

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

RE: BEACHES LINK EIS

23 February 2021

We have prepared a report to address the impact of the Beaches Link Tunnel (BLT) project on our properties and the area.

We live on the southern side of Morden St Cammeray at Nos 5, and 11. Our properties back onto Cammeray Golf Course and the Warringah Freeway. Part of the BL and Western Harbour (WH) Tunnels and Warringah Freeway Upgrade (WFU) will be constructed directly behind us. Our homes and our lifestyle will be severely and permanently affected by the projects.

We object to the entire Tunnels and WFU projects because they support inefficient car transport that increases air and noise pollution and alienates local communities.

The BL is justified in the EIS on the basis that the population of Sydney will grow to 12 million by 2050 and will require a better transport network. Since Covid in 2019, technology has further enabled the possibility of working remotely, challenging the forecast of population growth in Sydney and the need for more roads. The BL project in particular is questionable given the huge cost to connect the small population of the Northern Beaches to the rest of Sydney.

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

IMPACT ON OUR PROPERTIES

Tunnel entry and exits

In the current proposal the Warringah Freeway corridor behind our properties has been widened for the BL and WHT tunnel entries and exits. On paper the Freeway corridor will increase by 20 -25%.

With 12 lanes behind our properties the Freeway is already one of the widest and busiest in the state. The proposal will significantly increase activity on the Freeway with the addition of 2 portals for the BLT, 2 for the WHT and an elevated overpass from Miller St. The Freeway will be widened for the new work, encroaching on land behind our houses and on Cammeray Golf Course.

The changes will have an enormous impact on us. The freeway will be closer to our places, increasing noise and pollution and altering our outlook completely.

As part of the approval we request more information and consideration of the following:

- **Photomontage of the landscaped area**

The BLT portal and the widening of the Freeway will have a huge visual impact on our places.

From our back gardens we currently look out onto a bushy landscaped slope. The interactive map on the RMS website shows the BLT portal emerging halfway through the existing dam on the golf course. As the tunnel emerges the landscaping at the rear of our properties will change yet the interactive map and the virtual videos do not give us any idea of what we will see. The impact of the work on our outlook is compounded by the Miller St Overpass proposal. Again, we have not been given an image of the changes.

We urgently request a photomontage of the landscaped area behind our places after the completion of the BL, WHT and WFU works.

- **Noise levels**

Will noise levels for our properties be affected as a result of the project? We request an assurance that noise levels from the completed proposal will not result in any increase in noise, and further, that the same noise level criteria applied to residences along new freeways be applied to this Freeway.

- **Noise walls**

The inclusion of noise walls at least 4-5m high behind our properties, along the golf course and along the overpass and importantly around the portal opening.

- **Construction site**

The relocation of the construction site proposed behind our properties.

Exhaust and fresh air stacks

Exhaust and fresh air stacks located at 3-45kms intervals along the tunnel and the filtration of ventilation stacks.

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 and it is anticipated that work will continue for at least 7 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 for the BLT.
- A construction timeframe that includes a contingency for possible problems such as weather events ie. a worst case scenario for construction. Other infrastructure projects such as the Light Rail project and North Connex have taken much longer to construct than planned. We dread living through 7 plus years of construction, particularly given that we are retired.
- 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 behind all our properties.
- Providing compensation for loss in value of properties as a result of construction.
- Assuring us that defects to our properties, resulting from the construction work, will be rectified within an agreed timeframe.

IMPACT ON CAMMERAY AND NORTH SYDNEY

Green space

The BLT and construction of the Maintenance Facilities building will reduce the size of Cammeray 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 7-8 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 amount of public space will be lost permanently as result of the project.

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 Miller 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. We request that the project incorporate an easy bike path to the Harbour Bridge.

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. Here, the green space would be above the Freeway.
- 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 BLT project 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, particularly the provision of extending a rail or light rail under Military Road to serve the densely populated area from North Sydney to Spit Junction.

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 is the only logical path to support this policy.

Before the BL project is approved we request the following:

- A thorough analysis of all transport options.
- A cost benefits 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 7 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. Our area will again bear the destructive cost of another car based project. The BL project will widen the Freeway, creating a visual and acoustic nightmare, causing the loss of landscaping and green space, and increasing noise and pollution.

The BLT project has no benefit for us or for the residents of Cammeray and will have very little long term benefit for the population of Sydney.

Please abandon the project.

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

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