

Submission; Western Harbour Tunnel & Warringah Freeway Upgrade PLUS Northern Beaches Link

I OBJECT to the project in its current form and ask that the below FIVE POINTS are considered for a re-design to the current project.

Point 1; The ventilation stack located in Cammeray MUST BE FILTERED.

This stack will concentrate 14 kilometers of highly toxic PM 2.5 vehicular emissions into a single point, located in Cammeray. This location is central to an extensive number of households and numerous schools.

The height of the stack (at approximately 30 meters & set at a lower ground level to neighbouring buildings) will be significantly below that of neighbouring buildings – the tallest of which is 14 stories tall. This will result in toxic emissions being distributed right into the homes of local residents when the winds are blowing in an easterly direction. As a long-term resident, I can vouch for the strength of the winds at this location being strong enough to cause significant concern for the current design.

The extensive concentration of toxic emissions added to the low height design illustrate why this ventilation stack MUST BE FILTERED. No other design will be deemed acceptable by the impacted residents.

The ventilation stack in its current location and with its current unfiltered design will cause significant reduction to the values of property. Who in their right mind would ever choose to purchase a property next to one of these highly toxic and visually ugly things?

Point 2; Permanent sound barriers MUST BE INSTALLED along the Warringah Freeway at Cammeray.

If the Warringah Freeway were to be constructed today, it would never be approved without a form of permanent sound barrier technology being a part of the design.

Traffic volumes have soared over the last 40 years since the freeway was constructed. The accompanying noise pollution is now at an unacceptable level for neighbouring residents.

The proposed Western Harbour Tunnel and Northern Beaches Link BOTH connect with above ground entry and exist points at Cammeray. This new infrastructure will add significant new volumes of traffic to the local area & accompanying road noise will increase proportionally.

Considering the overall budget for this project, the relatively insignificant investment into permanent sound barriers along the entire length of the Warringah Freeway in the Cammeray location MUST BE CONSIDERED AS A MANDATORY PROJECT REQUIREMENT.

This need is specifically highlighted & requested for the length of the freeway from Ridge St in North Sydney through to the Miller st bridge in Cammeray – AS A MINIMUM. This is the key zone where the new realignment, including entry and exit ramps are located.

Point 3; The entire project should be redesigned to become a MASS TRANSIT SOLUTION.

Numerous advanced cities or nations have stated they will move to either ban outright, or significantly reduce the use of petrol or diesel vehicles in the coming decades.

For example; Copenhagen in 2021, Paris, Madrid Athens & Mexico City have committed to removing diesel cars and vans by 2025, Norway will phase out conventional cars by 2025, followed by France and the United Kingdom.

This project is designed around old technology & will only ADD further to toxic pollutants & harmful greenhouse gasses into the environment.

The only way forward for this project is to redesign it around efficient MASS TRANSIT solutions. These could be either electric trains / light rail or busses which can run on gas or electricity. This would also future proof the project for predictable growth in population, as the capacity per kilometer through-put is significantly greater than personalized vehicular transport.

Point 4; Falcon st temporary worksite – trees & greenspace MUST be maintained

There are a significant number of established trees at the proposed Falcon st temporary worksite (located in the public parkland running parallel to the freeway, between Falcon st and Ernest st on the Moodie st side Cammeray).

This site has been designated as a temporary worksite, presumably for upgrades to Falcon st bridge, Ernest st bridge & the pedestrian path crossing the freeway.

It is IMPERATIVE that the green space, including the established trees are conserved. These trees provide a much-needed visual barrier to the traffic on the freeway. They are decades old and must be preserved. Knocking these down for the construction phase and replacing with junior trees is not an acceptable outcome.

Point 5; Temporary noise and light barriers during construction – on both sides of the freeway

The current design documents illustrate that temporary noise barriers will be established on the eastern side of the project construction site, located in the Golf Course. This will provide some protection for the residents on the eastern side of the freeway. They will provide ZERO protection for residents on the western side of the freeway, located immediately opposite the works.

The noise from activities occurring within this site AND ON THE FREEWAY ITSELF will travel across the freeway and directly impact residents living on the western side (eg. Moodie St).

Temporary noise and light barriers MUST be a part of the project design for the duration of the construction phase of this project – ON BOTH SIDES OF THE FREEWAY.