



# Western Harbour Tunnel and Warringah Freeway Upgrade

## Community Update

The Western Harbour Tunnel and Beaches Link program is a major transport infrastructure program that will make it easier, faster and safer to get around Sydney. By creating a western bypass of the Sydney CBD, the Western Harbour Tunnel will take pressure off the Sydney Harbour Bridge, Sydney Harbour Tunnel and Anzac Bridge; while Beaches Link will create an alternative to the Military Road and Warringah Road corridors to relieve traffic pressure on the North Shore.

A program of this scale is expected to support up to 15,000 full-time equivalent jobs during its construction.

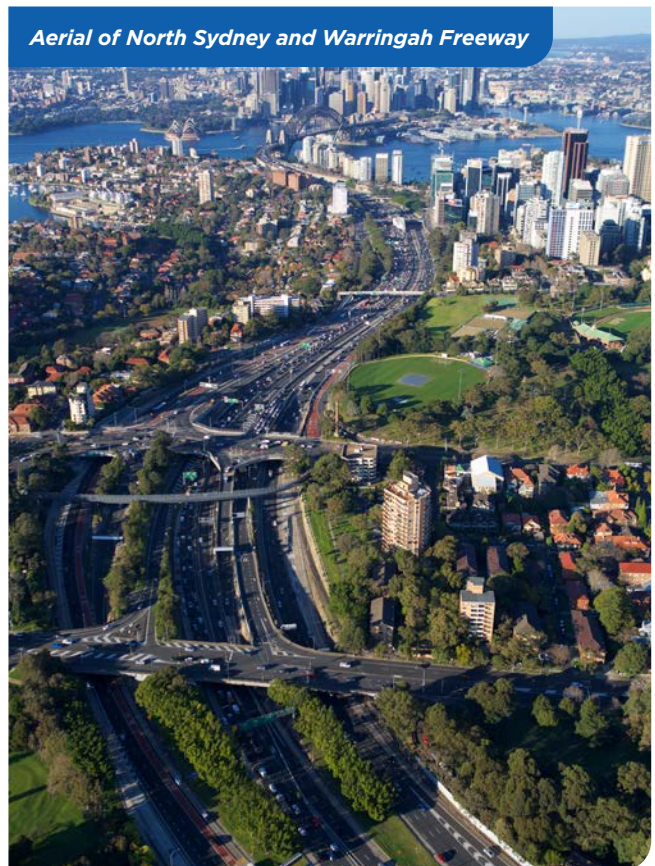
The Western Harbour Tunnel and Warringah Freeway Upgrade is an important part of our vision to create an integrated road and public transport network, which balances the needs of motorists and local communities. You will experience improved transport connections with quicker access to public transport interchanges.

Improvements to walking and cycling routes will provide you with more shared transport options. You will also experience faster and more reliable bus journeys along Warringah Freeway with a continuous southbound bus lane from Miller Street to the Sydney Harbour Bridge. The Western Harbour Tunnel will enable future opportunities for new direct bus routes between the Inner West and North Sydney.

Currently infrastructure projects are considered essential to the economy and will continue as planned across the city and the state.

The submissions report is now available on our interactive portal and the Department of Planning, Industry and Environment's website. This community update outlines the outcomes of the report and the next steps for the project.

*Aerial of North Sydney and Warringah Freeway*



### Supporting NSW amid COVID-19

The health and safety of our workforce and the wider community will be top of mind as we carry out our work. This will include ensuring our workers follow the appropriate hygiene and social distancing guidelines.

## Submissions Report

We appreciate and thank all stakeholders and community members who provided a submission on the Western Harbour Tunnel and Warringah Freeway Upgrade Environmental Impact Statement (EIS). We would also like to thank those of you who visited our interactive portal, called, emailed and attended our information sessions in Cammeray, North Sydney and Balmain.

We received 1459 submissions. Of these submissions 18 were from NSW Government agencies and local councils, and 1441 from other organisations and members of the public.

We have prepared a submissions report to respond to your concerns. To read the submissions report please visit:

Department of Planning, Industry and Environment's (DPIE) website: [www.planningportal.nsw.gov.au/major-projects/project/10451](http://www.planningportal.nsw.gov.au/major-projects/project/10451)

Our interactive portal:  
[nswroads.work/whtportal](http://nswroads.work/whtportal)



Information session at Balmain Town Hall



## How you engaged with us

The EIS was exhibited for 61 days from 29 January 2020 to 30 March 2020. Because of your feedback the exhibition period was extended from the original end date of 12 March 2020.

We carried out a range of consultation activities to engage with you on the EIS, encourage feedback and support the submissions process. We thank you for coming to meet our team, engaging with us and providing your valuable feedback.

**8** information sessions  
with more than  
**1000** visitors

**250** emails received

**1459** submissions on the EIS

Around **244** phone calls made and received

**80,000** letterbox drops

Email 'blasts' to over **2500** subscribers

**479,000** views of Facebook posts

**2** market stalls  
with more than  
**100** visitors

**6** advertisements in metropolitan and local newspapers

**22,071** unique visitors to the online portal

**96** information packs sent to key stakeholders

EIS on display at **10** physical locations  
**3** web locations

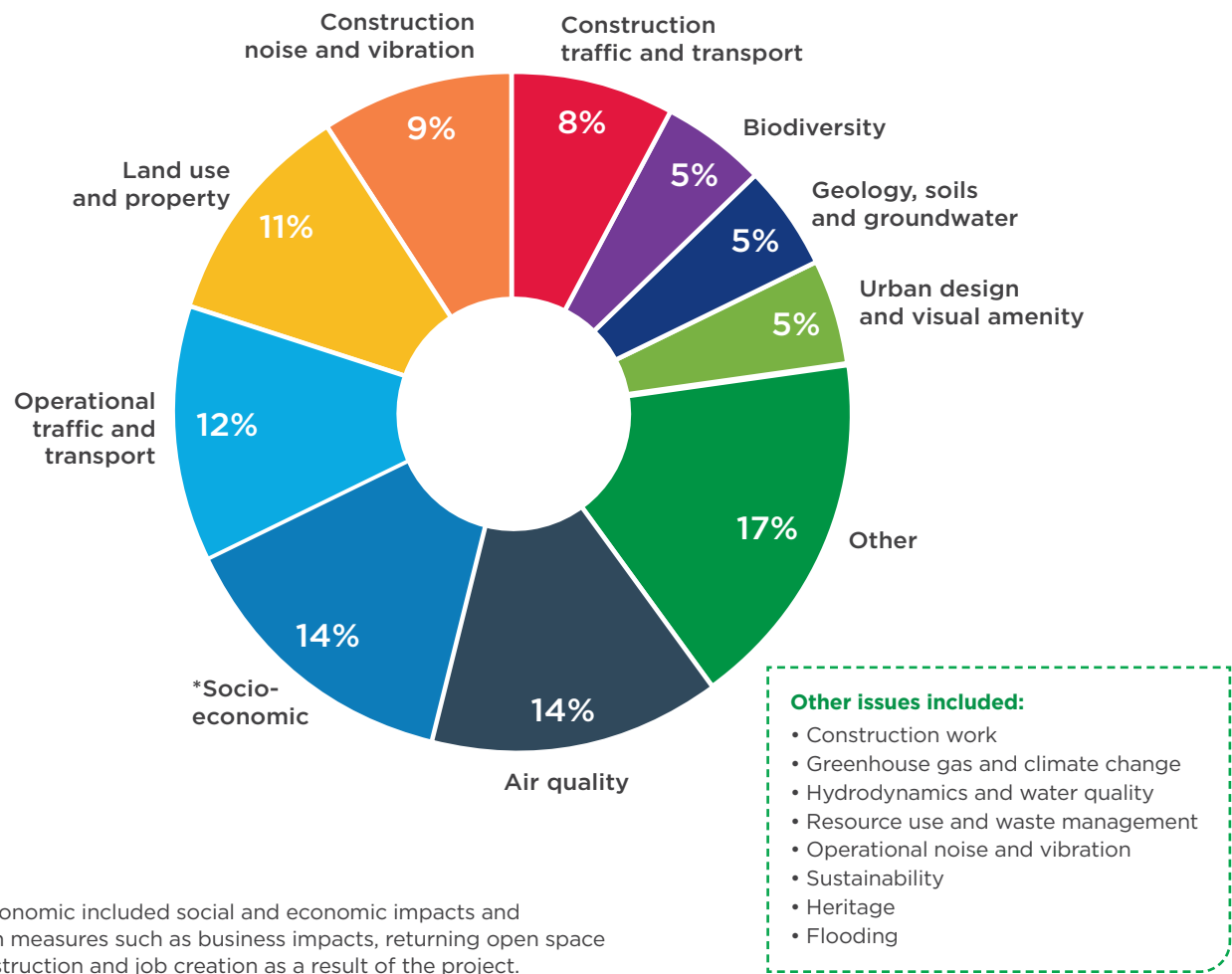
Interactive screens at **3** shopping centres visited over **7000** times

Over **2700** door knocks in Rozelle, Lavender Bay, North Sydney, Waverton and Cammeray

# What you told us

Each submission has been examined individually to understand the concerns raised. Where similar issues have been raised in different submissions, only one response has been provided.

## Key environmental issues raised:



\*Socio-economic included social and economic impacts and mitigation measures such as business impacts, returning open space after construction and job creation as a result of the project.





## We have listened to your feedback and we have made changes

We carried out extensive consultation during 2017 and 2018. During this time your feedback has been critical to helping us refine the design and make a number of positive changes to the project, which was presented in the EIS. These changes are outlined below.

### Changes in North Sydney

- Reducing the construction footprint in St Leonards Park and Anzac Park
- Re-locating the ventilation facility to within the Warringah Freeway corridor from its original position
- Improving active transport connections by including a dedicated cycleway between Miller Street, Cammeray Park and Falcon Street and improving connections over the Warringah Freeway
- Maintaining the connection between the Warringah Freeway and Ernest Street by keeping the Ernest Street ramps
- Reducing the impact of our work at the Ridge Street North construction site
- Reducing the land we need to use at the Cammeray Golf Course
- Retaining more trees and plantings along the northern boundary of the Cammeray Golf Course.

### Changes in the Inner West

- Working with the original landscape architect, Mr Bruce McKenzie AM, for Yurulbin Park to develop the original vision for this park
- Avoiding impacts to Birchgrove Oval
- No spoil transport through Balmain or Birchgrove
- Using water transport by barge where possible
- Co-locating the ventilation facility at Rozelle Interchange.

**Because of this early consultation and your previous feedback, no major changes to the project's design are proposed as a result of the submissions received.**

**However, your feedback has been used to further refine the project, key activities and mitigation measures.**

### Parking at Alfred Street North

Opportunities to reduce or offset the permanent loss of long stay parking spaces along Alfred Street North will be investigated during further design development.

### Project staging

We are proposing to stage our work, to further reduce impacts and minimise cumulative impacts to the community during construction.

### Historic Vessels M.V. Cape Don and Baragoola

We will relocate the historic vessels M.V Cape Don and Baragoola to a suitable alternate mooring nearby before construction starts. We will carry out the relocation of the vessels in consultation with the vessel owners and relevant community groups.

### Birchgrove wharf

We are committed to providing a replacement service for commuters impacted by the temporary closure of Birchgrove Ferry Wharf and ensuring that the temporary closure does not occur until the replacement service is operational. We are considering several options for a replacement service and will finalise the preferred option during construction planning.



*Historic Vessels M.V. Cape Don and Baragoola at the Coal Loader Wharf, Waverton.*



*Artist's impression of Woodleys boatshed, Berrys Bay. Indicative layout only.*

### Future use of Berrys Bay

We understand the importance of the Berrys Bay area and we are committed to creating new public open space once our project is complete. We are working with the Department of Planning, Industry and Environment (DPIE) to jointly establish a consultative group. We will be asking representatives of the community to be a part of the Berrys Bay consultative group, along with key stakeholders and independent experts in the coming months. Further information about the consultative group will be announced soon. To stay up to date, please contact the team and register for updates.

### Rozelle Rail Yards construction support site

As part of the M4-M5 Link, the former Rozelle Rail Yards will be developed into a new open green space for the benefit of the community. Part of the Rozelle Rail Yards is proposed to be used as a temporary construction support site for the Western Harbour Tunnel. To provide this new open green space to the community as soon as possible and reduce the potential construction impacts of the project, we are investigating alternative layouts or potential alternative locations for the temporary construction site. This will be finalised during further design development and detailed construction planning.

### Ongoing investigations in your area

To help inform the ongoing planning of the project, we will be carrying out more investigations to record the locations of service and utilities, test the ground conditions, record and map the land and inspect existing infrastructure like bridges and pipes. This information will give us important information to help plan and construct the Western Harbour Tunnel and Warringah Freeway Upgrade. Our teams will be getting in touch with residents directly who are near to this work, but you can also check out our website to see if there are any investigations planned in your area.





## Our commitment to you

We know building a project of this scale and significance does not go without impact. Managing risks and reducing the impacts to the community is important to us. We will continue to work with you and our key stakeholders to identify and implement measures to reduce these impacts and to refine this city shaping project. We remain committed to:



### Improving open space

Returning most of the land used for our temporary construction sites as **areas for you to enjoy** at Cammeray, North Sydney, Berrys Bay and Yurulbin Point

Working with councils, communities and stakeholders to **deliver high quality open spaces once work is finished**



### Protecting your property

Designing the project to the highest standards to **minimise risks to your property**

Offering a **property condition survey** to properties that are eligible in accordance with the environmental management requirements to enable us to monitor and if required respond to any changes

Establishing an **Independent Property Impact Assessment Panel** (IPIAP) to verify building condition survey reports, resolve any property damage disputes and establish ongoing settlement monitoring requirements

If any damage to your property is found to be directly related to our project, the **damage will be fixed at no cost to you**

Our **Personal Manager Acquisitions** will continue to be available to **help land owners and residents** who are impacted by property acquisition as part of the project



### Managing health and safety

**Improving pedestrian and cycleway connections** by upgrading infrastructure between Cammeray and North Sydney to make it easier for you to get around

Designing the tunnel ventilation system to **meet the in-tunnel air quality criteria**

**Implementing noise mitigation measures** (road pavement treatments, noise barriers and/or architectural treatments where necessary) to address operational noise

Working closely with our construction contractors to **ensure the safety of our workers and community** and compliance with all relevant work health and safety requirements.

### Managing construction traffic



Around **100,000 less trucks** in the Rozelle area during construction by disposing of suitable materials offshore



The establishment of a traffic and transport liaison group to **manage road, pedestrian and cyclist safety and reduce impacts**

Using **water-based transport** at Berrys Bay and Birchgrove to reduce construction traffic on local roads



## Travel time savings

 **up to 20 minutes** from Sydney Olympic Park to North Sydney

 **up to 20 minutes** from Leichhardt to North Sydney

 **up to 15 minutes** from North Sydney to Sydney Kingsford Smith Airport

## Managing air quality

**Improving air quality** along the Western Distributor, Sydney Harbour Bridge and Warringah Freeway as the result of more vehicles using the Western Harbour Tunnel

Designing the tunnel ventilation system to meet the in-tunnel air quality criteria so there are **minimal effects on local air quality** and **no emissions from the tunnel exit**

We have undertaken a number of studies that have shown emissions from the ventilation outlets for the project will only have a minimal impact on the surrounding air quality. This **impact is negligible** and will be **generally undetectable**

The report by the **independent NSW Chief Scientist and Engineer** found emissions from well-designed road tunnels cause a negligible change to surrounding air quality, and there is little to no health benefit for surrounding communities in installing filtration and air treatment systems. More information is available at [www.chiefscientist.nsw.gov.au](http://www.chiefscientist.nsw.gov.au)

**Monitoring air quality** within the ventilation outlets and tunnel 24 hours a day during operation and use real-time data to ensure we are meeting **strict air quality criteria**. Air quality information will also be made available on the tunnel operator's website.

Using measures such as watering the site and trucks to **suppress dust and monitoring your air quality during construction**.

## Maintaining local street parking



Looking at **opportunities** to reduce or offset the permanent loss of long stay **parking spaces** along Alfred Street North, North Sydney

Investigating options and working with the contractor **to provide parking solutions** for our staff

**Encouraging our workers to use public transport** to access our worksites, where possible



## Complete the missing links on Sydney's motorway network



### Refining the project design

Continuing to look for ways to **reduce the impact** of our work on you

#### Addressing key stakeholder concerns

including providing a replacement stormwater harvesting scheme at Cammeray Golf Course and improving wastewater management

Offsetting vegetation removed as part of the project, **resulting in no net loss of vegetation**



## Managing noise



Providing **alternative accommodation** and **temporary noise treatment** for eligible properties



#### Reducing the impact of operational traffic noise

by including permanent noise walls and low noise pavement, where appropriate

#### Starting noise treatment process early

for eligible property owners, where residents are comfortable with us being in their home

**Working with residents** who may experience noise during construction and identifying further ways to **reduce impacts**

**Keeping you informed** about the expected noise impact from our work and how we will minimise it

**Using a range of measures to reduce construction noise** at the source including using acoustic sheds for 24 hour tunnelling activities, installing hoardings and temporary noise barriers, and turning off machinery and equipment when not in use.

## Next steps

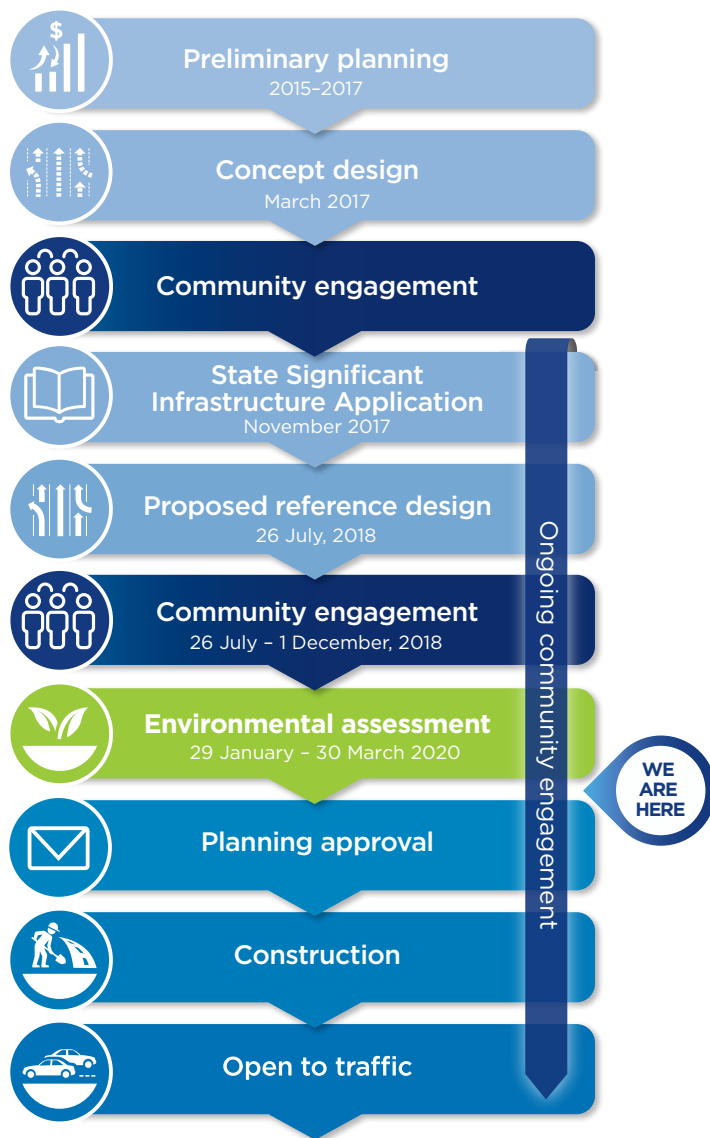
We have provided the submissions report to the Department of Planning, Industry and Environment (DPIE) to help inform the Minister for Planning and Public Spaces when making a decision on the project.

We expect to have a decision on the project in late-2020. If approved we will build and operate the project in line with conditions set by the Minister for Planning and Public Spaces.

The contractor/s once appointed, will also be required to develop detailed plans to minimise and manage construction impacts. These plans will cover noise and vibration, air quality, traffic and access. We will work with our contractor to provide you with regular updates about our planned activities. At this stage we will also be able to provide you with more information on timings of key activities, details of traffic changes and how impacts to you will be managed.

### Beaches Link update

Thank you for your patience while we refine the design and prepare for the Beaches Link Environmental Impact Statement (EIS). We expect the Beaches Link EIS to be available for public exhibition later this year. You will have another opportunity during this exhibition process to provide your valuable feedback and we encourage you to have your say during this time.



## Contact the Western Harbour Tunnel and Beaches Link team

- [nswroads.work/whtbl](https://nswroads.work/whtbl)
- [whtbl@transport.nsw.gov.au](mailto:whtbl@transport.nsw.gov.au)
- 1800 931 189
- Customer feedback  
Transport for NSW, Locked Bag 928  
North Sydney NSW 2059



Visit our interactive web portal  
 [nswroads.work/whtportal](https://nswroads.work/whtportal)



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 931 189.

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