

From: Kathryn Anne McArthur
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I strongly object to the proposed works under reference. As a local resident property owner, the basis of my objection is under four broad categories

- **Impact of increased pollution on air quality**
- **Local traffic impacts**
- **Impacts of construction on the local community**
- **The loss of green space and residual local area impacts**

Each of these are expanded below.

I urge an immediate reconsideration of this proposed project and that all current works cease immediately to ensure a more future oriented, safe and inclusive solution is developed.

Pollution and Air Quality

- It is unacceptable that the proposal does not include filtered air. The local area has the highest concentration of schools and childcare centres anywhere in Australia – to intentionally dump huge quantities of toxic air into this area is a blatant disregard to public health for generations to come. In addition to the number of children, there has been a huge increase in medium to high density properties on the lower north shore – rapidly lifting the number of people that will be exposed to these potentially catastrophic health impacts.
- Any proposal (if car traffic is included as part of the solution) must have fresh-air stacks no more than 2kms apart as a condition for approval (per major tunnels in Europe).
- The EIS has not presented a reasonable or rational assessment of this issue. It uses out of date baseline data, makes assumptions that are not valid (for example assuming Euro 6/7 emissions are implemented), and has no consideration of the impact of climate change. This summer has demonstrated how vulnerable we are to these factors – rendering the conclusions invalid. The EIS must not be accepted with the raft of flaws currently included.
- The most obvious long-term solution is to not progress with more motorways. Every major city around the world is investing in more sustainable public transport options and have active plans to deter use of private vehicles. Recent investments in public transport have all had usage well beyond projections. This is what the public want and will use. The objective is to provide solutions to meet future demand – this proposal is the reverse of this.
- There is a great opportunity to link the Northern Beaches to Chatswood and North Sydney using a Metro link which would provide much greater capacity to move people without the air pollution arising from increased traffic.
- Australia has traditionally been viewed as progressive – following the publicity associated with the bushfires – we are now seen as laggards paying the price. Let's take this opportunity to repair our international standing.
- I strongly object to the proposal and the EIS conclusions as they are unsound for current and future health impacts.

Local Traffic Impacts

- With the local population increase referenced above, the lower north shore has become clogged with local traffic. The proposal will see a vast increase in traffic to the area, and

rerouting of traffic will promote dangerous traffic conditions in suburban streets. The impacts have been understated and are misleading. I object.

- As referenced in the previous section, with high density living and the large number of children, this proposal is not acceptable and the impacts are only increasing in line with population density.
- The current access routes for this are will be significantly downgraded, and already busy streets such as Miller and West are forecast to have huge lifts in the volume of cars
- The local village feel of Cammeray will be destroyed, and local businesses will struggle to survive. The current high level of pedestrian usage will be at risk
- It is my understanding that the road planning is in conflict with our own state government standards – why would we lessen the standards for this proposed development?
- Morden Street, Warringa Road and Carter Street are very quiet suburban roads – they, along with the Cammeray golf course, are set to be destroyed during the proposed construction. This is not a valid solution.
- All of the impacts above could be eliminated by switching to the Metro option. This would also have the benefit of freeing up existing road capacity for goods vehicle and bus use.

Impacts of construction on the local community

- The local area will be severely impacted by the construction.
- Excessive noise levels will be significantly lifted for up to 6 years, impacting a minimum of 5,000 residences, all of the schools referenced and local businesses. Concessions are already being proposed for extended hours of operation
- Any proposal (including a preferred solution of public transport only) must have a strict 6pm curfew on all noisy work, and very tight restrictions on any weekend work
- Beyond the noise, impacts will include vibration, dust and the effects of hundreds of trucks and heavy vehicles using local roads will all have a detrimental influence over the lives of locals
- A reworked EIS, considering future oriented, integrated solutions fully detailing the impact on lower north shore locals, is required

The loss of green space and residual local area impacts

- I strongly object to the proposed loss of green space in an already high intensity populated area.
- Local impacts such as the reduction of open space and access to Cammeray golf course will impact many locals – not just members. It is a popular walkway through from Cammeray to Neutral Bay, and heavily used by locals walking their dogs
- St Leonards Park is a highly valued open area – highly frequented by many, especially for children and pets – as is Flat Rock Creek
- Anzac Park has been recently revived and is the source of enjoyment for many locals. The Public School just opened fronts this park
- Any degradation to any of these areas will have a significant impact as these areas are some of the few open spaces available. They must not be allowed to be sacrificed for another motorway.

In summary I strongly object to the proposal, and challenge that the EIS has not presented a current or sound assessment.

The project, and all associated works should be halted, and a balanced, sustainable solution developed. The current documentation does not present a valid economic, social or environmental case and should not be allowed to proceed.

Yours Sincerely

Kathryn McArthur