

NAREMBURN PROGRESS ASSOCIATION

Founded 1901; Incorporated 2004

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Department of Planning and Environment

Re: Western Harbour Tunnel Modification

Modification 2 - Construction method change to TBM - SSI-8863-Mod-2

Please find below our response to the proposed modification to the Western Harbour Tunnel.

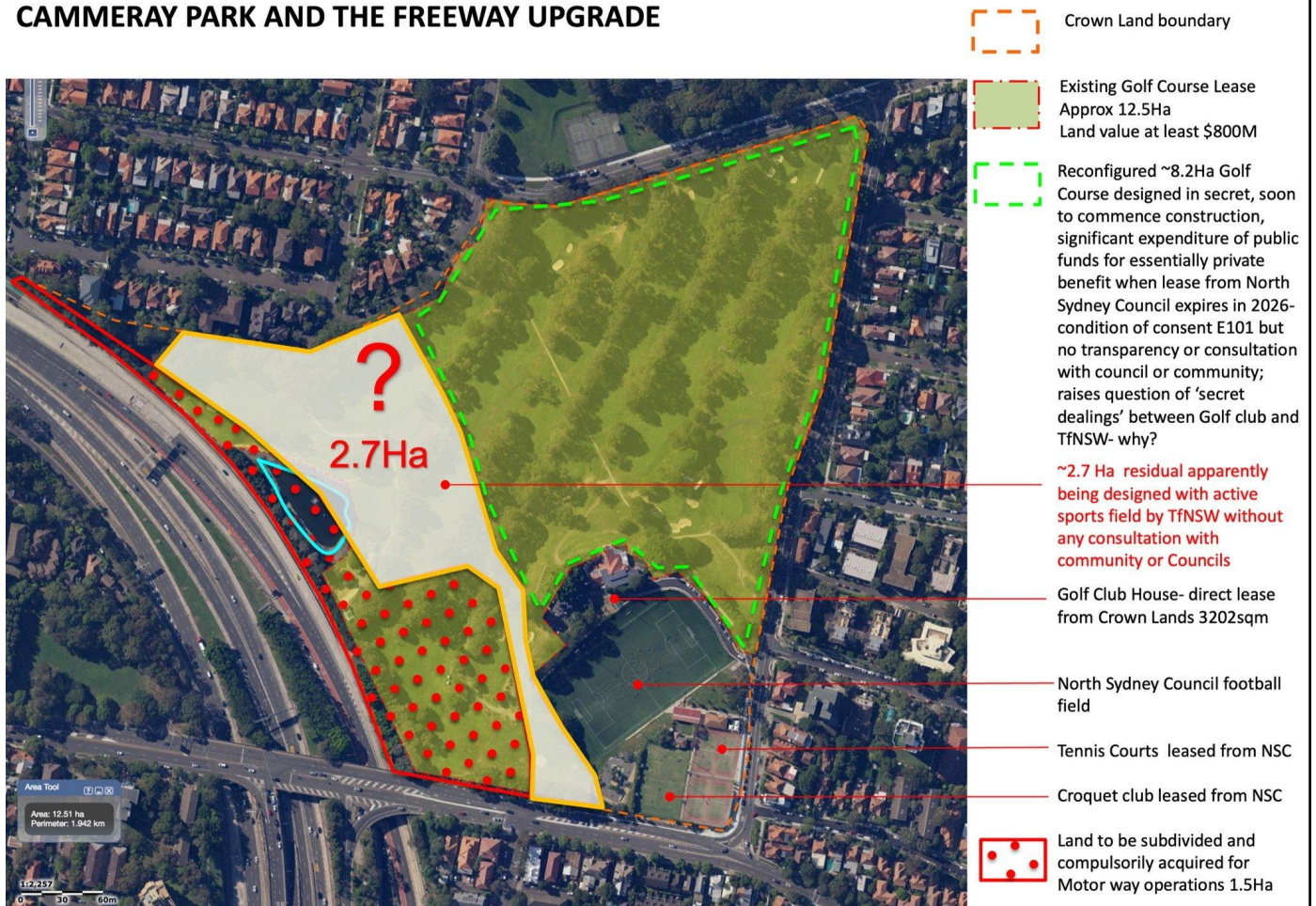
Whilst we commend the project team for the consideration of the communities concerns in relation to the dredging of Sydney Harbour and potential damage to ecosystems we hold considerable concerns that the modification proposed only addresses a fraction of the issues raised regarding this project whilst putting more pressure on areas already to experience considerable construction and long term health impacts created by this project.

Our continued and new objections include:

- 1) Construction Traffic Issues are increased: works at the Ridge and Cammeray sites are set to increase to compensate for the loss of work sites at Weverton. This transfers impact from a higher socio-economic area to lower where there are more sensitive receivers when it comes to noise, diesel fumes and truck movements. The routes of these additional vehicles are not clear with Falcon St being cited as a major route - Falcon St sits at the heart of the North Shore school zone. The proposed modification exacerbates the inequity already present within this project. To address this issue, should the tunnel's go ahead, the work sites should be under-grounded as they are being in Rozelle with access directly to and from the freeway.
- 2) Operational Traffic Issues are unresolved by the modification: That the traffic implications into Naremburn/Willoughby have not been sufficiently considered. A meeting between the Federation of Willoughby Progress Associations and TfNSW in early 2023 revealed that there are considerable traffic increases expected to main arterial roads through Willoughby i.e High St, Willoughby Rd, Strathallan St etc due to the project. TfNSW confirmed that detailed traffic assessment had not occurred however modeling that has been done confirmed these increases. The impact of the Western Harbour Tunnel on Willoughby has not been adequately assessed and the modification fails to address this issue.
- 3) Pollution Increases: The modification increases pollution in Sydney's largest school's zone i.e. thousands of sensitive receivers. It is not acceptable to state that the increase is incremental. The EIS already demonstrated increases in harmful pollutants in the area contributed by the project adding to background levels already over WHO criteria. No project, particularly in a school or medical zone, should result in an increase in pollution delivered and the NSW Government should be aiming at meeting WHO criteria in all residential areas. Pollution impacts to high rise buildings in the area have also not been sufficiently considered as noted by the Independent Reviewer. With more families moving into high rise buildings in the area the contribution to air quality within these homes (and not only at ground level) should be properly assessed across the commonly known distribution range of several km's (rather than only 300 mtrs). The post construction air quality report provided to Hornsby Council post NorthConnex demonstrates a far wider spread of pollution distribution than the range that has been assessed under this project.
- 4) Loss of Green and Open Space: The modification contributes to an even greater use of space at Cammeray and a delayed return to the community. The EIS shows that the whole site at Cammeray would not be used under the existing Western

Harbour Tunnel Project however project documentation now shows that both the permanent (red dots) and temporary space (2.7 Ha in white) would be used for the Western Harbour Tunnel. Should the Beaches Link not proceed under current plans the "Temporary Construction" site space (2.7 Ha attached) would be able to be returned to the community sooner and planted out. The project requires that 6000 trees be planted in proximity to lost trees under the conditions however currently there is insufficient space to provide for these trees. To address this issue the community would like to see undergrounding of facilities, a lid over the expressway and the minimizing of more green space losses in Cammeray.

CAMMERAY PARK AND THE FREEWAY UPGRADE



Citation: Save Cammeray Park Facebook Page

The Naremburn Progress Associations continues to object to the building of both the Western Harbour and Beaches Link Tunnels. They are an unnecessary expense, create considerable disbenefits and (as per the Parliamentary Inquiry Response) the government has admitted that alternatives were not considered.

An investment in alternative sustainable transport methods across this corridor would create far more desirable and equitable outcomes.

Yours faithfully

The Executive, Naremburn Progress Association.

The NPA is a Not for Profit and have made no reportable political donations.