

Western Harbour Tunnel EIS
Objections to and Comments
Submission

1. I object to the fact that the EIS document is user-unfriendly and impenetrable

The document (including appendices) is thousands of pages long. It is extremely difficult to find specific information e.g., number and movements of construction trucks in a particular area.

As a formal condition of any approval for the project I insist on the following:

This could easily have been rectified with a navigation pane linked to the report.

2. I object to the completely inadequate depth of the twin tunnels at Waverton Park and Woolcott Street

At just over 20 metres, the depth of the road surface of the twin tunnels is totally unacceptable in terms of noise, vibration and danger of subsistence damage to homes in Woolcott St.

The EIS also states that controlled underground blasting may be used; however, no details are provided and this is only to be confirmed with detailed construction planning.

The topography in the residential areas along Woolcott Street is characterized by 2-4m high cliffs in places and rock falls are possible due to vibration during tunnelling and use of underground explosives; and cracking and fracturing of homes may also occur.

As a formal condition of any approval for the project I insist on the following:

- An increase in tunnel depth to at least 35 metres below the surface at Waverton Park and Woolcott Street.
- A pre-tunnel inspection and geotechnical assessment paid for by the NSW Government of the residences affected by the twin tunnels crossing Woolcott St.
- An independent process to assess any resulting subsistence damage to residences and other affected buildings, and payment of rectification costs by the NSW Government.

3. I object to the negative impact of the project on Waverton residents and the lack of detailed strategies to mitigate this impact during a 5-year construction period

Parking capacity is extremely tight in the Waverton Station/Balls Head/Woolcott St areas. An influx of contractors (estimated at 200 per day) will overwhelm local parking options.

Woolcott St, Bay Rd and Crows Nest Rd are relatively narrow, quiet suburban streets with a lot of foot traffic. A daily influx of heavy trucks (predicted at 55 per day) entering Balls Head Rd daily via these streets will bring noise, pollution and safety risks and have a major negative impact on residents' quality of life and amenity.

As a formal condition of any approval for the project I insist on the following:

- Plans and funding for the provision of shuttle-bus transport to the work site and designated on-site parking for workers.
- Use of barges where possible to remove tunnel spoil, as has been done at Blues Point Rd.
- Use of truck convoys with predictable and nominated times for road closures and openings.

4. I object to the negative impact of the projects on green spaces and the lack of planning and funding to return construction sites and work depots to the community

North Sydney Local Government Authority has one of the lowest ratios of green, open space to developed areas. Much of the projects' infrastructure will consume green space and at the end of the projects it is important that there is a net growth in green space, not a reduction.

As a formal condition of any approval for the project I insist on the following:

- Plans and funding for the beautification and 'greening' of the construction areas and work depots on the North Sydney Local Government Authority on completion of the work.
- The creation of land bridges at multiple locations across the Warringah Expressway to facilitate the safe passage of wildlife and provide new walking paths, parklands and cycleways.

5. I object to the permanent negative impact on local traffic and pedestrian safety

The North Sydney Local Government Authority has the highest concentration of schools in Australia and is a busy business hub. Progressive global cities are restricting or reducing the growth of road traffic in favour of public transport and it is important we create a child friendly and safe walking environment.

The proposal to funnel more cars onto North Sydney streets will reduce pedestrian amenity and the safety of students and workers. A tunnel by-passing Berry St which feeds traffic onto the Harbour Bridge and the Western Harbour Link is essential if the North Sydney CBD is to retain any pedestrian amenity.

As a formal condition of any approval for the project I insist on the following:

- The addition of an underground by-pass of the North Sydney CBD to funnel vehicles going south onto the Bridge, and going north onto the Western Harbour Link and the Warringah Expressway, so that Berry St, North Sydney, is not used for this purpose.
- The construction of a steady angle cycleway from Falcon St/Military Rd to Milson's Point (the 'Harbour Link' proposal).

6. I object to the quality and accuracy of some of the figures in the EIS report.

For example, the "blue route" shown in Figure E-9 appears to be located significantly west of the route shown in Figures E-6, and Figures 4-5 and 4-10.

On Figure 4-13, the cross section does not have scale bars (don't cop out with "indicative").

On Figure 4-16, a cross section which appears that it may include parts of Waverton, should have streets shown which are affected by the proposed twin tunnels.

As a formal condition of any approval for the project, I insist on the following:

- Where the proposed route crosses Woolcott St and Waverton Park, a detail map is included which clearly shows the location of the proposed tunnels and the properties affected, numbered (e.g., 32, 30, 28, 26, 24, 22 and 20 Woolcott St).
- Correct the location of the potentially misleading blue route in Figures: E-9, 4-5 and 4-10.
- Add scale bar, both horizontal and vertical to Figure 4-13.
- On Figure 4-16:
 - extend the cross section to the right a few centimetres (at the scale of the current map) and annotate the section with main streets, including Woolcott Street, and roads so people affected can relate their properties to.
 - Mark the vertical scale with lines going across the section to assist readers to better comprehend the figure.

7. I object to the lack of filtration of the stacks

Pollution levels will be a significant problem in an approximately 6.5 kilometre-long twin tunnels which does not have filtration in the exhaust stacks. This is evidenced by the concerns around pollution levels of the M5 tunnel beyond the airport where filtration is now being trialled.

The World Health Organisation has declared that outdoor air pollution is a leading environmental cause of cancer deaths. North Sydney Local Government Area has the highest concentration of schools and day-care centres in Australia and the exhaust fumes and microscopic particulates from vehicles emitted via smokestacks in this area will affect these and neighbouring homes, putting children and the elderly at unacceptable risk.

As a formal condition of any approval for the project I insist on the following:

- Full filtration of the ventilation (exhaust) stacks.
- Exhaust and fresh air stacks no more than 4 - 5 kilometres apart.
- Positioning of the ventilation buildings' machinery for the exhaust ventilation stacks underground at Cammeray, as they are in Rozelle.