



**Environmental Impact Statement (EIS)
for the Western Harbour Tunnel (WHT)
& Warringah Freeway upgrade**

**Project overview &
main issues raised in Council's
draft EIS submission**

March 2020

INNER WEST

Project overview

WHT joins
WestConnex at
Rozelle Interchange

Construction from
late 2020
to early 2026

Five construction
sites within Inner
West Council area

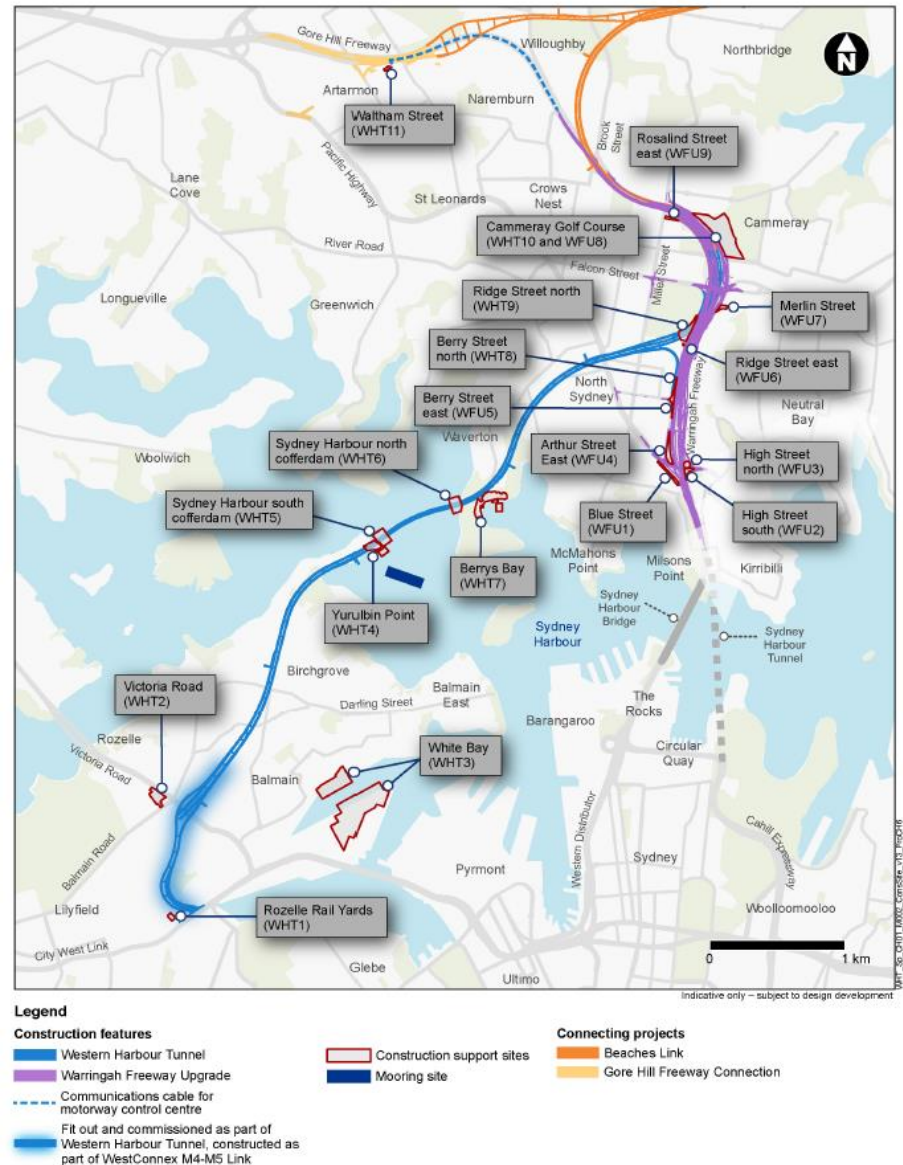
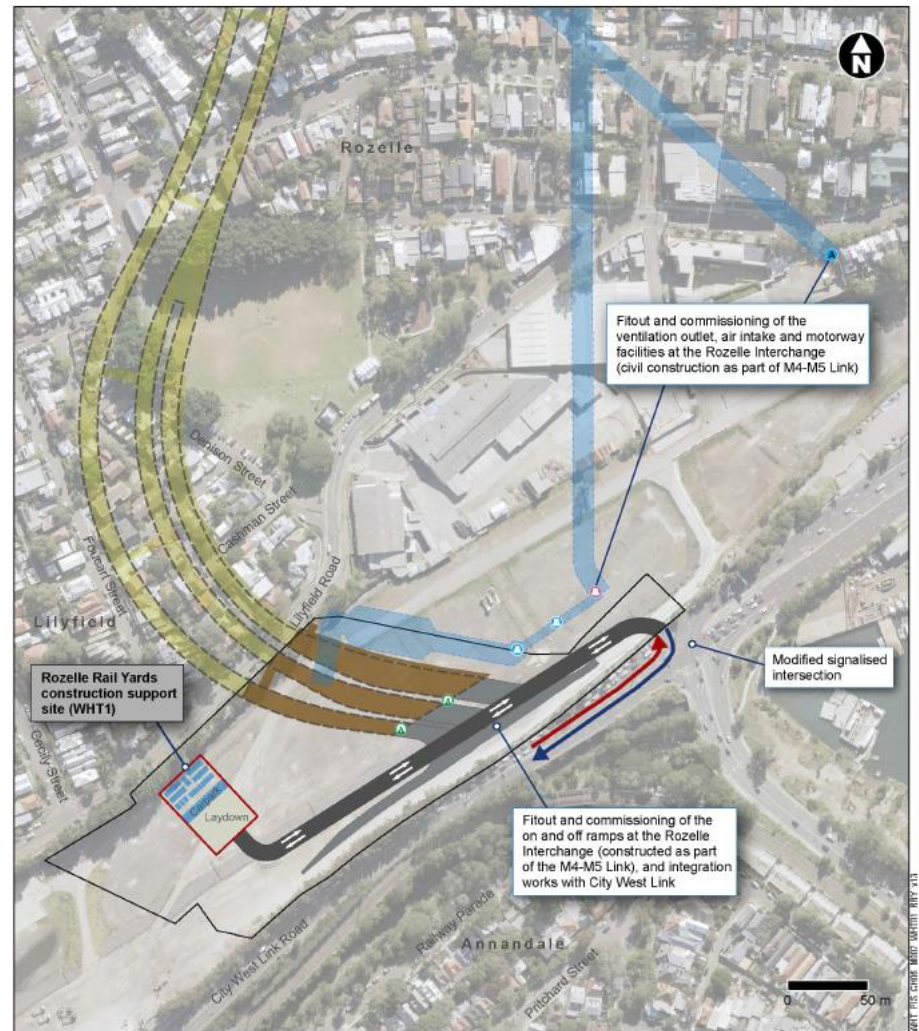


Figure 6-1 Overview of the construction support sites for the project

INNER WEST

Site WHT 1: Rozelle Rail Yards



Legend

- | | | | |
|-------------------------------------|-----------------------|------------------------------------|-------------------|
| Construction footprint | Temporary site access | M4-M5 Link driven tunnel | Site access - in |
| Construction support site | Ventilation outlet | M4-M5 Link cut and cover structure | Site access - out |
| Ventilation tunnel | Surface connection | M4-M5 Link ventilation outlet | |
| Construction support site buildings | Air intake facility | | |

Figure 6-26 Indicative layout – Rozelle Rail Yards construction support site

Site WHT 2: Former Balmain Leagues Club site

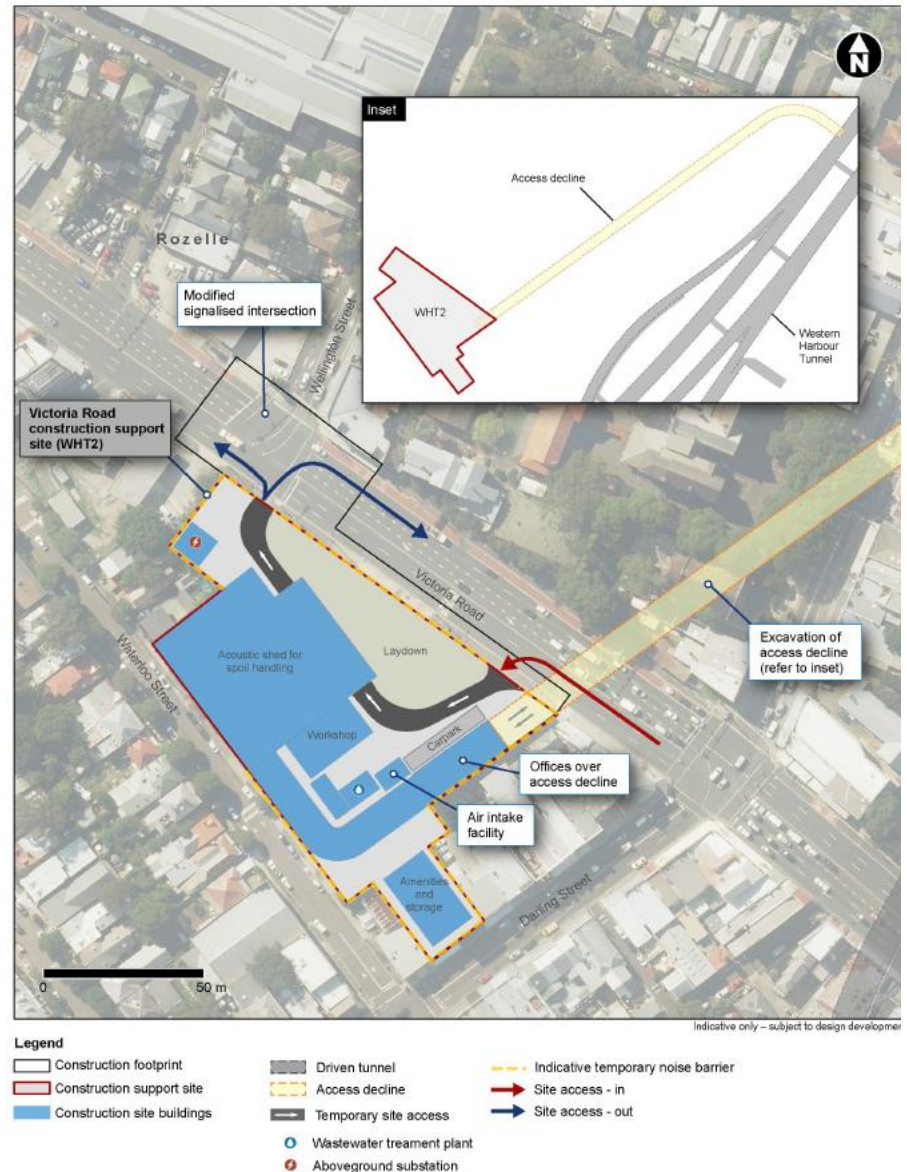


Figure 6-27 Indicative layout – Victoria Road construction support site

INNER WEST

Site WHT 3: White Bay

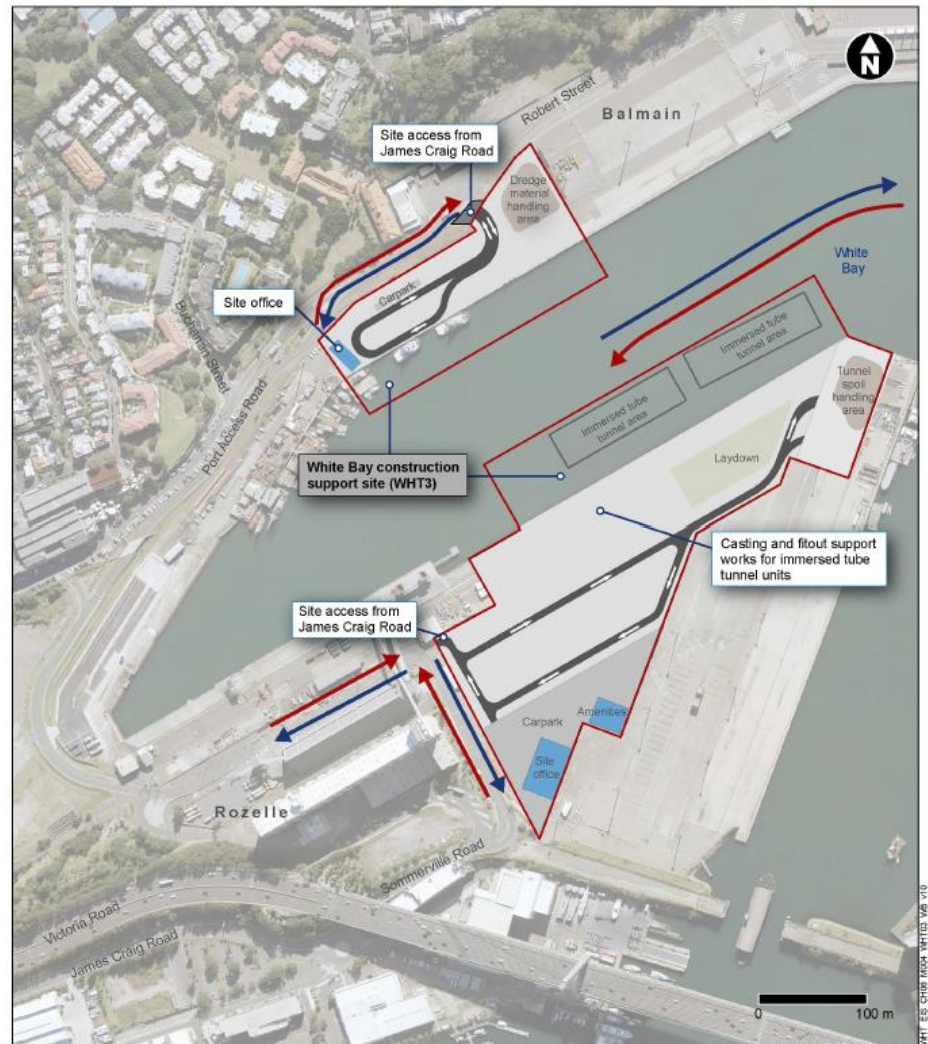


Figure 6-28 Indicative layout – White Bay construction support site

Sites WHT 4 & 5: Yurulbin Point & Sydney Harbour cofferdam

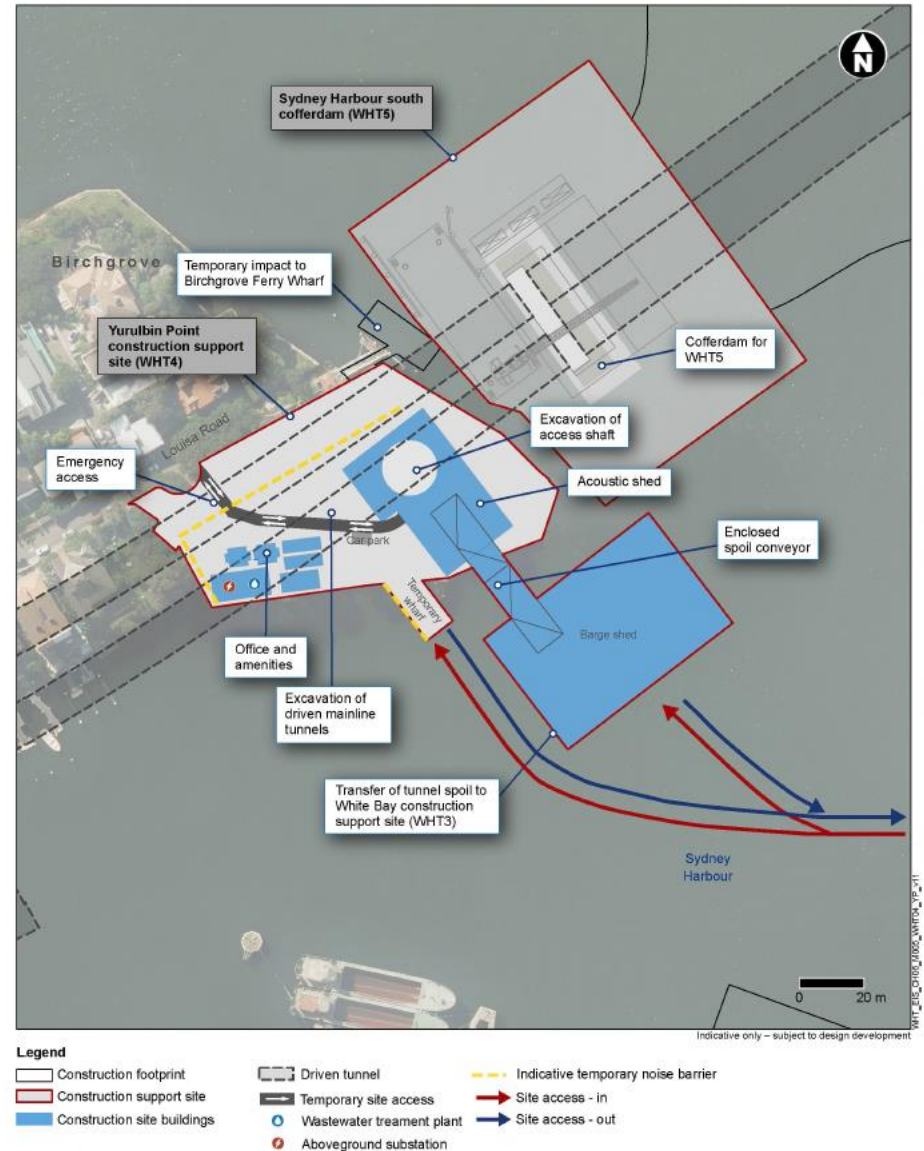


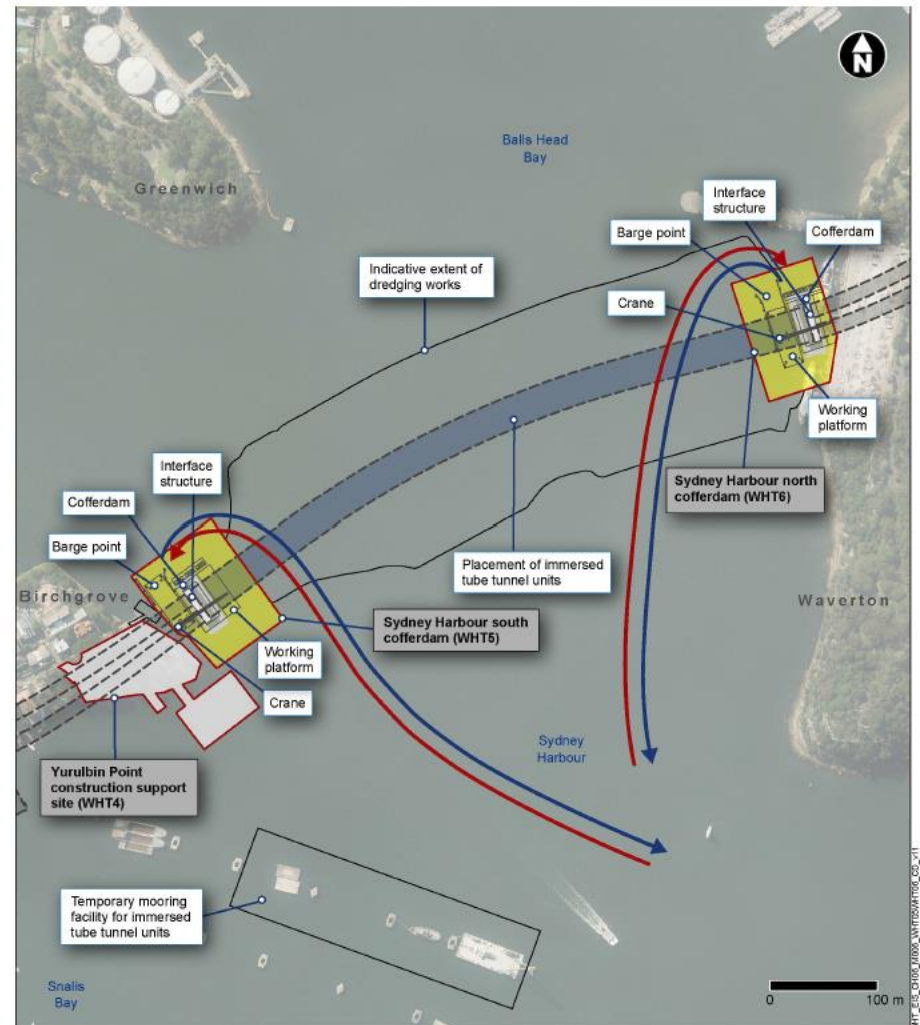
Figure 6-29 Indicative layout – Yurulbin Point construction support site

INNER WEST

Cofferdams & immersed tube tunnel



Figure 6-18 Example of an immersed tube tunnel



Legend

- Construction footprint
- Construction support site
- Driven tunnel
- Immersed tube tunnel
- Indicative marine exclusion zone
- Site access - in
- Site access - out

Figure 6-30 Indicative layout – Sydney Harbour cofferdams



Submission scope & process

Only the southern end of the WHT is within the Inner West Council area

Most issues are the same as those in Council's November 2018 submission on the WHT *Reference Design*

Councillors' comments have been sought and will be integrated into the final version

Council's final submission to be lodged on the due date - Monday 30 March 2020

Any comments received after the deadline will be forwarded to DPIE as a late addendum



Main issues – strategic justification

Council opposes inner-urban motorways,
including WestConnex & WHT

Council prefers traffic-reduction solutions to
addressing congestion, including:

- public & active transport
- travel demand management
- transit-oriented development
- some modest/targeted road improvements



Main issues – quality of EIS

The EIS is comprehensive, but Council does not agree with some of its key findings

The benefits of the project appear to be exaggerated and the negative impacts downplayed



Main issues – construction impacts

Council has serious concerns about WHT construction impacts based on its experience with WestConnex

Council continues to argue that work on inner-Sydney motorways should cease until the NSW Government completes an infrastructure health impact study

For all five WHT construction sites within the Council area, concerns are raised about noise, vibration, dust, odour, property damage, truck movements and worker parking demand



Main issues – construction impacts

At Yurulbin Point, concerns are raised about impacts on Yurulbin Park, impacts on marine flora/fauna & water quality, as well as noise, vibration & safety issues from barge movements and construction of cofferdams

Council opposes use of the former Balmain Leagues Club site for construction because of impacts on adjacent homes and shops, as well as the delay in providing a leagues club on the site

Council seeks confirmation that WHT construction will not delay delivery of the WestConnex Rozelle Rail Yards recreation area



Main issues – construction traffic & access

Council is concerned about cumulative road safety & congestion impacts on Victoria Road, City West Link and adjoining roads from construction traffic

Cumulative impacts would be created by WHT, WestConnex, Metro West, cruise ship terminal & other activities in the Rozelle area

Council is keen to ensure that WHT construction does not sever walk/cycle access or create unacceptable diversions



Main issues – operational traffic & access

Safety & congestion concerns are also raised about operational traffic

In particular, increased traffic along Johnston Street and nearby local roads would adversely affect residential & school uses

Council does not believe the operational traffic benefits of the project are sufficient to justify the project



Main issues – air quality impacts

Council is concerned about the project's air quality impacts, particularly on sensitive uses such as schools

Air impacts include construction dust, vent stack emissions & vehicle emissions from surface traffic

Filtration of WHT vent stacks is sought, consistent with a recommendation from the 2018 WestConnex Parliamentary Inquiry



Further information

TfNSW website – access to EIS documents, background info & community consultation dates:

<https://www.rms.nsw.gov.au/projects/western-harbour-tunnel-beaches-link>

Council's website – access to Council's 2018 *Reference Design* submission & draft EIS submission:

<https://www.innerwest.nsw.gov.au/develop/major-projects/state-government-projects/western-harbour-tunnel-rozelle-to-frenchs-forest>

NSW Parliamentary Inquiry website – access to Council's submission to the 2018 WestConnex inquiry (No.379):

<https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2497>

Comments can be sent to Council via council@innerwest.nsw.gov.au