



**Minutes – Wednesday 11 March 2020
7.30pm GEDDES ROOM, NORTH SYDNEY COUNCIL CHAMBERS**

Present: BH, CT, DH, JC, JC, MC, SK
Apologies: None

1 Guest Speaker:

G T, Registry Precinct:
"The proposed Western Harbour Tunnel/Warringah Freeway upgrade - issues facing North Sydney and what you can do"

Notes are appended

Discussion:

There was extensive discussion of the likely impact of the WHTWF on North Sydney and Edward Precinct in particular. Focus was on traffic issues with increased density in North Sydney and changed access to Warringah freeway heading both north and south. The benefits accruing to North Sydney residents will be limited apart from for the small proportion of resident who need to access the inner west suburbs. Aspects such as noise reduction pavements on the freeway were discussed. It was noted that the number of children in affected schools was assumed to be 100 per school in Appendix H.

Motion

Edward Precinct objects to the proposed development of the WHT and requests Transport for NSW to reassess the positive and negative impacts of the project.
Carried unanimously.

Meeting thanked GT for her presentation and valuable discussion.

2 Minutes of meetings 6 November 2019

AGM and meeting minutes were circulated to email members on 7 November. Copies are available online on the North Sydney Website under Precincts.

Minutes were approved.

3 Development Applications under assessment as at 10 March 2020:

- **57/19 Floating Dry Dock at Noakes resubmitted. Closes 13 April**
DA1164/90, the current DA includes a public jetty, public water and various other conditions including construction of a stack have not been completed (30 years later).

Should a further DA be approved, the current DA should be completed first. Various penalty notices from the Council and EPA (for pollution) have been issued. Hence there are two separate issues – current operation of the boatyard, and proposed FDD.

Motion: EP objects to the proposed operation of a floating dry dock in Berrys Bay as it could damage the environment and have significant negative impacts on local residents.
Carried unanimously.

- **281/19 44 Lord St, Alterations + additions, approved**
- **408/19 50 Lord St, closed 31 January**
- **16/20 177 Pacific Highway, Illumination of Vodafone sign on west closing 6 March**
Precinct objects to the illumination of the sign which adversely affects many of its members with light shining into their windows at night. It is recommended that all members objecting to illumination should make individual objections. Precinct can provide further information on this if required by members.
- **24/20 100 Miller Application for 24/7 McDonalds outlet at Shop 6 Closes 20 March**
Key factors were noted by AF in a message to Precinct focusing on negative aspects of traffic, parking, impact on proposed Miller St plaza and potential misbehavior of young visitors. AF was invited to object on behalf of precinct.
- **41/20 10 Oak Street, two storey rear addition Lodged 5 March, closing 4 April**
BH to review.

4 General Business

4.1 Election of new chair or co-chair

No formal nominations were received for the co-chair position. Precinct members are invited to nominate. It is noted that the task is not onerous with only five (maybe raised to six next year) meetings per year. Main requirement is for knowledge of North Sydney Council and its planning processes.

MC kindly agreed to assist but without formally committing to a co-chair role.

Precinct members receiving these minutes are encouraged to nominate. An election will be held at the next meeting on 13 May.

4.2 Report on Combined Precinct Committee meeting on 18 February

Motions passed in relation to Western Harbour Tunnel

MOTION 1: That the CPC:

- *request that North Sydney Council oppose the WHT project as it is currently proposed within the EIS due to:*
 - *reduction of green open space (particularly 3 hectares in Cammeray Park);*
 - *loss of connectivity and increased traffic throughout the whole of the North Sydney LGA and;*
 - *air pollution through increased traffic and unfiltered stacks*
- *writes to the Minister for Planning and Public Spaces, to the Premier and local state members on behalf of all Precinct Committees requesting an extension of time to Tuesday 12 May 2020;*
- *advises all Precinct Committees to encourage residents to write to the department and the Minister for Planning and Public Spaces and the Premier to ask for an extension of time*
 - *request North Sydney Council to provide to a meeting of all Precincts a presentation on the WHT as it affects the North Sydney local government area;*
 - *request Council mark the boundary of the green space lost and erect height poles/helium balloons (within 10 days) at the Cammeray Park and Golf Course site, indicative of the loss of space which will be caused by the motorway facilities buildings; and*
 - *request North Sydney Council erects information signs at Ernest Street regarding traffic impacts and submission closing date of 12 March 2020.*

Carried unanimously.

MOTION 2: That the CPC requests that Council promote the view that there should be a mass public transport system researched in detail as an alternative to the WHT and related Beaches Link proposal.

Carried (19/0/1)

Construction Traffic Management Plans

That CPC advocates that the CTMP applicant is responsible for notifying of approved heavy vehicle movements that will impact on residential streets. The CPC suggests that Sydney Trains model of railway works is used, which advises people of works occurring nearby and timeframes.

Carried unanimously.

DH raised issues relating to Shore buses, and will attempt to check the original DA in relation to the Shore purchase of Greythwaite which indicated that buses would be confined to William St, once Greythwaite could be used for drop-off and pick-up.

4.3 Charging batteries of electric cars without off-road parking

Possible motion to put to CPC. “CPC recommend to NSC that options for electric vehicle charging in public spaces are reviewed, and adequate charging systems for those without off-street parking are designed and implemented as a matter of urgency”.

Carried unanimously. JC will submit to NSC as possible agenda item.

Meeting discussed the necessity of involving power companies in such a project.

4.4 Proposal to privatise bus routes

Possible motion to put to CPC. “CPC requests NSC to write to the premier, opposing further privatization of existing Sydney bus routes.”

Carried unanimously. JC will submit to NSC as possible agenda item.

4.5 Attitudes to Precincts E-news (ie, to circulate or not)

The meeting considered E-News was useful. JC will convert the first issue each month and circulate to our membership and to other precinct chairs, except Registry. No address is currently held for Stanton and Willoughby Bay precincts. It is noted that six precincts currently do not have committees. Council will check if it is feasible to integrate them with operating precincts. Central Business District is the only non-operating precinct adjoining Edward but could link better with Stanton.

4.6 Use of initials in precinct minutes

Possible motion to put to CPC. “CPC requests NSC to allow using names instead of initials in precinct minutes.”

Meeting discussed options and recommended use of first name and surname initial.

It is noted that some precincts only list the number of members attending, not their initials. For precinct motions that are potentially contentious, the names of the mover and seconder can be excluded.

4.7 Wollstonecraft Ward Forum

According to NSC the Forums provide an overview of key Council projects underway within each Ward. They aim to inform residents and businesses of changes in their local area and provide an opportunity to meet and ask questions of the Mayor, Ward Councillors, General Manager, and senior staff.

Edward can nominate up to five issues. Please advise the precinct of issues you would like to raise.

Currently an East West divide planned. A North South divide is thought by many precincts to be better (with Warringah Freeway as boundary). This will be raised as a discussion point in the next precinct meeting.

The forum will be held in Hutley Hall at NSC on 18 June. All members are welcome to attend.

4.8 Wine and cheese at Precinct meetings?

Meeting advised that they would not greatly welcome a glass of wine at meetings as was normal in prior years.

5 Correspondence, Notifications and other information from Council

Council will meet on 23 March at 7:30. Public Forum is at 6:30 for those who wish to speak. The WHT will be discussed so may be a meeting worth attending. Number of speakers is limited to 2, which may not be nearly enough depending on the Council's WHT report. The WHT report will be available on the Council website on the Thursday before the meeting (19 March).

Edward Precinct recommends that more speakers are permitted for discussion of the WHT paper presentation.

The Precinct monthly meeting is your opportunity to provide community advice to Council on matters affecting your local area. For more information or suggestions for agenda items, contact the Edward precinct committee at <edwardprecinct@inet.net.au>.

Next Edward Precinct meeting: Wednesday 13 May 2020

Presentation by Georgina Taylor of Registry Precinct

to Edward Precinct on 11 March 2020

WESTERN HARBOUR TUNNEL (& BEACHES LINK)

Major impacts identified so far from 29 January EIS

Submissions close 12 March 2020

MUST be lodged with the Department of Planning

Major Impacts identified in the EIS so far

- Over 9000 pages of detail – the bad news is in the Appendices
- Construction sites in high density residential areas, our green spaces
- Local traffic changes across Lower North Shore – usual trips blocked
- Public transport changes: loss of bus stops, relocations, B line to NSyd
- Air quality impacts: 2 unfiltered stacks & problems with modelling
- Noise impacts – especially during night work on Warringah Freeway over a 5+ year period from 2021 to 2025/6
- Property impacts – loss of amenity, risks from settlement after tunnelling

EIS – Environmental Impact Statement

- State Planning legislation amended for State Significant Infrastructure
- SSI most of the other usual planning does not apply
- Overrides Council rules, and legislation re Heritage, Environment, Noise, Construction times & most approvals come in one process
- No merit appeals – so getting the right conditions now important
- Project split for approval but cumulative impacts are shown in EIS
- **WHTunnel object via Department of Planning by 30 March 2020**
Beaches Link EIS expected in June /July 2020 but WHT makes it more likely
- Combined impacts on air, water, traffic and noise are analysed

The proposed route: Western Harbour Tunnel

- From a tunnel entry at Rozelle the tunnel will
- Go on dredged sea bed from Birchgrove to Berrys Bay
- Tunnel under Waverton
- Tunnel under North Sydney to St Leonards Park
- Emerge (6.5km) at St Leonards Park corner as cut & cover portal
- Main tunnel (7km) continue under Warringah Expressway to emerge north of Ernest St, Cammeray
- Stubs of Beaches Link tunnel exit at Cammeray and entry at North Sydney (Berry St) also being built in this proposal

Construction & operational impacts

- Traffic – blockages during construction & permanent loss of access to harbour crossings, across North Sydney and doubt on WHT viability
- Air Quality: Dust from construction, loss of trees & truck fumes from waiting to enter worksites (Cammeray Golf/Berrys Bay, Nth Syd)
After: more cars & trucks delivered to North Sydney & Freeway & the two UNFILTERED stacks in Freeway at Ernest St beside Camemray Golf Course
- Noise: night work and tunnelling & increased traffic afterwards, day work
- Public transport changes – loss of bus stops & B Line buses will go to North Sydney not the City, increased traffic permanently on Miller Street
- Risks will be discussed by Larissa: contamination, marine environment, groundwater, vibration/cracking due to tunnelling

WHTunnel Traffic predictions

- Table 9-4 indicates traffic demand for the WHT at 87,000 per day in 2027 and 106,500 in 2037 on the assumption that the Northern Beaches tunnel is built. If not, the volumes would be around 20,000 per day less. The table is hopeless since it gives no sources for the estimates. Did the planners for example undertake origin and destination surveys of road users on the roads currently connecting the start and end of the link? If not, why not? If so, where are the analyses?
- The estimates are going to prove to be EXTREMELY over-estimated. The number of vehicles seeking to travel from North Sydney to Annandale and the west, I would expect would be at least 50% less than the estimates, probably making the road uneconomic.
- If by late 2030s, the majority of cars will be electric and self-spacing, this will at least double the capacity of all trunk roads, and increase the capacity of existing bridges and tunnels, making the WHT unnecessary.
- Road planners in Sydney have often over-estimated the future usage of new tunnels. This has resulted in the bankruptcy of the tunnel operators for the Lane Cove and Cross City tunnels.
- In this chapter, would have expected to see estimates of the growth of vehicle numbers over 10 year (for example), operational costs and the vehicle fees required for break-even and for normal profit. There is no mention of this here or elsewhere and business case not available.

Air Quality – the 2 unfiltered exhaust stacks

- Location – Warringah Freeway north of Ernest St bridge
- Deficiencies in modelling: We are having checked by experts in air quality and health
- - assumes much better vehicle emission and fuel standards (Euro 6) are implemented by 2021 – the Federal Govt has not done & suspended process. Modelling 20% under at least for NO₂
- Underweighted school population: assumes schools have 100 people only (see dust analysis) and also in participate/dispersal analysis,
- - assumes lower % of LDD (SUV diesel) than in Sydney road mix – most popular vehicle for purchase These diesel vehicles produce more fine particles and NO₂.
- - assumes less traffic on local roads – but road changes will increase journey times, length and congestion leading to more local road pollution not less.
- - RMS ACTAQ technical paper (Dec 2019) re ventilation systems has errors: Hong Kong tunnel has filtration (stack and tunnel) : paper says they don't know
- Stockholm E4 tunnel has rule no distance of more than 5km between exhaust stacks – WH Tunnel will have 6.5 to 7 km distance between Rozelle and Cammeray – RMS says same as this tunnel
- - filtration rare for road tunnels worldwide: that's because most are short (less than 1 km) . Most long road tunnels either ban diesel heavy vehicles or install particle and gas filters

Local traffic impacts

- Ernest Street ramps will no longer access Harbour Bridge or Eastern Distributor.
- Mosman/Cremorne/ Manly traffic for bridge will therefore use Military Road, or rat run through harbour side to Ben Boyd Rd increasing traffic
- Berry Street will be only access to Western Harbour Tunnel (and Beaches Link) from North Sydney and Mosman LGAs
- Journey times on Miller Street to increase, especially in evening peak
- Pacific Highway access to Berry Street will be reduced, traffic past Bay Rd, Waverton is predicted in the morning peak hour

Problems with modelling

- Outlet J Beaches Link (Wakehurst Parkway ventilation outlet and motorway facility) Wakehurst Parkway, located within Wakehurst Parkway, over the tunnel portal Removal and management of tunnel air from the northbound tunnel and ramps connecting with the Wakehurst Parkway.
- Outlet K Beaches Link (Burnt Bridge Creek Deviation ventilation outlet and motorway facility Balgowlah, located east of Burnt Bridge Creek Deviation, Balgowlah Removal and management of emissions from traffic in the northbound tunnel and ramps connecting with the Burnt Bridge Creek Deviation.)
- a) The ventilation outlet for the westbound Lane Cove Tunnel traffic is outside the GRAL domain. This is local pollution on Lower North Shore – should be included in analysis
- (b) The motorway facility in the Rozelle Rail Yards has three ventilation outlets (termed here 'west', 'mid', 'east'). (c) This ventilation outlet would be constructed as part of the M4-M5 Link but would not operate until the opening of the Western Harbour Tunnel, if approved.

Why does NSW build unfiltered stacks

- Longitudinal ventilation systems are cheaper. Single end stack preferred design
- Effective for road tunnels 4 Km and less. All open Sydney road tunnels have been of this type (SHT, LCT, CCT, Eastern Dist, M5 East)
- However maintaining Air quality become problematic in tunnels at 4 to 5 km as concentration increases particularly beyond 5 km
- Therefore overseas either filtration is used (Tokyo Yamate, Madrid Calle 30, Hong Kong CWB Bypass, Caesena, Italy) or diesel trucks are banned from it (Paris Duplex tunnel, Istanbul Eurasia 6.6km tunnel)

In Dec 2018 NSW Joint Parliamentary Inquiry into Westconnex and related projects recommended (Rec 13) “ Filtration be installed for the ventilation stacks

But NSW Government refuses to implement recommendation. Now planning 11 more unfiltered stacks across Sydney on tunnels over 5 km long without the first long tunnel with diesel trucks opening and assessed (Northconnex 9 km due to open Mid 2020) Claims M5 East trial failed are wrong only a small portion of tunnel air cleaned & the report shows up to 80% particulates removed from the air cleaned on a retrofit operating part time.

The unfiltered tunnel stacks across Sydney

- Table 2-1 Tunnel ventilation outlets and motorway facilities included in the assessment Ventilation Outlet Project Location Function of the ventilation outlet Existing ventilation outlets and motorway facilities (included in all scenarios)
- Outlet A Lane Cove Tunnel Marden Street, Artarmon Removal and management of emissions from eastbound(a) traffic in the Lane Cove Tunnel.
- Outlet B Cross City Tunnel Between the Western Distributor viaducts in Darling Harbour, west of Harbour Street, Sydney Removal and management of emissions from all traffic in the Cross City Tunnel. Ventilation outlets and motorway facilities for the M4-M5 Link (included in Do minimum scenarios)
- Outlet C M4-M5 Link, Iron Cove Link Rozelle (mid)(b), within the Rozelle Rail Yards Removal and management of emissions from the traffic in the M4-M5 Link and southbound tunnel of the Iron Cove Link.
- Outlet D M4-M5 Link, Iron Cove Link Rozelle (west) (b) , within the Rozelle Rail Yards
- Outlet E Iron Cove Link Rozelle, near Iron Cove Bridge, over the exit portal to Victoria Road Removal and management of emissions from traffic in the northbound tunnel of the Iron Cove Link. Ventilation outlets and motorway facilities for the Western Harbour Tunnel
- Outlet F(c) Western Harbour Tunnel (Rozelle ventilation outlet and motorway facility) Rozelle (east)(b) , located within the Rozelle Rail Yards Removal and management of emissions from traffic in the southbound tunnel and ramps. Supply of fresh air to the southbound tunnel connecting to the M4-M5 Link.
- Outlet G Western Harbour Tunnel (Warringah Freeway ventilation outlet and motorway facility) Cammeray, located within Warringah Freeway near Ernest Street, separate to the motorway facility Removal and management of emissions from traffic in the northbound tunnel and connected ramps. Supply of fresh air to the northbound tunnel connecting to the future Beaches Link. Ventilation outlets and motorway facilities for Beaches Link
- Outlet H Beaches Link (Warringah Freeway ventilation outlet and motorway facility) Cammeray, located within Warringah Freeway near Ernest Street, separate to the motorway facility Removal and management of emissions from traffic in the southbound tunnel and connected ramps. Supply of fresh air into the southbound tunnel connecting to the Western Harbour Tunnel.
- Outlet I Beaches Link (Gore Hill Freeway ventilation outlet and motorway facility) Gore Hill, located at Punch Street, Artarmon Removal and management of emissions from traffic in the southbound tunnel and ramps connecting with the Gore Hill Freeway.

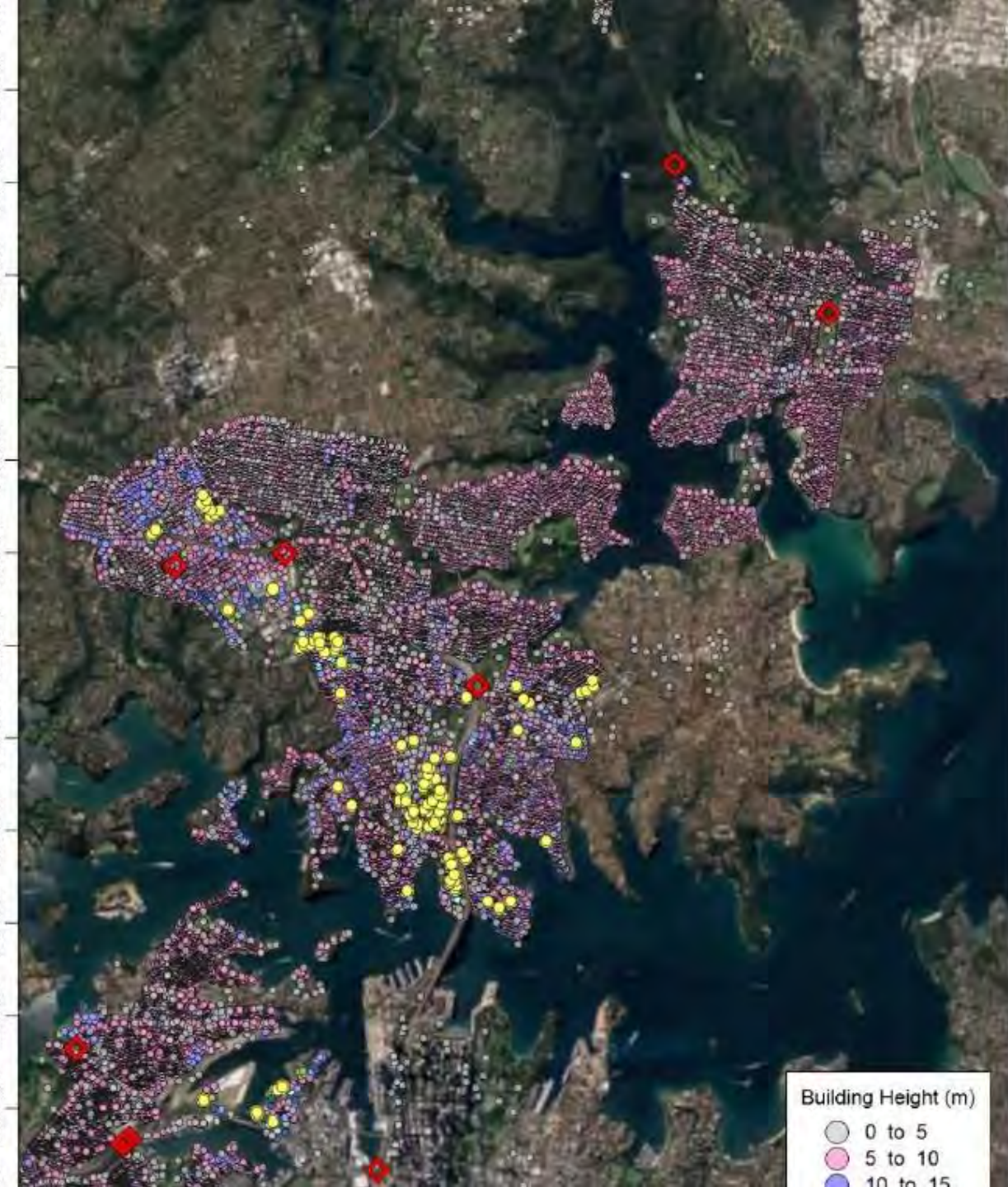
EIS shows: Broad increases in air pollution

- All the areas in the North Sydney LGA in the footprint area will have increased air pollution under RMS' own modelling(Appendix H)as a result of these projects. Bad with WHT, even worse if Beaches Link built. Australia not implemented Euro 6
- The background (ambient) particulate level pollution already close or over 8 mcgm/m³ in most areas– the maximum limit in Australia.(red in graph)
- The added black line due to the tunnel stacks is therefore significant because it deliberately adds more pollution that could be removed to a polluted area. No safe levels of PM_{2.5} but studies show more is worse
- (Uni of Syd, Feb 2020 study reported in the Lancet, re air pollution impacts on health
- Like saying your footpath floods in peak hour well let the water go over your front step and into your house now – it is “only” a little bit
- Sydney urban air quality is no longer “very good” by world standards: 81 poor to hazardous days in Nov 2019 to January 2020, No plans to transition to EVs at Federal or State level. Pollution levels will remain concerning beyond 2037.

Appendix H Figure 8-12 Sample building heights in GRAL domain (stack pollution dispersal model)

Yellow buildings are 30 metres or over, the same height as proposed unfiltered stack. More tall buildings anticipated in coming years, will interfere with pollutant dispersal and occupants at risk for poorer air quality at height.

An area of 2 km by 2 km is covered by each of the ventilation outlets (see NB 3 p122) in terms of local effect. Within 2 kilometres of the proposed WHT double stack are the following schools:



Schools within 2 km radius of Megastack

- Anzac Park Public School 250 metres
- Cammeray Public School 950 metres
- Neutral Bay Public School 900 metres
- Marist North Shore 950 metres
- Cammeraygal Senior campus 800 metres
- North Sydney Boys High School 800 metres
- St Marys Primary School 1000 metres
- Wenona 1100 metres
- Monte 1200 metres
- Cammeraygal High School Pacific Highway 1600 metres
- Redlands 1200 metres, tennis centre 300 metres