

**Subject:**

RE: Western Harbour Tunnel and Warringah Freeway Overpass

**From:** marilyn atkinson [REDACTED]

**Sent:** Tuesday, 31 March 2020 8:50 PM

**To:** [REDACTED]

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To Whom It May Concern

I spoke to [REDACTED] today regarding my difficulty completing the submission by midnight last night due to current situation with CV\_19 etc. Naomi assured me that I could submit this way rather than as a webpage submission with my email login/password as I had planned.

Marilyn and Kent Atkinson

[REDACTED]  
Neutral Bay NSW 2089

## OBJECTION

### 1. VISUAL IMPACT ON THE HERITAGE VALUE OF THE AREA

The heritage value of Alfred Street North and feeder streets are a pocket of North Sydney settled in the early 1800s and where the majority of houses and cottages such as ours (below) date back 120 years, some more. It is inconceivable that a concrete monolith structure as shown in the current plan would butt up against the otherwise tranquil leafy jacaranda lined streets close to North Sydney. The heritage value of the area must be recognised and not sacrificed and dwarfed by a huge ugly concrete freeway overpass.

### 2. DESIGN OF ALFRED STREET NORTH OVERPASS CONCRETE COLUMNS

The nature and appearance of the concrete columns which support the overpass must be addressed to mitigate against a structure that will overwhelm the adjoining residential area. Avoiding a concrete jungle one-size-fits-all overpass structure with huge pillars as planned will impact detrimentally on the current character and beauty of the area. Slimline support columns to minimise the negative visual impacts are required to be compatible with the existing residential area.

### 3. ENVIRONMENTAL/GREEN CONSIDERATIONS

More environmentally friendly with green design elements and extensive landscaping are required. It should include a thick barrier of established trees to mitigate against the monolithic appearance of the structure adjoining a residential area and as a barrier to the noise generated from increased vehicular traffic including buses.

### 4. TREE PRESERVATION AND SANDSTONE HERITAGE FEATURES

Established Plane trees in Alfred Street and Alfred Street North to be preserved to provide summer shade and to absorb carbon dioxide from the impact of increased traffic. A suggestion is to use sandstone landscaping for external freeway retaining walls to fit in with the extensive use of sandstone in the houses and exterior walls in the area.

### 5. NOISE ABATEMENT TREATMENT FOR BUS LANE AND ALFRED STEET NORTH OVERPASS

Design to include opaque noise walls on the eastern side which allow light but reduce freeway noise [example M7]  
Construct "Quiet Pavement" surface for Bus lane

### 6. PEDESTRIAN ACCESS TO NORTH SYDNEY

Maintain existing traffic light pedestrian crossing at Alfred Streef North at the Bayer building to the Mount Street overpass. Essential access for residents including many older residents to enable access to North Sydney business,

shopping and transport hub.

#### 7. SEPARATE LOCAL TRAFFIC FROM THROUGH TRAFFIC

Eliminate “run rats” on Alfred Street North and Kurraba Road (one way section) to Clark Road, North Sydney

#### 8. STORMWATER RUN-OFF

Ensure no increase in storm water run-off from Alfred Street North in feeder streets such as Kurraba Road during construction and when completed. Kurraba Road (one way section) is a very steep street with a high risk of flash flooding during storm events as occurred on 9th February 2020.

#### 9. PARKING SPACES

Avoid net reduction of parking spaces in North Sydney Parking Precinct #1.

#### 10. CONSTRUCTION PERIOD

Pre-construction works check, photos of cracks in nearby houses and post construction checks; compensation clauses; note that many houses are circa 1900 or older.

Close Alfred Street North to through traffic so that Kurraba Road and other feeder streets to Clark Road are for local traffic only.

Restrict excavation and other noisy work in constructing the new bus lane and Alfred Street North Overpass to daylight hours.

Provide adequate and timely advice to residents of particularly noisy or dusty work to minimise harm.

Manage and enforce parking limits in Kurraba Road and other feeder streets to assist residents with on-street parking stickers.

This entire project must be managed at every stage with a determination to preserve the heritage status and lifestyle features of one of Sydney’s oldest residential areas.

# Rongo

CIRCA 1904

The land was part of the estate of  
Montague Younger (1836-1899), Professor of Music.

In 1903-04, Mr E. J. Felton bought the land and then  
it was transferred to Harry William and  
Sarah Ann Jenkins of [REDACTED] in 1904-05.

The Council's records confirmed that the Jenkins'  
concurrently owned six houses in [REDACTED]  
(Nos 10-20 in Rate Books) in the 1900's - 1920's.

They seem to be living in [REDACTED] and rented out  
the other properties.

The property at [REDACTED] was part of  
Youngers' Estate and the house was named "Rongo".

Mr Harry Jarvis occupied the property  
from 1906 to 1919.