

Report of Kathy Bisits 11 Morden Street Cammeray 2062 for Michael Bauer, Jan Brennan, Molly Jeavons.

RE: WESTERN HARBOUR TUNNEL AND WARRINGAH FREEWAY UPGRADE EIS

23 March 2020

We have prepared a report to address the impact of the Western Harbour Tunnel Beaches Link (WHT/BL) project on our properties and the area.

We live on the southern side of Morden St Cammeray at Nos 5, 7, 9 and 11. Our properties back onto Cammeray Golf Course and the Warringah Freeway. Our four homes and our lifestyle will be severely and permanently affected by the WHT/WHU projects directly behind us.

This report lists the impacts of the project, followed by questions requesting more information.

IMPACT ON OUR PROPERTIES

Tunnel entry and exits and upgrade of Freeway

In the current proposal the Warringah Freeway corridor behind our properties has been widened for the Western Harbour (WHT) tunnel entries and exits and the Freeway upgrade. On paper the Freeway will become 25% wider than it is now.

With 12 lanes behind our properties the Freeway is already one of the widest in the state. It appears that 8 additional lanes, 4 for the WHT and 4 for the BL, will be added to the Freeway. The Freeway entry from Miller St will become an elevated overpass. The impact of the changes will be to move the roadway closer to our places, increase hard surfaces, noise and pollution, reduce landscaped area and further alienate one side of Cammeray from the other.

As part of the approval we request the following to reduce impact on our amenity

- that new work be contained within the existing Freeway corridor
- an assurance that noise levels from the completed proposal will be reduced not increased.
- to apply the same noise level criteria (EIS Ch11 table 11-3) to our properties as that applied to residences along new freeways
- the inclusion of noise walls along the overpass from Miller St down to the Freeway
- that the construction site proposed behind our properties be relocated
- that exhaust and fresh air stacks be located at 3-45kms intervals along the tunnel and ventilation stacks be filtered

Construction Phase.

Maps included in the EIS show that construction for the tunnel portals, ventilation stacks and freeway upgrades will take place from Cammeray Golf Course. The Cammeray Construction Site (CCS) is directly behind our properties it is anticipated that construction at the Cammeray site will continue for at least six years. Construction includes a variety of 24 hour activities and weekend work. Cammeray Golf course will have one of the highest truck movements in the project.

As part of the approval we request the following to be addressed

- details of the rock cutting if any of the cliff alongside the freeway in Morden St
- a construction timeframe that includes a contingency time for possible problems such as weather events. ie. a worst case scenario for construction Other infrastructure

projects invariably take longer to construct than planned. We are all retired in this area and dread living 6 plus years of construction

- the possibility of moving the construction area behind our properties to another part of the golf course.
- informing owners adjacent to the CCS precisely what activities are proposed
- extension of the temporary noise barrier shown on page 57 of the guide to the EIS behind all our properties
- providing compensation for loss in value of properties as a result of construction
- providing assurance that defects to our properties that result from the construction work will be rectified within an agreed timeframe

IMPACT ON CAMMERAY AND NORTH SYDNEY

Green space

The WHT and WFU projects include widening of the Freeway and construction of the Maintenance Facilities building over the Golf Course. The Golf Course is the largest public green space in the North Sydney area. Green space is already at a premium because of the current Freeway corridor. A significant part of this space will be lost for the 6-8 years of the construction phase. That means the loss of mature trees, shrubs and grassland and the fauna that depends on the flora. A significant part will be lost permanently as result of the project.

Pedestrian areas

The proposal will direct traffic along Berry St and Pacific Hwy to the southbound entry to the WHT. North Sydney Council has been trying to revitalise this precinct in conjunction with the Metro project by planning more pedestrian areas. Increased traffic and the associated noise and pollution will further alienate this area to the public.

Local traffic

It is anticipated that local traffic will suffer from the projects. The volume of traffic on Miller and Amherst Sts is projected to increase as a result of the proposal. Traffic turning into Miler St from Amherst will be restricted at times of the day.

Bike lane

The bike lane completed in 2011 will be demolished and replaced with a winding path around buildings that does connect to a proper bike transport system.

Air quality

The new ventilation stacks near Ernest St will increase pollution near many schools and built up areas that already suffer heavily from car pollution.

As part of the approval we request the following

- a review of the loss of green space on the Golf Course to 1) include locating the Maintenance Facilities building underground 2) providing a green link to the other side of freeway that more closely resembles Cammeray prior to the construction of the Freeway in the 1960s. An example to consider would be the earth covered Parliament House in Canberra except here the building underground would be the Freeway
- redesign the route to the southbound WHT to avoid Berry St North Sydney
- making the noise walls green walls to absorb pollution
- exhaust and fresh air stacks located at 3-4kms intervals and filtered ventilation stacks
- redesign of the bike lane to connect to North Sydney and The Bridge
- a guarantee that Cammeray and adjoining suburbs will not bear more traffic and restrictions as a result of the project.

IMPACT ON SYDNEY

The WHT project in particular encourages the use of an inefficient form of transport i.e. the individual car carrying one or two people. The project is designed to increase the use of cars. The consequences are increased noise and pollution in Sydney. Car driving in a large city like Sydney is a stressful and sedentary activity and should be discouraged by looking at alternatives that provide better lifestyle outcomes for the population. Transport projects such as the Metro trains, B-Line buses and light rail are proving to be very successful at moving large numbers of people around Sydney in an environmentally friendly manner.

The EIS does not discuss alternative transport options. It confines the discussion to the consideration of possible road corridors across the harbour.

We are being urged at every level to reduce greenhouse emissions. The NSW government has committed to net-zero emissions by 2050. Building less freeways and more public transport supports this policy and is the only logical path to the desired outcome.

Before any project is approved we request the following

- a thorough analysis of all transport options
- a cost benefit analysis of all transport options including impact on the environment and health
- a prediction of the impact on the proposed net-zero emission objective.

Conclusion

We, the residents of Morden St, are the collateral damage of the project. We will endure a minimum of 6 years of construction for no benefit.

In the 1960s Cammeray was separated from North Sydney by the Warringah Freeway. Since then we have been affected by every other freeway extension feeding into the Warringah Freeway. Now our area will again bear the destructive cost of another car based project. The Freeway will be widened, the overpass will be a visual and acoustic nightmare, landscaping and green space will be lost, and noise and pollution will increase, as a result of the project.

The WHT project has no benefit for us or for the residents of Cammeray and very little long term benefit for the population of Sydney. The WFU may be a necessary improvement and should be designed to minimise impact however the WHT should be abandoned.

We urge RMS to address the points in our submission and look forward to receiving a response.

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