



Anzac Park Public School P&C Meeting Tuesday 9 June, at 7pm Meeting Minutes

- Meeting opened:** Sarah Robinson opened the APPS Parents and Citizens (P&C) meeting at 7:01pm on Tuesday 9 June via Video Conference
- In attendance:** **On Site:** Sarah Robinson, Troy Robinson, Jeremy Hart, Elissa (Lee) Auzins, Unity Taylor-Hill
Via Video Conference (captured via google forms): Bronwyn Lorenc, Mario Leitao, Bimal Chandra, Evelyn De Moraes, Julie-Anne Edwards, Kathryn Allen, Kirsty Cranfield, Dianne Manoughian, Joanna Zanello, Rhys Williams, Vicki Green, Steve Green, Carmen Tate, Fiona Dunne, Marcela Gonzalez, Lyndell Abbott, Anne Shimada, Carmen Loecherer, Kate Ferati, Liz Torokfalvy, Leah Allen, Loic Goillard, Hoa Nguyen
- Apologies:** Nil
- Minutes from:** Sarah Robinson accepted the minutes from Tuesday 11 February 2020
- Correspondence In/Out:** Nil
- President's Report:**
(Sarah Robinson)
- P&C arranged a thank you lunch for staff to say thank you for the amazing job they have done during these strange times and for all the work they did with little notice to transfer to the learning from home model, then again the quick transition back to full time face to face teaching.
 - P&C contribution was deferred for Term 2 due to the ongoing impacts of Covid-19 in the community. There have been a number of families who have contacted the school to explain they were not impacted by Covid-19 and still wished to make the voluntary contribution. The P&C voluntary contribution will be included in the Term 3 invoice however is as always strictly a voluntary contribution
 - Tender process finished for playground, Unity Taylor-Hill will provide further information
 - Huge Thank you to Flynn McDermott from the school community, Flynn applied for and we were successful in receiving a \$20 000 grant for the play equipment
- Principal's Report:**
(Mrs Unity Taylor-Hill)
- Thank you to everyone in the school community for all the hard working during the transitions over the recent months
 - Staff have celebrated the last few weeks with a return to full time and face to face learning. Everyone has appreciated the kind messages and the lunch arranged by the P&C was really appreciated. The APPS team reacted extremely well with little notice at the end of Term 1 to transition to online learning and a big thank you to all parents who supported students with their home learning
 - The return to school full time has been partnered with new regulations to adhere to, information given at a school level is while social distancing is not required for children however adults must adhere to social distancing guidelines. This changes the way staff interact for meetings and meetings with parents however the school are working through this
 - Interesting week last week learning the new before and after school procedures – congratulations to everyone for patience and adhering to the road rules
 - At the moment the APPS team are focussing on assessment of all children. Looking at how they have gone learning from home and designing programs to support gaps and reviewing content they may have missed and generally consolidating their learning
 - DoE have announced that 2020 the regular content has shifted so schools can prioritise particularly literacy and numeracy in reporting
 - Early in term 2 the DoE gave a casual teacher guarantee, there are currently 4 casual teachers at APPS ranging from 1-3 days per week who will be with us through to the end of term to support teachers if unwell and to support programs when not required to relieve for teachers. Extra focus on K-4 targeted literacy programs
 - Unfortunately we won't be able to do semester 1 Mountain Top as usual this year, but we love celebrating children's achievements. Mrs Sackville has been building a website which will only be accessible via children's DoE email and password. Every child will be celebrated via this platform as

they would at a regular Mountain Top. Additionally there is the Steam Challenge, Learning for Life Awards and Gratitude Grove. Something to also be celebrated is that last weekend is 5 years since moving on site at Anzac Park. The special Mountain Top website will be accessible for one week

- Assessment and reporting guidelines ensure advising families of literacy and numeracy skills and goals working towards – 2 page report will come home during the first week of T3
- External Validation upcoming – this is when we have a process using the school excellence framework and the APPS team reflect as staff on the work done over the past 5 years and are looking forward to sharing with the external validation team

**Interim/Treasurers
Report:**
(Kathryn Allen)

CAB: \$212,742.72 (Sunday)

Need to start to plan for future of APPS

- Significant amount of this earmarked for the planned playground equipment in 2020
- 2020 School wish list includes, 2019 Shark Tank winner (modification of outdoor kitchen), additional STEAM and library resources
- New expenditure required
- Replacement school items

Income YTD

Event income: \$1.7k (welcome bbq \$1.7k)

Parent contributions \$3,381.39 received in May in relation to 2019. To be added to \$92,803 received last year.

Second hand uniform sales \$2.6k (majority from sale early term 1)

Envirobank \$257 (2 collections)

Envirobank Feb \$126, Mar \$131 - both were down on prior year (\$397 Feb & \$170 Mar).

Expenses YTD

Event expenses: \$1.2k Welcome BBQ

Donations APPS \$1,500 for teachers and staff lunches

Subscriptions: \$675 (incl \$550 Konnective)

Insurance renewal will be due beginning of August around \$500

General Matters:

- **Vacant P&C Positions**

Position	Who	Moved	Seconded
Treasurer	Dianne Manoughian	Lee Auzins	Troy Robinson
Secretary	Kirsty Cranfield	Lee Auzins	Sarah Robinson

- **Playground Equipment Update**

- Tender has selected and the successful tenderer is Australian based who will build all parts in Australia
- As soon as colours are chosen they will start making the equipment
- The equipment covers two different areas, climbing frame along fence line of lower terrace and the ropes playground between upper terrace and agriculture terrace
- Installing rubber soft fall under both
- 10-12 weeks from colour pick to install and approx. 2 weeks to install

See attachment for concept designs

- **2020 P&C Contributions**

Discussed as part of president update

- **P&C Activities Update**

While the DoE guidelines stipulate parents should be on school grounds as little as possible unfortunately this means both Envirobank and the second hand pop up uniform shop remain on hold. As soon as the DoE lifts its current restrictions the P&C will work with the school to get both these activities happening as soon as possible. In the meantime there is a limited time of 8.30 – 9.15 where parents can drop off any donations for the second hand uniform shop at the office.

- **Tunnels Coordinator**

Change of position

Rhys Williams has taken over the Tunnels coordinator position from Alison Taylor.

APPS P&C response to the Western Harbour Tunnel and Warringah Freeway Upgrade (WHT & WFU) Environmental Impact Statement (EIS)

In March 2020, APPS P&C responded to the WHT & WFU EIS. APPS P&C objects to the project for the reasons of:

1. Climate Change, Sustainability, Accessibility, Liveability
2. Health and Safety
3. Green Space

We note that the school itself, being a NSW government school cannot object to the project and any feedback must come from the P&C rather than the school. Most EIS submissions were objections to the project. Full Submission attached

North Sydney Council position objection to the project and current campaign

North Sydney Council objects to the project and in particular, to the current design. North Sydney Council objections are:

1. Parkland will be lost
North Sydney has less open space per person than every other northern Sydney council and even less than City of Sydney. The land size of 4 soccer fields will be permanently carved out of Cammeray Park to build the tunnel and parts of Anzac Park, St Leonards and Cammeray Parks will be occupied for construction for over 5 years during construction.
2. North Sydney CBD will be disconnected
Entry to the WHT will be via Berry St. The plan for Miller place will be replaced by gridlock and failed intersections from North Sydney all the way up Miller St past our school to Cammeray.
3. Traffic will overload local streets
Parents may notice some of the signs around our local streets highlighting the poor access for our community if the project is to go ahead. Miller St intersections at Amherst, Ernest, Falcon and Berry Sts will all fail during peak hour. There will be longer waits at pedestrian intersections, more traffic and a less pleasant walking experience for our community.
4. Emissions may damage health
The World Health Organisation recognises the impact of pollution on respiratory disease and notes that there is no safe limit of particulates. Despite this, a double unfiltered pollution stack will be built within 200m of our school. North Sydney Council requests filtration of pollutants for our school and the many others in the North Sydney area (North Sydney is the largest education precinct in Australia)
 - See attachment for council flyer

Petition to NSW Parliament

The School and local communities combined to create a petition to go to the NSW Parliament requiring the Legislative Assembly (the Lower House of Parliament) to discuss critical aspects of the Tunnel Projects (Western Harbour & Northern Beaches) including:

1. stop the project and have meaningful and rigorous community consultation
2. release the business case for the Tunnel Projects
3. moving the construction impacts away from concentrated areas of sensitive receivers
4. best practice filtration methods are mandated for the projects
5. avoid conservation areas and adequately compensate for loss
6. stop planned construction in high risk areas that will release harmful contaminants
7. ensure viable and substantive public transport options are included

The petition garnered the required 10,000 minimum signatures and is now due to be discussed in Parliament on 30 July 2020. Congratulations to the hard work of all involved.

Resolutions: Call to Action for Parents

As per the North Sydney Council call to action, ask for changes before it is too late. P & C to provide draft letter parents may use to compose their own to their member of parliament.

Gladys Berejiklian MP
willoughby@parliament.nsw.gov.au
GPO Box 5341, Sydney, NSW 2001

Felicity Wilson MP
northshore@parliament.nsw.gov.au
Suite 3, 40 Yeo St, Neutral Bay, NSW 2089

Request parents provide a copy of the letter to their member of parliament with copies to be provided to the Premier, the Minister for Transport & Roads, the parents local member, the Leader of the Opposition and the Opposition Minister for Transport & Roads for the purpose of assisting the debate of the items set out in the petition, such debate to be discussed by the Parliament on 30 July 2020.

Meeting Closed at 7.36pm

Next Meeting – Tuesday 11 August 2020, 7pm

Contact to the P&C at anzacparkpandc@gmail.com or via the Konnective App

ANZAC PARK PUBLIC SCHOOL - OPTION 1

Design Supply & Install Play Equipment - Junior Area

Wetpour Rubber

210m²



SAFETY
DESIGN
CONSTRUCTION



creative
RECREATION SOLUTIONS
ABN 93 129 278 299

20 Weymole Place, UNANDERRA NSW 2526
Ph (02) 4256 2991 Structural Landscaping Pty Ltd

309941C

This drawing remains the property of CRS Creative Recreation Solutions Pty Ltd. No unauthorised duplication or use is permitted.

CRS2020-3089

14/04/20 RK JT



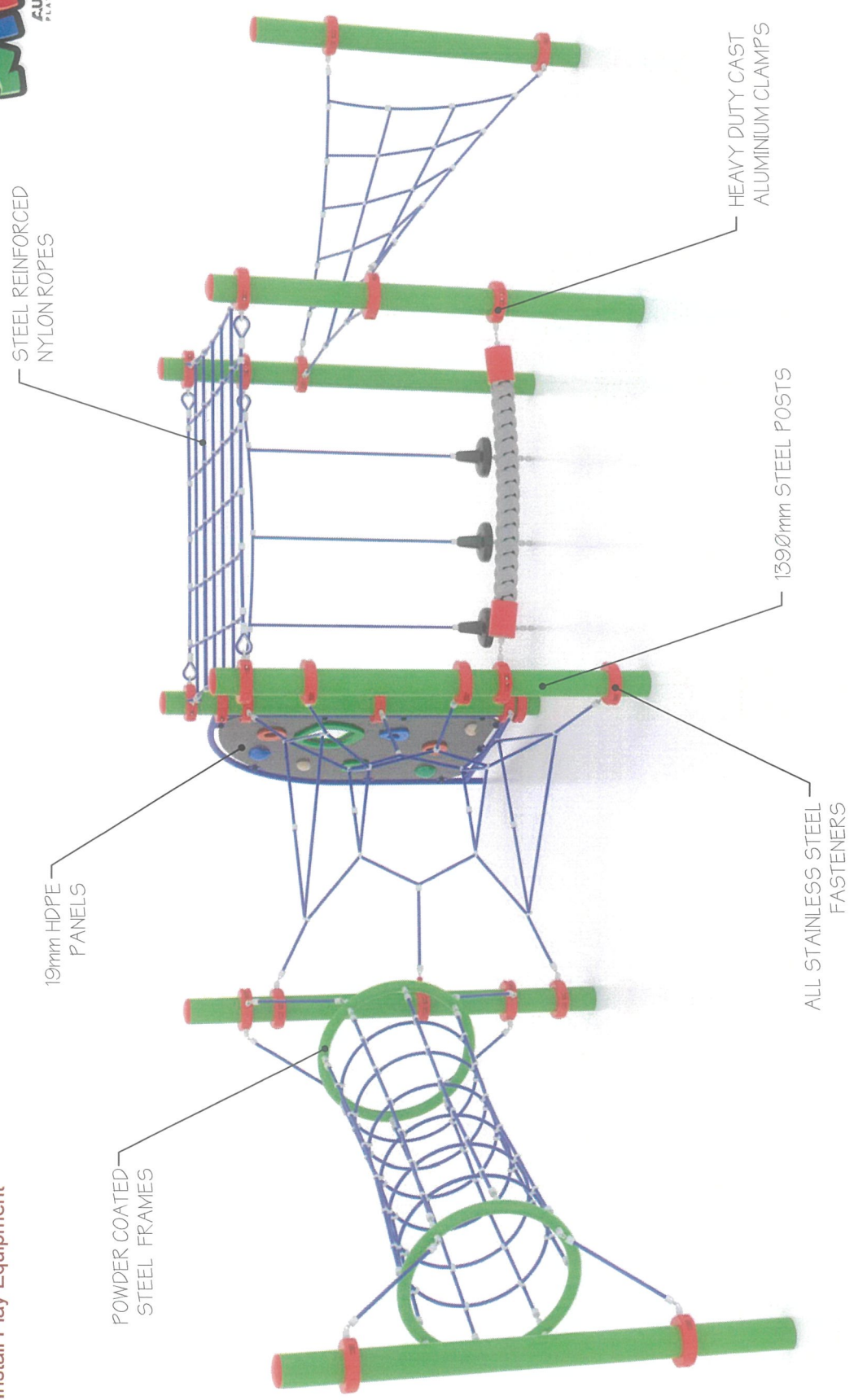
ANZAC PARK PUBLIC SCHOOL - REV 1

Design Supply & Install Play Equipment

Wetpour Rubber

210m²

SCALE



SAFETY
DESIGN
CONSTRUCTION



creative
RECREATION SOLUTIONS
ABN 93 129 278 299

20 Waynote Place, UNANDERRA NSW 2526
Ph (02) 4256 2991 Structural Landscaping Lic No. 309941C

This drawing remains the property of CRS Creative Recreation Solutions Pty Ltd. No unauthorised duplication or use is permitted.

CRS2020-3089R
09/06/20 RK JT

CS2-0685
CROSS CHALLENGE STATION

Anzac Park Public School P&C object to the Western Harbour Tunnel and Warringah Freeway upgrade on behalf of our children. This submission outlines our specific objections, where the EIS should be revisited and mitigations should this project go ahead.

This submission is in three sections: 1. Objections; 2. Revisit the EIS; and 3. Mitigation and Conditions of Approval.

1. Objections

Anzac Park Public School (APPS) P&C objections are due to:

- 1.1 Climate Change, Sustainability, Accessibility, Liveability
- 1.2 Health and Safety
- 1.3 Green Space

1.1 Climate Change, Sustainability, Accessibility, Liveability

On behalf of our children, we object to these projects. Climate Change is the biggest concern facing our children's futures. Greenhouse gas emissions from transport emissions and environmental impacts from car and truck manufacturing must be reduced, not increased. These road projects are in complete conflict with our children's need to combat climate change. Furthermore, a more liveable, accessible, sustainable city will never be achieved with these road projects. Sydney needs mass transit, rapid public transport for congestion relief and future proofing for population increase, not more roads. These road projects will produce more traffic in Sydney, and in particular to the new Warringah Freeway interchange near our school. Not to mention the surrounding road network.

If the problem is congestion, then more roads are not the answer.

By committing to the Western Harbour Tunnel and Warringah Freeway upgrade, and signing a contract with Transurban (the likely contract winner), the contract will preclude a Public Transport option that acts in competition with Transurban toll road profits. This project permanently subjects Sydney residents to reliance on their cars, and permanently subjects our children and their environment to extraordinary amounts of additional pollution due to induced traffic demand.

1.2. Health and Safety

We object to these projects on the basis of their significant and numerous Health and Safety impacts.

1.2.1 We object to unfiltered ventilation stacks.

If these road projects are to be built, then they must be safe. Exhaust stacks (2 of which are proposed to be located within 300m of our school) must be filtered.

There will be over 40km of additional polluting vehicle emissions¹ being pumped out unfiltered from the stacks near our school. Regardless of how much air is blown out of the stack along with the pollution by mechanical ventilation, the dose of harmful particulates (PM2.5, PM10) and noxious gases that will be delivered to our community is undisputedly the largest public health experiment we have ever seen. And the effect of the dose is cumulative.

The project should not be permitted to add further air pollution over an area which the EIS shows is already higher than the ambient background National Standard of 8 mcg/m³ for PM2.5 fine particle pollution².

¹ 40km is the cumulative polluting road of the Western Harbour Tunnel and Northern Beaches Tunnel – 15.8kms of 3 lanes each way from Seaforth to Rozelle. The EIS also contemplates and includes the civil construction approval for a matching unfiltered ventilation stack at the Cammeray site for the proposed Beaches Link Tunnel Southern exit from Seaforth and Balgowlah.

² The EIS also ignores the fact that the NEPM goal for PM2.5, which the Federal Government has legislated and NSW has with other States committed to, is being reduced to 7 mcg/m³ from 2025 which is before the Proposed Tunnel will open.

It is entirely untenable in a modern country such as Australia to build such a double Stack within 300m of Primary schools & thousands of homes without filtration.

The RMS policy to not filter at any cost is wrong. The M5 East filtration trial cannot be extrapolated to determine whether or not to filter the stacks, which is what we are demanding³. Other countries filter (eg. Spain, Japan, Hong Kong, Italy, Norway) or do not allow diesel trucks to travel in road tunnels of 5kms or longer (eg. France, Turkey).

1.2.2 We object to the significant uplift in surface road pollution on the Warringah Freeway so close to our school. 18 lanes of traffic within 150 metres of our school is unacceptable without mitigation. We object to the project being approved as detailed in the EIS until EURO 6 Vehicle Emission and Fuel Standards are implemented.

As you should be aware, Australia currently has the worst standards in the OECD.

1.2.3 We object to the 6 years of adverse construction noise and vibration that these projects will bring, impacting our children's ability to learn. Noise and vibration abatement must be installed in the affected schools including ours at APPS. Construction must be stopped during the school lunch break so that children can play outside without being subjected to construction noise and dust.

APPS currently has 2 dedicated classes for children with disabilities and special needs, predominantly children on the autism spectrum. These students have many special needs which are catered for in our school, including extreme noise sensitivity. Many studies have acknowledged extreme noise sensitivity in those with autism. The increased noise from construction and traffic noise will impact severely on these children. Loud noises can be physically painful. Construction noise will be untenable. Our special needs students come to our school with the hope and intent that they can integrate with the general student population. Our school

The Ventilation system with unfiltered exhaust stacks goes directly in the opposite direction to this requirement by choosing to deliberately add pollution that could be removed or reduced at levels of up to 95 % by ESP (Electro Static Precipitation) filters & the gases reduced by NOX filters. Both are proven, robust technologies in use for well over a decade in major international Road Tunnels. There are at least 4 manufacturers of the technology (CTAA, Norway, Panasonic Japan, AIGNER, Austria and FILTRONtech, Germany).

³ In the M5-East Trial a partial quantity of air was removed from the Tunnel, run through filters and returned to the Tunnel. If you read the actual Assessment Report and not the Press Release cancelling the Trial, it shows that over 67% of Particulates were removed and over 55% of NOX gases, which was pretty good for a retrofit attempt to simply see if Filters could remove pollution.

We note that the current Premier as Shadow Transport Minister strongly supported using Filters for the Ventilation Stacks for the 3.6 km Lane Cove Tunnel and 4 km M5 East Tunnel, as did the Roads Minister Duncan Gay and Shadow Planning Minister, Anthony Roberts. However in evaluating the filtration trial, focus was placed on TOTAL cost of the build not just the addition of Filters. Claims were made that the decision to not continue was about haze when the real concern is the PM2.5 fine Particulates, which do not generate haze and are far more dangerous to the respiratory system of children and adults.

It is with shock and sadness we discover those same politicians now in government, forcing through approval of unfiltered stacks on road tunnels of twice the length and therefore in greater need of filtration than tunnels of less than 5 kms.

Filtration works and provides a demonstrable improvement to air quality. Filtration removes up to 95% of Particulate pollutants. It is used by first world countries on long road tunnels (over 5km) in urban areas. There is no other tunnel of this length with longitudinal ventilation in an urban area in the world not using filters if it only has one air intake as in the proposed design as in the EIS. The E4 Stockholm Tunnel is a comparable 18 Km Tunnel under construction which will have 10 Air exchange and exhaust outlets as opposed to the one only in this EIS design to do a single air exchange at the end point of the WHT before it joins the proposed Beaches Link Tunnel. The Stockholm design also mandates there must be no distance greater than 5 kms between exhaust Stacks being unfiltered. The proposed WHT will be over 7 kms long.

therefore requires that all classrooms be installed with noise and vibration abatement, as we know that neighbouring residential properties are being provided with noise abatement and inside air filtration and include air conditioning of classrooms such that windows can be closed. The ability for all students to focus and learn will be impacted unless this is implemented.

1.2.4 We object to increased truck movements in and around our local area, impacting our children's ability to walk safely to and from school.

1.2.5 We object to the Rosalind Street truck lay-by so close to our school, which is within 50m from school grounds, where idling trucks pollute the air that our children breathe all day long, waiting to collect tunnel spoil.

1.2.6 We object to further encroachment of our beloved Anzac Park, where our children currently gather after school with their parents to play and climb trees and participate in the Community Garden. No Trees must be lost from the Park as this is an important visual, dust and noise buffer between the schools and the huge Construction site immediately opposite on the Warringah Freeway, not to mention construction on the Freeway upgrade.

1.3 Green Space

Green Space should be increased, not decreased. The North Sydney Local Government area has the highest density living on the North Shore and the least amount of green space as per head of population. This project must not make this worse. As currently planned, it will take approximately 2.6 hectares from the Cammeray Golf Course.

A green overpass, over the entire length of the Warringah Freeway between Miller and Ernest Streets should be built to mitigate significant loss of green space and protect children's lungs from the surface road pollution of the Warringah Freeway. The air within this short overpass should be redirected to the ventilation stack for subsequent filtration and distribution through the stack.

The Ventilation/Motorway Buildings should be placed underground at the Cammeray Golf Course as is already proposed for the Rozelle Site in this WHT EIS. Green space should then be installed over these buildings with filtered air as per the CWB Bypass in Hong Kong opened in Feb 2019, should the government decide to follow suit.

2. Revisit the EIS

The EIS should be revisited to address the following:

- 2.1 Assess, then address Climate Change Impacts from the construction of the project, and resultant induced traffic demand and energy demand from ventilation facilities that this project brings;
- 2.2 Other options to address the problem of congestion must be considered in the EIS, as specified in the SEARS. Public Transport solutions must be assessed against the road proposal as specified in the SEARS;
- 2.3 A project Business case must be performed and released publicly for the project. The business case for all alternative options (eg Public Transport) must be considered and released;
- 2.4 A cost of stack filtration should be provided in the EIS. This cost should be the additional cost of the filters separate from the ventilation Stack & Building Construction which is a FIXED cost that would happen whether filters would be going in or not. (The M5East Trial artificially inflated the cost by including the cost of the Ventilation Building not just the incremental cost of installing the Filters);

- 2.5 The proponents should seek to clarify the cost benefit analysis against calculated loss of life and the 'cost of a life' due to increased particulates. If the proponents will not use filtration, they should openly show how little they value our children's lives;
- 2.6 The EIS should be revisited to plan for a green overpass, over the entire length of the Warringah Freeway between Miller and Ernest Streets. This replanning should include a plan to redirect the air within this short overpass to the ventilation stack for subsequent filtration and distribution through the stack;
- 2.7 The EIS should be revisited to reflect accurate traffic data. Traffic projections in the EIS are based on 2016 data and do not therefore consider changes benefits or traffic reductions the B- Line Bus services which has proven popular since their introduction in 2018/19 and will affect the assumed need in the EIS for the WHT and the related B Link proposal.
- 2.8 The EIS should correctly reflect uptake of roads versus Public Transport as population increases. Many more people are turning to public transport and this is reflected in research, but not in the EIS. Recent TFNSW data shows at least a 27% increase in the use of public transport;
- 2.9 The EIS should be recalculated to reflect actual emissions data, as this will impact health assessment. The EIS currently calculates emissions assuming that we will be at Euro 6 standards by 2021. This is wrong, as the Federal Government has not legislated and there is no plan to achieve Euro 6 standards at all in the near future. The proponents cannot claim that there is. The recent Federal RIS Report recommends that it not proceed at present. There should be legal implications for a government body misrepresenting something so important. The Science on Health impacts of Air pollution has overtaken this project. We know so much more about the negative impacts of air pollution esp PM2.5 fine particulates. The Department would be wise to ensure that they adequately address the accuracy of air quality, number of sensitive receivers and health claims made by the proponents. We note the Chief Health officer, in her letter in the EIS, has noted that given Euro 6 is not in place, the NO2 estimates in the EIS are understated by at least 20%. In order for the proponents claims that the unfiltered Ventilation stacks will have minimal impact, then their assumptions about emissions and surface road traffic reductions must be accurate, which it is not. Furthermore, the proposed EIS Changes to the Warringah Freeway access will generate additional rat running across the North Sydney LGA and when combined with extra vehicle movements on the freeway from the WHT exits will increase not decrease surface road pollution in the same area where the unfiltered Stacks will disperse more pollution. The EIS acknowledges that there will be increased congestion in the LGA, particularly the Lane Cove tunnel exits to the Pacific Highway and the North Sydney CBD. There will be increased pollution in the North Sydney local area without any ventilation assistance;
- 2.10 We note that the recent technical paper on Road Tunnel Ventilation prepared in December 2019 for the NSW Chief Scientist ACTAQ Committee did a desktop update of current overseas Tunnels but surprisingly, in relation to the CWB Hongkong Bypass Tunnel, the author stated that they were unable to find out if air treatment is used. The CWB Hong Kong Bypass tunnel, a 3.6 km road Tunnel, has a full filtration system of ESP & NOX filtration. This system is clearly described on the Hong Kong Transportation Board & the CWB Project websites. Construction was by Leightons Asia, sister Company of the well known Australian multinational. We would be very pleased to provide a copy of those references and details to Minister Stokes for his information. The EIS should be revisited to correctly state comparisons of overseas road tunnels, by length, by traffic type and fuel and by ventilation (longitudinal, transverse) or filtration type;

- 2.11 In the Dust Impact Analysis in App H (Air Quality) the proponent has assumed for modelling purposes that each school receptor only has 100 Students. Minister Stokes as a former Education Minister would be more than well aware that schools in Sydney particularly the Lower North Shore has at least nearly 1000 students each. This causes them to have been under represented as dust receivers for this project. The EIS must be revisited to accurately represent sensitive receivers;
- 2.12 Similarly in the Air Quality analysis for pollution impacts the EIS has falsely equated educational premises with residential premises and made a percentage determination rather than a population basis. As a result in the GRAL, air quality analysis, school populations are grossly under-represented among sensitive receivers within the analysis around the Cammeray Stack and presumably also around the Balgowlah and Rozelle stacks. They are being given a value less than 2% when the population proportion would be at least 23%;
- 2.13 These basic statistical errors are used as an input to the health Impact assessment and is likely to have led to significant under estimation of the affected school population impacted by the increased surface road & stack pollution projected for the WHT Project in the EIS documents;
- 2.14 We ask that the modelling be redone with the actual enrolment populations of the schools involved for both Dust and Air Pollution Impacts and that the full daytime population of the North Sydney Local Government Area (LGA) is used as the students at our schools are included in Census population data only where they sleep at night. However, they will be spending 6-10 hrs a day at schools within the range of 200m-2kms from the unfiltered stack and near increased freeway traffic, which is regarded as the Impact Zone within the GRAL analysis;
- 2.15 The proponents must be made to address all these things and our community see the resultant amended EIS before the Department makes its Recommendation & the Minister makes any decision.

3. Mitigation and Conditions of Approval

The following are mitigations and conditions of approval for the project. The proponents cannot be allowed to get away with not delivering on conditions of approval, such as they did for the Parramatta Rd bus lanes conditions for the Westconnex project. The proponents and previous sub-Contractors through Westconnex have form when it comes to ignoring conditions of approval and there must be significant penalty (not just a slap on the wrist) if not adhered to.

- 3.1 The Project and its future state must be carbon neutral;
- 3.2 Public Transport on the parallel routes must not be precluded in any contract with any future owner of this or interconnecting motorways;
- 3.3 Filtration of Particulates & Gases must be a condition of approval.
- 3.4 If the WHT and NBL are approved, as noted in the Chief Health Officers Statement 'that will take the total number of Unfiltered Exhaust stacks for road tunnels in the Sydney Basin to 11'. This is far more than anywhere else in the world. In relation to the WHT project this is particularly concerning as they plan to put a double unfiltered stack at Cammeray - which is effectively a triple as the exhaust from the North Sydney exit will also be piped to Cammeray for release. This EIS also adds an extra outlet at Rozelle making a total of 3 at that location. Given the significantly increased load of Stack pollution at both Cammeray and Rozelle in densely populated schools and residential areas compared to single Stack localities its appropriate, and we

believe necessary, for the Government to insist on filters being installed to these Ventilation Stacks;

- 3.5 If filtration is not approved, then diesel /heavy vehicles must be banned from using the Tunnels;
- 3.6 If filtration is not approved, there must be a condition that ventilation facilities have capacity for filtration systems at a later date;
- 3.7 Longitudinal health studies on the impacts of increased emissions on our children must be performed as a condition of approval. Baseline health studies and ongoing monitoring of students at schools within range of the unfiltered ventilation Stacks must be done if the Filters are not installed, as there is a distinct lack of information worldwide as no other country takes the non-precautionary approach of not using filters or diesel is not allowed to use their long road tunnels. There is plenty of international and Australian medical research showing the short and long term damaging effects of vehicle emissions pollution on the health particularly children their lung development. We can provide references should you require them. There were health studies that identified respiratory issues with residents around the Lane Cove tunnel stacks and a cancer cluster around the M5 East Turella stack. The proponent claims that there were no health issues since these initial studies do not show causality. The follow-up studies were meant to understand causality but were deliberately not followed-up, even though follow-up study was recommended in the initial reports;
- 3.8 If Stack filtration for the dispersal of pollutants from the Tunnel is not implemented, Air Quality monitors at our school must be constructed as a condition of approval and operated on an ongoing basis with real time data of the 5 key pollutants. A plan for levels at which children must be moved indoors must be developed in conjunction with the Department of Health and the Department of Education. Indoor classroom filtration must be provided. All this must be a condition of approval;
- 3.9 If there is an accident in the tunnel and a fire, there should be a warning system installed at the Ventilation Stack to alert the school and local residents that an emergency release of smoke is imminent so that they stay indoors. The Burnleigh Tunnel Fire in Melbourne shows the importance of this;
- 3.10 There must be construction noise restriction during APPS school and Vacation Care lunchtime all year round, not just in term time. APPS has the largest Vacation Care footprint per area in NSW and hence the site is used year round;
- 3.11 There must be construction noise restriction around NAPLAN and other exam time;
- 3.12 Truck movements on arterial and local roads to and from the Construction Sites of the Project must be restricted to well outside of the times that children travel to and from school. Our before and after school care starts at 7:30am and finishes at 6pm. There must be a 30 minute travel time leeway outside of before-school beginning time & morning school-zone end time and afternoon school-zone beginning time & after-school care end time. At a minimum, truck movement restriction must be enforced in the 40 km school zone timing;
- 3.13 There must be no truck movements at all in Anzac Ave and Rosalind St East. This is because of the health and safety of our children crossing roads, pollution impacts to our classrooms and playgrounds and children that may abscond from the school⁴.

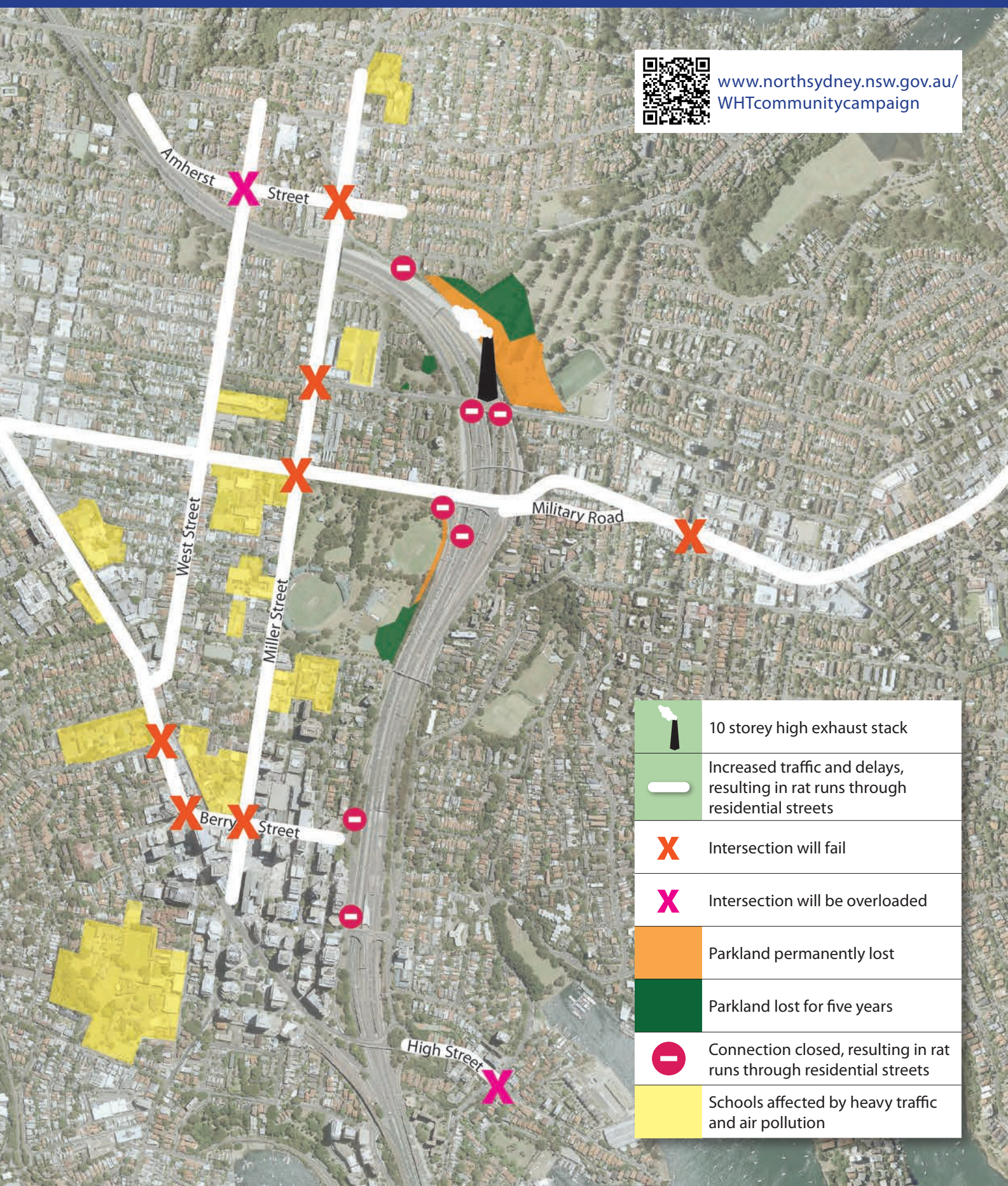
⁴ There is a risk that children in our 2 disabilities and special needs classes can abscond. We must ensure the safety of these children by prohibiting trucks in our school streets.

- 3.14 There must be no truck idling at any time in the new exit ramp truck waiting bay opposite Rosalind St or at the new Bus bay to be built in to the Golf course opposite the school;
- 3.15 There must be no movement of Trucks through the North Sydney LGA local streets for spoil removal;
- 3.16 A green overpass, over the Warringah Freeway between Miller and Ernest Streets must be built as a condition of approval as mitigation for the increase in surface road pollution near our school. The air within this short overpass must be redirected to the ventilation stack for subsequent filtration and distribution through the stack; and
- 3.17 The sub-contracting of works cannot enable the proponents to sub-contract or dilute the responsibility of any mitigation or conditions of approval that the government has to our children and our school community.

Lastly:

The Department of Planning must consider this project holistically on its impact to the planning of our city for future liveability and sustainability. Indeed, if they are the Department of **Planning** for NSW and not the Department of rubber stamps, then they must consider the project on its merits and whether this is the best plan for our future city.

WESTERN HARBOUR TUNNEL IMPACTS



WESTERN HARBOUR TUNNEL ALL PAIN AND NO GAIN

MORE TRAFFIC | LESS PARKLAND | POOR AIR | DISCONNECTED CBD



WILL GO



While our community has been distracted managing the impact of COVID-19 on their lives, the NSW Government has been finalising project plans for the Western Harbour Tunnel and Warringah Freeway Upgrade project.

This project will have a negative impact on your quality of life – from the air you breathe through to the level of traffic in your street.

This issue doesn't just affect a few streets. All of North Sydney will be negatively impacted in some way.

It's not too late to ask for the project to be changed and funding provided for mitigation measures.

North Sydney Council has made a submission on the Environmental Impact Statement, but we are just one voice. Thousands of voices need to be heard if changes are to be made to the project.

Ask for changes before it is too late

The Hon. Gladys Berejiklian MP
Premier & Member for Willoughby
willoughby@parliament.nsw.gov.au
GPO Box 5341, SYDNEY NSW 2001

Ms Felicity Wilson MP
Member for North Shore
northshore@parliament.nsw.gov.au
Suite 3, 40 Yeo Street, NEUTRAL BAY NSW 2089



1.

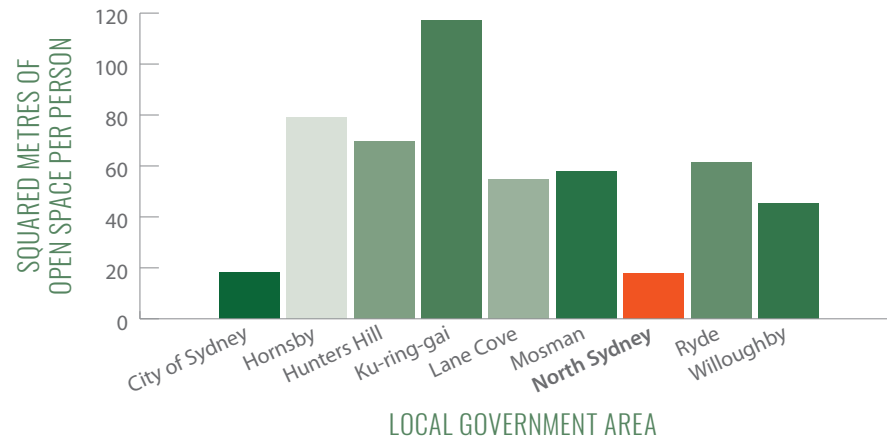
PARKLAND WILL BE LOST

North Sydney has less open space per person than every other northern Sydney Council and even less than the City of Sydney. Another 12,000 residents are expected by 2036, so it is unacceptable to lose precious parkland for road infrastructure.

Yet land the size of four soccer fields will be permanently carved out of Cammeray Park to build the tunnel.

Parts of St Leonards, ANZAC and Cammeray Parks will be occupied for construction for the next five or more years. These parks will be permanently impacted by the new infrastructure, with a 10 storey stack, and vehicle over and underpasses on their perimeter.

Council's stormwater harvesting facility, which watered major parks and playing fields during the drought, will be removed, forcing Council back to watering with fresh drinking water.



WRITE AND ASK FOR

- The project to be redesigned to protect all existing open space
- Any open space that is lost be replaced, potentially by a land bridge across the freeway

CBD WILL BECOME DISCONNECTED

Entry to the Western Harbour Tunnel will be via Berry Street, North Sydney. All parking will be removed and Berry Street will become a one-directional, four-lane road, effectively making it an extension of the Pacific Highway.

This is in direct contrast to the Council's plan for the CBD, which is to create a vibrant, sustainable, and economically strong centre, with less through traffic, more open space and better pedestrian connections. The impact on the CBD will be far-reaching.

- Pedestrians will desert Berry Street, resulting in the empty shop fronts and decay that is evident in other areas where cars are prioritised over people
- The plan for Miller Place (below) will be replaced by gridlock along Miller Street, from North Sydney station to Cammeray.
- The new open space and cultural facilities allowed for in the Ward Street Masterplan will become less viable.



2.

The CBD will be carved into isolated commercial islands, each bounded by high speed, high volume roads.



WRITE AND ASK FOR

- The project to be amended to reduce traffic in the CBD, not increase it, and allow for Council's proposed open space and pedestrian amenity plans to go ahead

TRAFFIC WILL OVERLOAD LOCAL STREETS

The Tunnel project's Environmental Impact Statement doesn't pull any punches – it predicts a moderate to high impact on main and residential streets across the North Sydney Council area.

The tunnel will draw traffic in from other areas seeking to join the motorway and will funnel traffic out onto fewer exits, forcing more vehicles onto local streets.

All our main roads will be over-loaded and seven major intersections will fail during peak times.

They are:

- Miller St at Amhurst, Ernest, Falcon and Berry Streets
- The Pacific Highway at Bay Road and Berry Street
- Military Road at Ben Boyd Road

Connections across the Council area will be broken by the new infrastructure, resulting in longer and circuitous routes on local streets, especially in Cammeray, Crows Nest, Neutral Bay and Cremorne.

There will be 73 parking spaces permanently lost and a further 55 lost during construction, which means residents and their visitors won't be able to find a parking space.

The project is a huge step backwards for active transport, essential for a sustainable community.

Traffic diversions will:

- create longer travel time for cyclists
- longer waits at pedestrian intersections
- a less pleasant walking experience



"We support our neighbours' right to improved transport infrastructure, but the current proposal is to the detriment of North Sydney. Please join us in insisting the NSW Government improves the design."

Jilly Gibson, North Sydney Mayor

4.

EMISSIONS MAY DAMAGE HEALTH

The emissions from the tunnel in both directions will be funnelled through a 10 storey high, unfiltered stack near ANZAC Park, Cammeray.

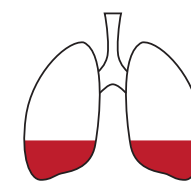
The emissions pollution will disperse over ANZAC Park Public School, just 200m away, as well as other local schools and nearby suburbs. The stack is in the centre of the Council area, so no-one will escape the air pollution.

The NSW Government has not included plans for an air filtration system in the Environmental Impact Statement for the project because they believe it has no benefit over an unfiltered system.

Yet, filtration systems are considered standard requirements elsewhere in the world. Put another way, instead of following the example of the ventilated tunnels of Italy and Japan, or the multiple emission stacks in Sweden, we are going in the direction of China and India, known for their crippling air pollution.

Given the known effect of emissions on human health, and the proximity of the stack to so many local schools, this part of the project needs to be urgently reviewed and flexibility in the design incorporated for the future.

% OF DEATHS LINKED TO AIR POLLUTION



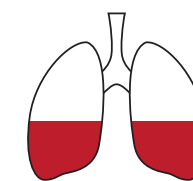
29%
LUNG CANCER



24%
STROKE



25%
HEART DISEASE



43%
LUNG DISEASE

Mass emission of nitrogen oxide, nitrogen dioxide and fine particulates is linked to respiratory and cardiovascular disease. There is no safe level of these particles.

- World Health Organisation



WRITE AND ASK FOR

- A filtration system to be included in the stack, and if this doesn't happen, that the stack is designed to allow for a filtration system to be added at a later date