

Ms Naomi Moss  
Department of Planning, Industry and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Dear Ms Moss

**Department of Planning, Industry and Environment – Western Harbour Tunnel – Warringah Freeway  
Environmental Impact Statement**

The Artarmon Progress Association (APA) welcomes the opportunity to provide comments on the Western Harbour Tunnel (WHT) – Warringah Freeway (WY) Environmental Impact Statement (EIS). Given APA's remit is to promote the welfare, physical and intellectual advancement of the suburb of Artarmon our submission is focused mainly on the Artarmon community.

The APA advised members of the WHT-WY EIS public consultation and exhibition period. Members were also invited to send their views to the APA to inform its submission.

In this submission the APA shares its concerns regarding the proposed WHT and WY projects and offers some suggestions as to how to address some of these concerns and maximize the benefits of the project to the community.

The APA would be happy to work with TfNSW to further develop each of the items proposed in this submission.

Yours faithfully,



Georgina Roussac  
President  
Artarmon Progress Association

**Who we are**

The Artarmon Progress Association, Inc. (APA) was founded in 1906 as a not-for-profit group and our objectives are to promote the welfare, physical and intellectual advancement of the suburb of Artarmon and the City of Willoughby, to protect the interests of the residents, and to encourage a keener spirit of citizenship and mutual help amongst residents.

Our newsletter, the Artarmon Gazette, is distributed quarterly to over 5,000 homes and businesses in Artarmon. We regularly communicate with residents and act as a conduit between local residents and elected representatives on matters concerning our local community.

## Concerns

The APA's concerns regarding the EIS are:

### **Impact of the Project on Artarmon**

APA is concerned that the impact on Artarmon and lower North Shore has not been fully considered.

APA notes that Artarmon residents, visitors, and workers use the Pacific Hwy, Reserve Rd, Willoughby Rd and Flat Rock Drive to access the Gore Hill Freeway and the Lane Cove Tunnel.

The combined project (Western Harbour Tunnel and Beaches Link) covered in Appendix F of the EIS raises concerns of increased congestion on Reserve Rd yet provides no detail as to how this might be alleviated. More detail should be provided to the community for comment as to what is proposed for Reserve Road and Dickson Ave changes, before the WHT and WY projects are approved.

APA is further concerned by a recent TfNSW map titled "How to use the new Warringah Freeway Upgrade" which shows Reserve Rd as the access point to/from the Beaches Link. This will have significant direct impact on Artarmon due to the use of Reserve Road/Dickson Ave as the link road between the Pacific Hwy and Beaches Link and cause 'rat-running' on lower category roads as substitute connections. A direct link between the Pacific Hwy and Beaches Link roads is preferred as it will reduce pressure on the already congested Reserve Rd ramps. A direct link is possible as demonstrated later in this submission.

### **Project fails to address structural issues and local-regional traffic**

Falcon St, Miller St and Brook St will not directly access the WHT, and Miller St and Brook St will not directly access the Sydney Harbour Tunnel (SHT). These access restrictions will force traffic off Brook St and Miller St-Eastern Valley Way and onto Willoughby Rd - which will have direct access to the WHT and SHT. Willoughby Road is favoured by TfNSW for motorway access as this intersection is further from the harbour crossing and thus suffers less congestion. Thus, traffic for the mid-North Shore will be concentrated on the main district road linking Chatswood, Willoughby, Naremburn, Crows Nest and St Leonards. There will be even greater conflict between local and cross-regional traffic.

Alpha Rd/Flat Rock Drive/Brook St should be the main mid-North Shore motorway access road as it does not pass through any local centres, is well positioned to distribute traffic to local centres, and only 100 to 150 dwellings would be subject to extra noise and traffic compared to thousands of residents and local centre users on Willoughby Rd if more traffic is directed there.

APA requests redesign of the Brook St / Warringah Fwy intersection allowing Brook St north and south bound traffic to access all Freeway options, i.e. Gore Hill Fwy to the north and Sydney Harbour Bridge, Sydney Harbour Tunnel and Western Harbour Tunnel to the south.

## Proposed modifications to the WHT-BL and BL-GHF project to improve Mid-North Shore connectivity and reduce local road congestion

APA suggests the following modifications to improve the connectivity of the Western Harbour Tunnel-Warringah Freeway, and Beaches Link-Gore Hill Freeway:

- Straighten eastbound BL tunnel portal to permit traffic from the Pacific Hwy and Longueville Rd to pass north of the portal to the Gore Hill Freeway as shown in Figure 1.
- Add branch of westbound portal to Reserve Rd that connects to the Pacific Hwy and Longueville Rd exit as shown in Figure 1.

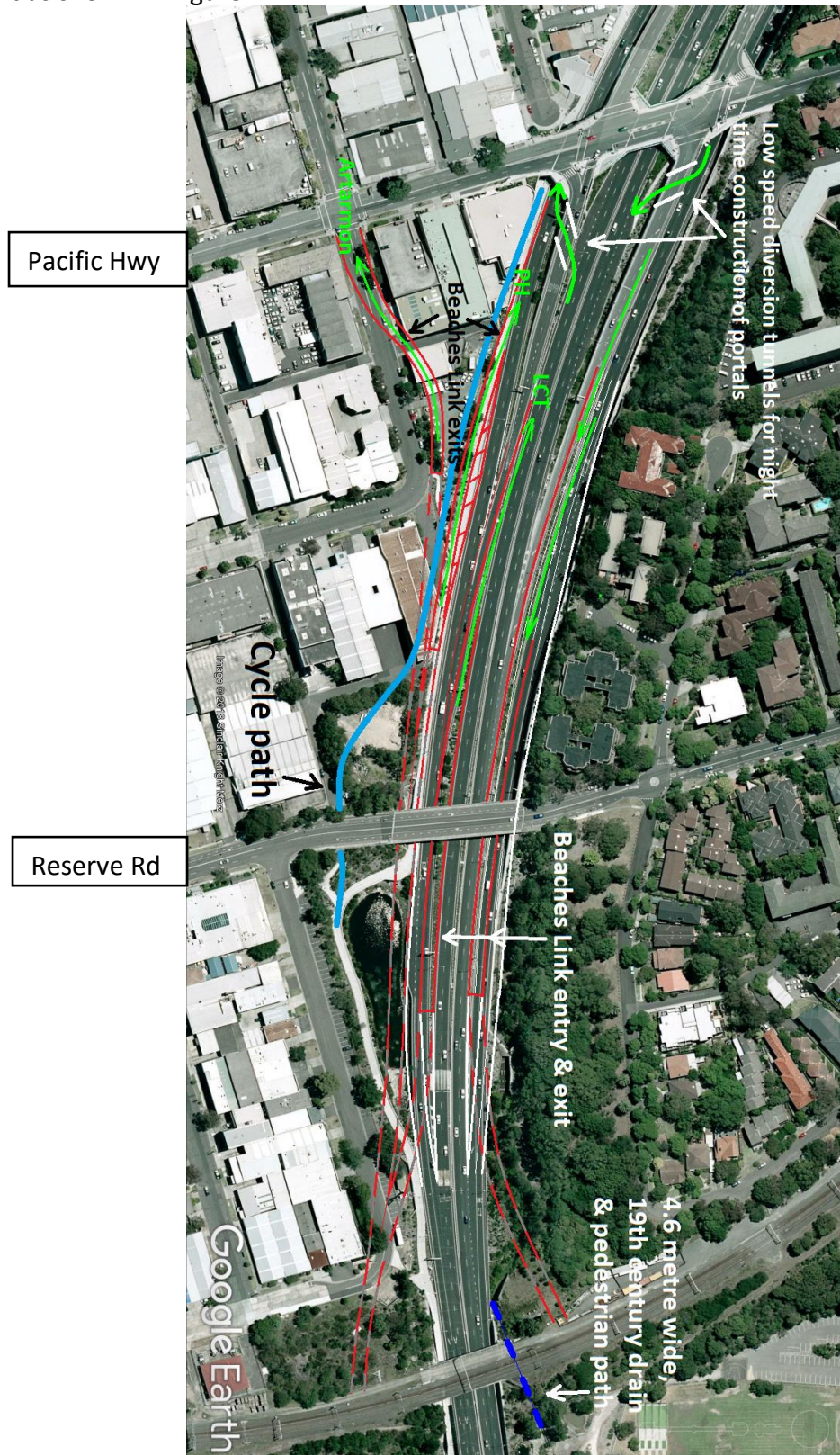


Figure 1 – Modifications to Beaches Link to restore missing connectivity



- Provide a 500m gap in the median strip (marked in red) between northbound SHT and western lanes of Warringah Freeway as shown in Figure 2.

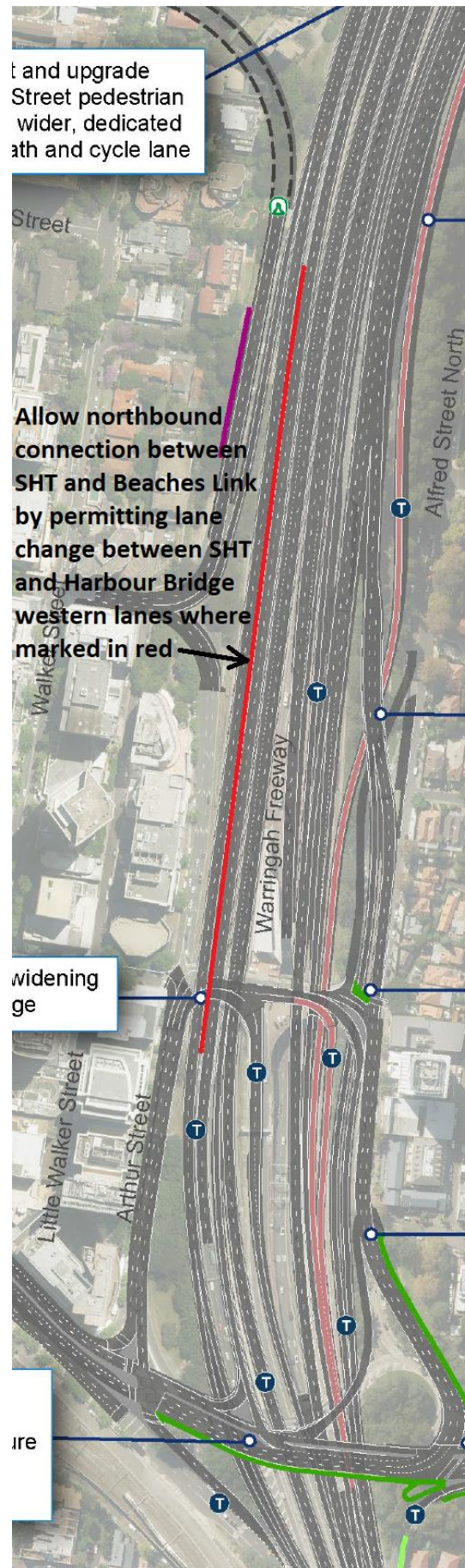


Figure 2 - WHT EIS Figure 5.28 Warringah Freeway



- Add Southbound tunnel connection (marked in red) between Beaches Link and Sydney Harbour Tunnel access lanes on the Warringah Freeway as shown in Figure 3.

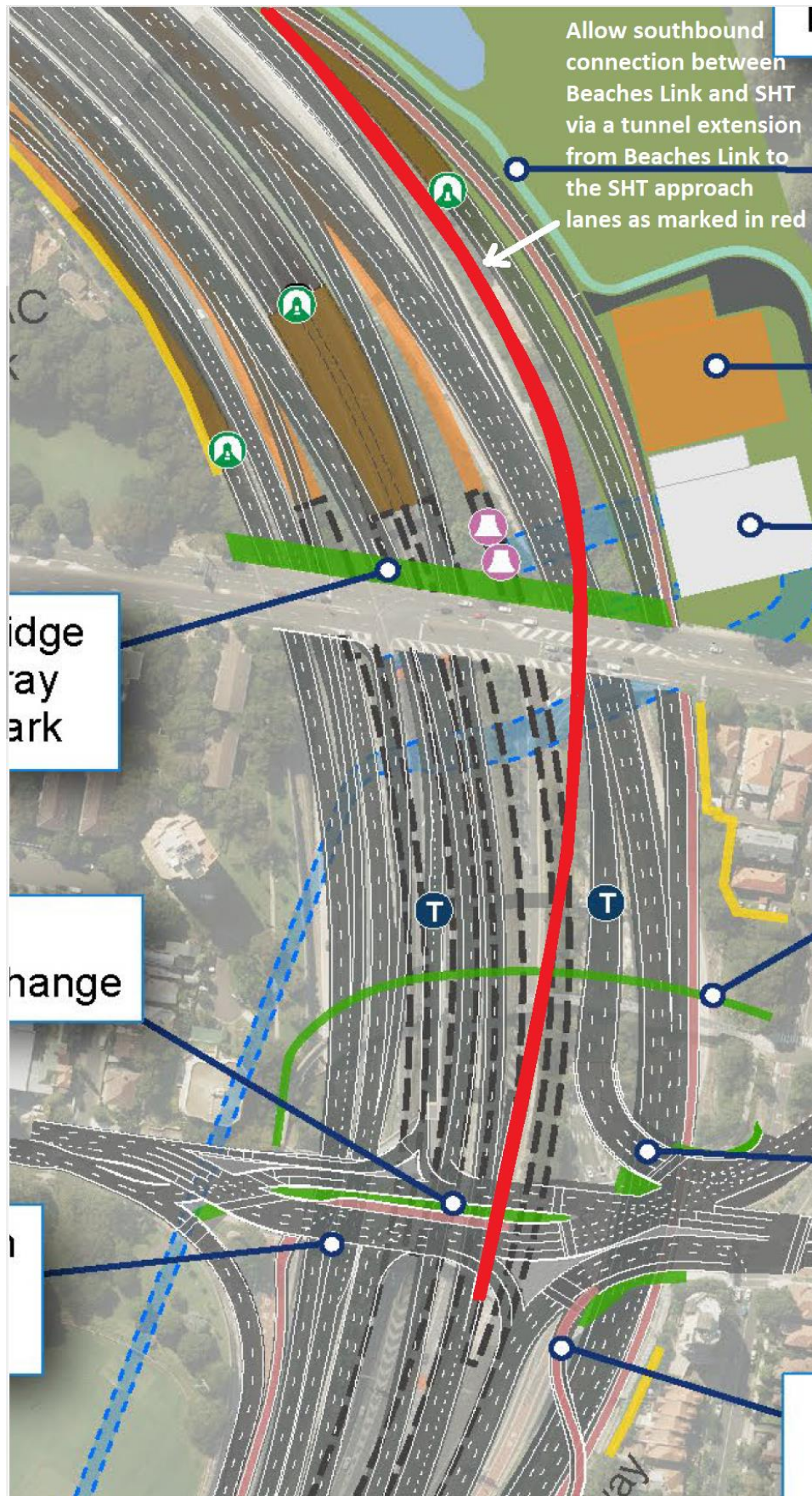


Figure 3 - WHT EIS Figure 5.29 Warringah Freeway with southbound tunnel connection between Beaches Link and Sydney Harbour Tunnel access lanes



- Based on the location of local and regional centres, Mid-North Shore motorway access should be concentrated at Brook St to allow local roads to serve local centres as shown in Figure 4.



Figure 4 – Focus motorway traffic on Brook St to avoid cross-region traffic passing through local centres



## Suggestions to improve community benefits of WHT-BL and BL-GHF project

### Additional Recreation Areas

Due to a lack of level recreation space in West Artarmon and the commercial-industrial area, extension of Artarmon Park over the motorway will dramatically improve recreation space in West Artarmon as shown in Figure 5.



Figure 5 – Extension of Artarmon Park over motorway

### Improved Public Transport using Sydney Harbour Bridge

Many in the Artarmon community have long expressed a preference for a public transport project to ease cross-harbour road congestion rather than another road project.

As a result of the expected reduction in car traffic on the Sydney Harbour Bridge due to traffic being diverted to the Western Harbour Tunnel, APA suggests that TfNSW consider converting the Cahill Expressway lanes on the SHB to rail use as the first stage of a Northern Beaches Railway between Wynyard and Neutral Bay. Such a railway would include stations at Observatory Hill, Milsons Point, North Sydney and Falcon St Neutral Bay. Virtually all cross-harbour bus services would be diverted to the three rail lines permitting the truncating of 3,000 bus services and a large saving in bus service costs. A further extension of this Northern Beaches line may alleviate the need for the Northern Beaches Link road project.