

I object to the inadequate depth of the twin tunnels at Waverton Park and Woolcott St.

I believe the noise, vibration and danger of damage to homes in the immediate area may be under threat, particularly from a drill-and-blast construction methodology, as distinct from tunnel boring technology. This concern is amplified by the relatively shallow depth (just over 20m) proposed for this area. Tunnel boring activity associated with the Sydney Metro in the McMahons Point/North Sydney area was clearly discernable to residents, even though undertaken at a depth of about 35m.

I object to the methods proposed for the disturbance and removal of toxic sludge containing cancer causing chemicals in the course of constructing the sub-sea portion of the tunnel, as revealed in the Sydney Morning Herald on March 19, 2020, by Dr Bill Ryall, an EPA accredited auditor.

I also find it outrageous that the Government will not publicly release a report detailing the exact concentrations of the chemicals in the sludge, claiming “commercial-in-confidence”. Such information was no doubt obtained using public monies, or monies to be reimbursed as part of the contract letting process. What possible “commercial-in-confidence” interest could exceed the public interest in this case?

I object to the negative impact on local traffic and pedestrian safety while the work is taking place Parking capacity is already extremely tight in the Waverton Station/Balls Head area. With the addition of construction workers and contractors local parking options will be severely impacted.

Woolcott St, Bay Rd and Crows Nest Rd are relatively narrow, quiet suburban streets with a lot of foot traffic. Heavy trucks 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.

I object to the lack of filtration of the exhaust stacks

Pollution levels will be a significant problem in two tunnels approximately 6.5 kilometre-long, and which do not have filtration in the exhaust stacks. This is evidenced by the ongoing 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 LGA has the highest concentration of schools and daycare 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.

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

The North Sydney LGA 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.

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 LGA has a low ratio of green, open space to developed area. 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.