

I live in close proximity to the Warringah Freeway.

I totally object to the Project.

I am devastated to discover through all the reading that I have done of the SEARS & the EIS for the WHT that I will suffer a huge loss to my health, my wellbeing, my amenity and my quiet enjoyment will be lost forever.

The range of things that will affect me detrimentally going forward if this project is to proceed, include but are not limited to drastic increases in daily toxic Air Pollution, Noise 24/7, Dust 24/7, and Traffic nightmares whether I am travelling by car or by Bus, loss of my Bus Stops for construction traffic which means I will have to walk further as well carrying shopping or luggage everyday, and overall increased stress levels and anxiety.

I note that there is no Business case for this Project, so how can it even be a reality being contemplated.

Any Approval of this EIS must on a basic level, note and respond to RMS failure to meet the fundamental SEARS requirement for all infrastructure projects that there be a proper analysis of all alternatives (including NOT having the project at all).

There has been a complete absence of any proper public analysis of alternatives between Dee Why and Chatswood, Manly and Ryde, etc and for further harbour crossings and nothing on rail solutions.

RMS sees the solution as just providing for more vehicular traffic and funnelling everything through North Sydney from North, East and West via an interchange with the Warringah Expressway, already the most crowded freeway in the country!!! This is just plain crazy.

The ludicrous traffic engineering at the Warringah Expressway interchange / Beaches link will for example, mean:

- No access for Mosman, Cremorne, Neutral Bay, Cammeray, Naremburn traffic to WHTunnel west, without going through North Sydney CBD and Berry St
- No access for Beaches Link traffic to Crows Nest and North Sydney except down east side of Expressway then back up through North Sydney C
- All B-Line buses to be re-routed through North Sydney CBD
- No exit from WHTunnel for easterly traffic to Neutral Bay, Cremorne, Mosman
- The only exit from WHTunnel to North Sydney/Crows Nest/Wollstonecraft is back down Falcon St.

Any Approval of the EIS needs to require the RMS to redress the above as a priority or there will be catastrophic failure of road systems in North Sydney LGA.

AIR QUALITY: is the issue of greatest Concern to our community regarding this Project.

We know there will be two Exhaust Stacks built to look like one at Ernest St Cammeray but still carrying & disgorging the toxic air from TWO Stacks.

There would never be a cigarette factory built in front of a Primary school, yet the RMS sees fit to put a double Unfiltered Stack pumping out about 43.5 kms of toxins every day to young children, sensitive receptors and the rest of the community.

Children and adults play sport, breathing through open mouths, this increases the danger of breathing in the fine PM2.5 particulates and No 2. How is this acceptable in a civilised count-try like Australia?

Overseas they Filter all long urban road Tunnels in Japan, Norway, Spain, Hong Kong or as in Turkey, ban diesel vehicles in these Tunnels. In Stockholm they have multiple ie about 10 stacks at intervals which negates the need for filtration.

Despite RMS claims in the EIS, exhaust fumes and microscopic particulates from vehicles emitted via smokestacks in the close proximity of schools, day-care centres and thousands of homes will – as

confirmed by the latest medical research, and *contrary to the outdated advice from the State Chief Medical Officer* – put our children and the elderly at unacceptable risk for many years, despite the future promise of low-emission (eg, electric) vehicles. (*North Sydney LGA has the highest concentration of schools and child-care centres anywhere in Australia.*)

This will only be exacerbated by the Federal Government's refusal to adopt the highest international standards of vehicle emissions and fuel cleanliness (eg, Euro 6 and 7), so that *vehicles in Australia are 'dirtier' than most others.*

If exhaust fumes and particulates from the unfiltered smokestacks are added to the air on days when bushfire smoke is already raising the air quality index (AQI) to danger levels (as it did during the 2019– 20 bushfires), the situation will only be made much worse...

Conditions for Approval of this EIS must include:

- That full Filtration be installed in the Double Stack at Cammeray in accordance with Recommendation 13 of the Parliamentary Inquiry Into Westconnex & Related Matters in Dec 2018 which was supported unanimously by all political parties represented including the Liberal Party.
- That the Ventilation facilities MUST be built with the sufficient capacity to install Filtration Equipment;
- That the RMS use the International Best Practice filtration techniques needed to handle heavy trucks and diesel vehicles that are being diverted off existing roads.
- That Air Quality Monitoring be installed in the tunnel and ambient sites and continue for up to 2 years or longer as per the Brisbane Airport Link Tunnel.
- Install tranverse treated particulate filtration through tunnels (not just at the end in the stacks).
- That the Tunnels (& the Freeway) should be closed to ALL traffic on days when the AQI reaches the danger level of 200 or more.
- Shut Down: If the air quality Index shoots up to a certain prohibitive limit, will the Tunnels be shut down?
- The Design must have an Emergency Smoke Release elsewhere: There is no Emergency Smoke Release on the WHT, which means that the toxic air will be released at the Cammeray Stack - This is completely Unacceptable locate din front of a Primary School, i.e. Anzac Park Public school. Northconnex has an Emergency Stack in its design at Thornleigh. My understanding is that the SEARS prescribes that the design of the Tunnels has to have Emergency procedures which as its stands this WHT does not. This needs to be a Condition in any Approval of this EIS.
- Dust Suppression Measures must be a Condition as within the EIS Dust Analysis, they have presumed that schools only have a 100 pupils. There are over 18,000 High Dust Sensitive receivers identified already without underestimating the school population by several thousand.
- Place the machinery for the ventilation stacks underground in Cammeray
- Noise reduction on the Freeway Surface roads contemplated in the EIS must be Conditioned with any Approval especially where there are any lanes changing and at the Tunnel Portals to reduce impacts of increased traffic volume.
- That there is NO provision in any Sale/Lease Clause of the eventual asset that limits in any way the development by the State Government or any other Party of mass transit or Public Transport options that would service any part of the project.

Traffic Issues:

When the WHT is up and running, a large number of changes to the Warringah Freeway will be made that will seriously impact accessibility for local traffic for me.

These changes will only foreseeably create additional rat running in local streets and therefore many traffic changes and increases which clearly explain some of the intersection failures mentioned in the EIS:

-Miller St becoming the On ramp to the Harbour Bridge alone will cause traffic buildups and lead to confusion and choke points elsewhere.'

-The Loss of the ability to change lanes on the Warringah Freeway is a very serious loss for Motorists and will lead to many accidents and much confusion as a matter of course.

- The new fixed exits will lock people in to particular destinations and many will need to use local roads to do the cross journeys to get to where we want to go. The high increase in traffic along Miller street southbound beggars belief esp in the evening Peak hour..what were the RMS thinking? Time is of the essence at the end of a long day for commuters and drivers alike, who will be keen to get home as quickly as they can. This will no longer be possible for no logical reason.

People need to get home to collect kids from daycare or school, or feed their kids etc and daily delays due to congestion of traffic will only exacerbate frustration and ire.

-Other key impacts include Berry St becoming the On ramp for the Western Harbour Tunnel, Restriction of access for Military Rd traffic and Miller St/ Brook St traffic..this will force more Northbound traffic (ie Northbridge, Willoughby etc) onto Willoughby Rd.

Planning could make it a Condition in any Approval; of this EIS that RMS provide a full transport study of the flow on impacts to Military Rd and Willoughby Rd; and

-And Require RMS to work with all impacted councils on a traffic management analysis and identify changes needed.

-And require the RMS to use up to date traffic data (post 2016) to determine accurate traffic flows. The Project will need a Reassessment of the benefit on the basis of this information.

Some Construction Issues of concern: The Plans in the EIS reveal that the Project will require about 12 Construction support sites.

These sites are placed in and around schools, businesses and residences. The impact of having more than 6000 construction vehicles on the roads from Rozelle through to Neutral Bay/Willoughby is a recipe for disaster and this cannot be underscored.

We only have to look to some recent tragic accidents in the area which illustrate how poorly pedestrians and construction vehicles have mixed, which naturally raises huge concerns for locals about safety, especially the safety of our children.

The EIS does not mandate restrictions regarding truck movement times or route.

-I would ask the Department of Planning in any Approval of this EIS to seriously reconsider the alignment of the Project to reduce the necessity and reliance on the Warringah Freeway and the need for multiple support sites in such a busy area.

-If this cannot be done strict hours of vehicle movement and routes restricted on local streets MUST be a Condition of Approval.

-Construction Vehicles should not be permitted outside of the Warringah Freeway before 9.30am and after 3pm to ensure the safety of children and the flow of traffic at peak times.

Other matters of concern include the information from the RMS Information sessions as well as the EIS that :

- we will suffer 50dcb of noise each night for 6 years;
- 24 hr Hotlines are never remained as the experience of westconnex has shown and do little to address the concerns & nerves of bleary residents affected;
- The Project use the best tools to reduce noise for vibration fears for local residents, be it a Rock Hammer for whatever.

I ask that any Approval address these concerns and those outlined above in this Submission.

Regards

Marianne de Souza