

Dr Sid French  
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I have previously lodged objections during the two EIS periods. I remain unconvinced, and hence OBJECT to the financial viability of the project, to the traffic engineering justification for it, to the health safety of unfiltered glues when this is NOT world's best practice, to the failure of the process to carry out proper traffic analysis of the North Sydney CBD and failure to address the very negative impact of drawing traffic from all over the lower North Shore through the North Sydney CBD to access the Beaches Link and Western Harbour Tunnel.

With respect to this last item, even if the project proceeds, it is not too late for this mistake to be fixed. There have been others address this, including Precincts and the Committee for North Sydney. Attached are simplified sketches showing how this traffic could be directed to the two freeway project from Falcon St/Military Road, which is the natural east west arterial. These links would allow elimination of the Berry St link and allow the local traffic plans of North Sydney council to be implemented. For traffic to the Beaches Link, all that is required are two modest ramp links. For WHT traffic, the suggested link is a tunnel portal in Military Rd taking traffic in a half loop to allow it to match the grade of the WHT. Traffic from the west would cross the freeway and turn back to enter this link.



