

Submission on the Western Harbour Tunnel Modification 2

- Construction method change to TBM,

Application Number: SSI-8863-Mod-2

Main Project: SSI-8863

Assessment Type: SSI Modifications

Development Type: Road transport facilities

Local Government Areas: North Sydney, Inner West, Penrith

Exhibition Start-End Date: 19/07/2023 - 15/08/2023.

Dear Department of Planning.

I wish to make a submission regarding Application Number: SSI-8863-Mod-2. I object to the project.

Firstly, let me say that the move to a tunnel drilled under the harbour is a welcome move. Not only does it significantly reduce the adverse environmental impact of construction, but it also has less impact on the ecology of Sydney Harbour.

However, it is possible to make further improvements;

1. The tunnel will now be 20 metres deeper which means that the portals should be 400 metres down the road. Better still, as the Western Harbour Tunnel (WHT) is not accessible to residents in Neutral Bay, Mosman and Cremorne (indeed it is only accessible to those who live near a train station!) the Cammeray portals should be moved to Artarmon to link up to the Lane Cove Tunnel
2. The Beaches-Link project has been put on hold. Building facilities for this project as part of the WHT contract is a waste of public money, especially when there are so many infrastructure needs for NSW.
3. There is no restoration of surplus land at Cammeray Park. After the WHT is finished, the unused BL facilities and the construction carpark will remain, occupying land that should be returned to the community. The land occupied by these facilities should be returned to the North Sydney community and the people of NSW. The government of NSW should be creating extra green space wherever possible.
4. It is quite possible to cut and cover the WHT facilities at Cammeray Park and provide much needed sporting fields for the area. A cut and cover approach has been used at Roselle. The WHT team has said that they only need to be asked for this to be included this in the scope.

I sincerely hope that these ideas are able to be progressed by the WHT project team.

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