

## **MY OBJECTIONS TO THE WARRINGAH FREEWAY UPGRADE (WFU) AND THE WESTERN HARBOUR TUNNEL (WHT)– APPLICATION SSI-8863**

To Whom it May Concern

I have been a resident of Cammeray for over for 16 years having previously lived in the Eastern suburbs, and I am strongly opposed to the WFU and the WHT projects on the following grounds.

### **Unfiltered Emissions from the WFU and WHT: Objections**

- With a totally unacceptable plan for just one single emission stack near Anzac Park Public School in Cammeray, this endangers not only vulnerable children but also all of Cammeray and North Sydney residents and those in close surrounds.
  - The North Sydney LGA has a high population density of over 6,000 residents per square kilometre.
- The 6.5km tunnel is **too long** for the proposed longitudinal ventilation which is substandard for tunnel lengths over 4km.
  - It does not use **International Best Practice** in the design of the filtration system.
- Tunnel pollution levels of the M5 tunnel beyond the airport have been prominent in the media and a major concern for years, so this should be a lesson learned for the WHT.
- Asthma (and allergies) seems more prevalent in children nowadays; the gases and particulate exposure from just one stack is dangerously unacceptable and in our country we should be embracing best practices and perhaps leading the way, rather than cutting corners.
  - There should also be concerns regarding legal responsibilities and future potential lawsuits, such as those regarding asbestos.
  - After all, the World Health Organisation has stated that pollution is a leading environmental cause of cancer and deaths.
- The EIS also ignores the recommendations on filtration for new Tunnels made by the **2018 Joint Parliamentary Inquiry into WestConnex**.
- I also object to the under-estimation of pollution levels in the EIS due to the non-adoption by Australia of **Euro6 fuel standards**, upon which the modelling is based.
  - Modelling in the EIS has shown that all suburbs of the North Sydney LGA **would have increased air pollution levels**, yet many already exceed the Australian standard.

### **Construction: Noise and dust**

Noise is pollution, as is dust. Over the 5-6 years of construction not enough thought or planning has been considered to mitigate this.

### **CONDITIONS OF APPROVAL**

**I recommend that:**

- full air filtration of all ventilation stacks be carried out to provide the best possible protection to human health in line with world's best practice;
- ventilation stack machinery be placed underground;
- a dedicated underground bus loop to service railway stations in the Nth Sydney LGA be constructed;
- International Best Practice filtration techniques be used because of the long length of the tunnel and the predicted heavy traffic volumes, particularly trucks and diesel vehicles;
- transverse treated particulate filtration be used through tunnels (not just at the end in the stacks) be installed;
- truck convoys be used during the construction phase so that individual streets could be opened (and closed) at reasonably predictable and nominated times, enabling local residents to plan accordingly; AND
- shuttle bus transport to work sites and designated on-site parking for workers be provided so that local businesses and residents would not lose access to their on-street parking.

**The permanent loss of some Green Spaces**

- There should be no permanent **net** loss of green space as a result of this project.
  - The lack of green space in the North Sydney LGA has already been recognised by the local council especially in relation to sporting fields.
- I object and disagree to the permanent removal of nearly 3 hectares of Public Recreation Green Space at the Cammeray Golf Course in order to widen the freeway.
  - I also object to housing two permanent industrial sheds there.
- Under the Crown Land Management Act 2016, the Cammeray Golf Course has been vested to the local council to be used as a public reserve, so nothing should be touched.
  - Were Centennial Park be muted to be dissected for other uses there would be a huge outcry, so that the same objections should apply for the golf course and Cammeray Park.

**CONDITIONS OF APPROVAL****I recommend -**

- that the industrial sheds be built underground because sheds of this nature are routinely placed underground in major road projects overseas **e.g.** Hong Kong.
- that there be no net loss of green space as a result of the project;
- that to compensate for any loss of public green space in Cammeray park that land bridges be built for parkland (exceeding 2.6 hectares) across the freeway from Cammeray Park to Anzac Park, and from Anzac Park to St Leonards Park, as a facility for pedestrians, cyclists and recreational users

**Traffic and Pedestrian Issues – My Objections**

Pedestrian safety and road traffic congestion will be negatively and permanently impacted by this proposed project

### **Pedestrian Safety**

- I object to the project because North Sydney Council has dedicated many years and millions of dollars towards making the North Sydney CBD more pedestrian friendly and this project would create a traffic scar through the heart of the CBD in Berry St and undo much of the council's good work.
- The North Sydney LGA has the highest concentration of schools in Australia, and many of these schools are located within the CBD.
  - The proposal to funnel more cars onto North Sydney streets reduces pedestrian amenity and would compromise the safety of students and workers.
- The project would hinder access to public transport, including the new Metro Station, and discourage sustainable transport choices.

### **Road Traffic Congestion**

#### Construction Phase- Objections

- The unreasonably noisy 24/7 heavy truck movements through the Lower North Shore, particularly in the Cammeray and North Sydney areas for 5 to 6 years would be during the sensitive night-time hours and would disrupt the sleep of residents, and shift workers.

#### Fumes/Emissions - Objections

- Diesel is a **Class 1 carcinogen**, a high risk to human health and diesel truck movements will be voluminously disgorging fumes non stop.

#### Operational Phase- Objections

- I strongly object to the WHT and WFU EIS because the traffic congestion on major roads and on local streets would significantly and permanently deteriorate.

The EIS shows that the performance of many key intersections along the Pacific Highway, Miller Street and Military Road would be downgraded to the lowest rating possible, being an 'F' rating, meaning that traffic flow could not be any worse at peak hours, for example:

- Miller St and Falcon St intersection;
- Miller St and Berry St intersection;
- Miller St and Ernest St;
- Miller St and Amherst St;
- Pacific Highway and Bay Rd;
- Pacific Highway and Berry St; and
- Military Rd and Ben Boyd Rd.

### **Suggested Mitigation Measures –**

- I propose an urgent review be undertaken of the proposed traffic system flows detailed in the North Sydney Area, particularly streets like the Pacific Hwy, Miller St, Berry St, Falcon St and Ernest St be undertaken.

**Investigate alternative options to funnel traffic into the tunnel, other than through Berry Street North Sydney**

**eg: the intersection of the Pacific Highway, Arthur Street and High Street in North Sydney.**

There should be no loss of local traffic connectivity within North Sydney, such as the existing Berry Street to Miller Street or the Berry Street to Falcon Street Eastbound and Westbound connections.

Construction Phase-

- During the construction phase, implement truck convoys so that individual streets can be opened (and closed) at reasonably predictable and nominated times, enabling local residents to plan accordingly.
- Provide shuttle bus transport to work sites and designated off-site parking for workers, so that local businesses/ residents do not lose access to their on-street parking.

Operational Phase-

- Create dedicated bus lanes in Blue Street and Miller Street in order to facilitate the flow of public transport.
- Ensure that pedestrian access and amenity is improved in the streets of North Sydney and not made worse, as proposed in the EIS, such as short crossings at intersections which would keep parked cars in the streets to separate traffic from footpaths.
- Ensure the planned re-introduction of two-way traffic flow in Berry Street.
- Create land bridges across the Freeway to facilitate 'green grid connectivity' and new walking paths, cycle ways, sports fields and parklands.
- Construct a steady-angle cycle-way from Falcon St/Military Rd to Milson's Point.

Sustainability

This massive WHT and WFU project over 5-6 years, *fails to meet the EIS' definition of sustainability*:

**“development that meets the needs of the present without compromising the ability of future generations to meet their own needs”.**

The EIS should not be encouraging more transport by car, rather it should be considering the value and sustainability benefits of public transport options

I also object to the EIS because -

- The NSW State Government's commitment to an objective of achieving 'net-zero emissions by 2050' and the Commonwealth Government's Paris Agreement target of a 26-28% reduction in greenhouse gases below 2005 levels by 2030 has not been considered.
- The WHT would not work towards achieving these goals and commitments, would impede the Government from achieving them and is therefore unsustainable.

- The EIS has failed to demonstrate that it meets the *needs of current and future generations* because over the long term this project would lead to increased traffic because of induced demand and any benefits to traffic congestion would be short term.
- The idea of '*build it and they will come*' has not been considered regarding sustainability

Moreover-

The project would conflict with the policies and visions of the **NSW State Government**, the **NSW Department of Planning** and the **Greater Sydney Commission** as well as the **State Government's 'Greener Places' vision and policy** - eg The NSW Department of Planning: "*Our programs are focused on delivering two important Premier's Priorities that will help make NSW a more resilient and liveable place: Provide greater access to quality, green, open and public spaces closer to homes. Increasing the tree canopy by planting one million trees in Greater Sydney by 2022.*"

**In Summary: My Objections**

In summary I request that public transport options be implemented rather than using the toll road tunnel; that there definitely be no *net loss* of our green spaces and that proven world standard effective, efficient filtration of filtration stacks be mandatory.

In particular, short sighted focussing on 'cost' should not be the consideration regarding health and sustainability.

Given that society has and will remain changed greatly due to Covert19, this places more responsibility on all planning authorities to use proven, best practice for the Nation's health; this being just one issue covered in my submission.

Yours Sincerely

Courtney Chevalier

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