**Bay Precinct, North Sydney**

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Residents are encouraged to make submissions to the NSW Parliamentary Enquiry into the WHT & BL, because of the severe impacts to the North Sydney area.  We have written the guidance following to assist you to lodge a submission.  Please refer to the end of this email for instructions about how to lodge a submission.

Dear Neighbour,

It is excellent news that a **NSW** **Parliamentary Inquiry** into the tunnels project is underway. This results from community objection to the heavy local impact of the project.

We strongly urge you to make a submission to the Parliamentary Inquiry, because the impacts to the North Sydney area are severe.  **Submission closing date is 18 June 2021**.  By all means, recycle comments and text from earlier submissions and make sure you make submissions in response to the Terms of Reference below.

TERMS OF REFERENCE FOR THE INQUIRY:

*Inquiry into the impact of the Western Harbour Tunnel and Beaches Link TERMS OF REFERENCE That the Public Works Committee inquire into and report on the impact of the Western Harbour Tunnel and Beaches Link Project, including each of its constituent parts being the Warringah freeway upgrade, the Western Harbour Tunnel and the Beaches Link, including:*

*(a) the adequacy of the business case for the project, including the cost benefits ratio,*

*(b) the adequacy of the consideration of alternative options,*

*(c) the cost of the project, including the reasons for overruns,*

*(d) the consideration of the governance and structure of the project including the use of a ‘development partner’ model,*

*(e) the extent to which the project is meeting the original goals of the project,*

*(f) the consultation methods and effectiveness, both with affected communities and stakeholders,*

*(g) the extent to which changes in population growth, work and travel patterns due to the Covid-19 pandemic have impacted on the original cost benefit ratio,*

*(h) whether the NSW Government should publish the base-case financial model and benefit cost ratio for the for the project and its component parts,*

*(i) whether the project is subject to the appropriate levels of transparency and accountability that would be expected of a project delivered by a public sector body,*

*(j) the impact on the environment, including marine ecosystems,*

*(k) the adequacy of processes for accessing and responding to noise, vibration and other impacts on residents, during construction and operationally,*

*(l) the impact of the project on nearby public sites, including Yurulbin Point and Dawn Fraser Baths, and*

*(m) any other related matter.*

**Click on this link to lodge your submission:**

Hit list of major issues and impacts:

* The business case has not been released, so it is not possible to judge
* Alternative “options” only considered motorway tunnels in different alignments - not alternative transport options
* Consultation documentation is full of misleading language and diagrams
* Permanent loss of 2.8 Ha of community green space equivalent to four soccer fields in Cammeray Park
* Double exhaust stacks at Ernest Street Bridge (to expel pollution from BOTH Harbour & Beaches Tunnel) 250m from ANZAC Primary School
* Flat Rock Creek Gully construction site (Next to Willoughby Leisure Centre) will disturb old rubbish tip and additionally expel waste into the creek to Tunks Park and Middle Harbour
* Heavy truck movements for tunnel excavation along Brook Street and Flat Rock Creek Drive
* Health and safety risks associated with the construction and operation of the tunnel are higher than alternative due the current alignment and proximity to so many schools

Please see the attachments and some additional notes below:

**Misleading Consultation & Information**

Important information was not provided, including the Business Case; design options (alignments, portal positions).  Consultation documentation is full of misleading language and diagrams (e.g., “Freeway Upgrade” terminology used instead of “Motorway Expansion”; traffic modelling refers to “Do nothing & do something” rather than “without project & with project”.  Environmental Impacts Assessment fails to present the impacts; for example the Motorway facility sheds are only shown in distant views and camouflaged green.

**Loss of Public Green Space**

Loss of 2.8 Ha of community green space (equivalent to four soccer fields) in Cammeray Park will become motorway sheds and exhaust pumping station.  Attachment 1 is an aerial photo showing the considerable area of Cammeray Park affected.  Transport NSW ignored requests during the consultation period to mark out the area of parkland lost or erect height poles to indicate the position and scale of the proposed sheds.

**Traffic Impacts on Local Streets**

Heavier traffic in local streets will make crossing more difficult, especially for kids and the elderly in Cammeray, Neutral Bay and North Sydney.

*“The intersection of Ben Boyd Road and Military Road would operate with longer delays as a result of the project due to changes to access and travel patterns at the Ernest Street and Falcon Street interchanges”. (p. 236*Western Harbour Tunnel and Warringah Freeway Upgrade Technical working paper: Traffic and transport)

The calculus for the motorway developers has been that extra volume on the motorway system justifies heavier traffic on our local streets and villages. We must let them know that is not acceptable. The traffic report shows delays at intersections in the 2027 morning peak by comparing their performance without the tunnel and with the tunnel. The percentage indicates the **extra traffic delay**that results from the tunnels:

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| INTERSECTION  Amherst Street/West Street | EXTRA DELAY  +80% |
| Amherst Street/Miller Street | +81% |
| Miller Street/Ernest Street | +76% |
| Military Road/Ben Boyd Rd | +327% |
| Falcon Street/Merlin Street | +46% |
| Berry Street/Walker Street | +66% |

Data source: WHT&WFU EIS p. 9-23 to 24

Extra delay in local streets means hassle for drivers and danger for people walking to school or the shops. Connecting motorways to busy local streets is *like trying to get a drink from a fire hose*! Our community is already living with a major motorway cutting through it. This project will enlarge the motorway and concentrate traffic at restricted entry points, encouraging ‘rat runs’.

The Terms of Reference are broad and provide the scope to raise directly all the critical issues with the parliamentary committee. Gladys’ hands were full with other matters these past several months. Now things are quieting down. Hopefully, the message will get through!

**Guidance for Lodging Submissions**

1. Click on this link –<https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2767>.
2. Click on “To lodge a submission, click here”.  
   Complete your details.
3. Click on “Submit”.