIE should be upheld in these BL documents, but fails to be so. Being:

***E162** The Critical State Significant Infrastructure (CSSI) **must not preclude** the delivery of the objectives proposed by the North Sydney Integrated Transport Program (NSITP) in consultation with the Government Architect NSW and North Sydney Council.*

2. If **unfiltered stacks** were to be built then they should be built, at the very least, so that they can be retro-fitted for air filtration purposes at any time in the future. Thereby addressing the technical arguments that favour significant further added precautions, said to be technically necessary but not accepted for inclusion so far

If the argument for shorter lengths of tunnel between stacks is not heeded then the nature of the exhaust systems, proposed as they are at extremely extended intervals, becomes of critical importance.

The tunnel as proposed is of extreme length by comparison with the current Sydney network. All the Sydney tunnels advise motorists to close windows and put recycled air on while driving through. This shows that the air quality exhausted from within tunnels is fundamentally not appropriate for human health. So why should the residents of NS be risking the contested health risks of these otherwise contested unfiltered stacks?

But even if the level of air quality was to be further improved by filtration, is that so extravagant as a result and enough to eliminate such provision in the future? Is our Sydney air quality that good that any improvement in its standard is altogether unwarranted?

More precaution applied to the operation of the stacks as proposed is an obvious compromise as far as the surrounding communities are concerned. The request to provide assurance that any required remedial work be anticipated in the initial construction to provide for additional works to be retrofitted is (at the least) a most reasonable suggestion and a constructive request by way of compromise.

3. With no public meetings to facilitate direct questions and review the details in person, vs online is a radical change and to compensate then the notification and **community consultation times should be significantly extended**. Outside of Covid restrictions, lack of time for community consultation and engagement has been compounded due to the span of the intervening Christmas holiday period, insufficient to allow community time to assimilate the several thousand pages of very technical documents for this epoch public investment..
4. It would appear that there may also be a failure to meet the SEAR's as a state significant infrastructure applicant. The EIS has failed to give analysis of *"how alternatives to and options within the project were analysed to inform the selection of the preferred alternative / option"*, which should have included Public transport options.
5. Regrettably there is said to be a **'temporary' loss** of green open space for only up to 7 years, of nearly 29,000sq. meters of land in Cammeray at the golf course, along with North Sydney council's renowned water harvesting facility for maintaining the watering of sports fields and parks. ***E157** The CSSI must result in a **net increase in usable open***

***space.** Replacement space must be in the general vicinity of the loss, unless agreed to by the Planning Secretary.*

We thank you for your further consideration of these matters raised in this submission, intended as they are to be constructive in the quest to achieve confidence in the finally considered outcome and the community awaits your response.

Yours faithfully,

Co-convenor,  
Milson Precinct