

I object to this project on a number of points:

The Cost of the Project for Very Little Long Term Gain in Terms of Reduction of Traffic

- The massive cost of \$12+ billion required for this project (with its equally huge tolls designed to recoup that original investment) will come with very little long term gain in terms of solving current and future traffic issues. We are going to be stuck with an outdated 1970's solution in the 2020's (and beyond) that will create more cars on the road, increase pollution and reduce the quality of life for those of us who are unfortunate enough that live too close to this development.

The current Liberal Government estimates just a 10% reduction in traffic on Military Rd in long-term projections in 2037. How can that justify and expenditure of \$12+ billion?

To quote Mr Jamie Parker MP (the member for Balmain) when speaking about the same issues re the West Connex:

.... "Global experience of major toll road construction throughout the world demonstrates conclusively that projects like WestConnex actually increase air pollution, encourage car use, fleece road users with exorbitant tolls and eventually fill the increased road capacity they create. WestConnex is shaping up as the most expensive road project in the world but it will not deliver on the most basic promise of solving Sydney's congestion problem. Governments sell tollways like this to the public as a way to reduce traffic congestion. It is a logical enough idea and it is one that makes sense to a lot of people who have been stuck in traffic. On Saturday mornings in Sydney people might think, "Well, small communities are served by small roads. They grow bigger and roads need to grow with them."

"More lanes create greater capacity, meaning cars should be able to pass through faster and people should be able to get to their destination quicker. But what actually happens when these roads are built—and anyone paying attention to the international literature will know—is that when construction is undertaken for these motorways that increased roadway capacity actually encourages more people to drive and therefore it fails to improve congestion. This is called "induced demand". Induced demand occurs because trips that would have once been best embarked upon by bicycle, bus or train may now be more attractive to take in a car. This mode shifting puts more people in cars, which fills the increased capacity of the new tollway. That is why governments around the world are tearing down tollways and investing in world-class public transport."

(The) "WestConnex [will] actually increase air pollution, encourage car use, fleece road users with exorbitant tolls and eventually fill the increased road capacity they create. WestConnex is shaping up as the most expensive road project in the world but it will not deliver on the most basic promise of solving Sydney's congestion problem....."

The Unfiltered Smoke Stacks and their Height

- Some Quotes from our Elected Officials re the smoke stacks:
Premier Gladys Berejiklian announced in July 2018 that “the proposed ventilation stacks are now away from schools, away from where people live”.

Education minister Rob Stokes has said there is “no way in hell he will countenance exhaust stacks being built anywhere near a school”

However the facts as outlined in the EIS are that unfiltered exhaust stacks for this project will be very close to homes and schools, located:

- on Balgowlah Golf course (within 100m of homes, 300m of schools, child care facilities and aged care)
 - near Kirkwood Ave, Seaforth (within 300m of homes)
 - at Ernest St, Cammeray (within 100m of homes, and 300m of Anzac Park Public School).
- Polluting, unfiltered smoke stacks that WILL impact the health of locals, particularly the elderly and the young who attend a multitude of surrounding Infants, Primary and Senior schools. This despite the NSW government claims, and there is plenty of research available on the polluting effects of unfiltered stacks. We are very worried what the dangerous levels of pollution will do to our health. We want our elected officials to display duty of care.
 - The height of the exhaust stacks will be between 8-10 storeys tall and located at the ends of the tunnels in Seaforth, Balgowlah, Artarmon and Cammeray. The stacks will release unfiltered exhaust from vehicles travelling the 7km length of tunnel, and there is no filtration of air either within, or outside the tunnel.

Loss of Quality of Life

- The 24 hour work schedule causing stress and disturbed sleep for many as well as constant noise and vibration during working hours.
- Traffic chaos for potentially up to 10 years with hundreds of trucks a day driving through the area with waste. This observation is based other NSW infrastructure projects that take years longer to complete than originally forecast.

Destruction of what is currently a beautiful environment

- This project will irreversibly damage our immediate environment. This includes the removal of over 1000 trees, the demolition of the almost 100 year old Balgowlah Golf Course, the destruction of Burnt Creek ecosystem and the negative impact of this project on flora and defenceless fauna and their habitats.

The EIS states that Burnt Bridge Creek is “a vital ecological corridor of regenerated habitat that provides a range of important habitats for a diversity of local flora and fauna”(9). Despite describing the creek as “vital”, the construction and tunnelling activities are projected to reduce the natural water flow of the creek by 79%. This will have a devastating effect on the plants and animals that currently rely on the creek. As part of construction, approximately 400,000 litres of wastewater per day will be discharged into the creek from the site that will run into Queenscliff lagoon.

The Expensive Tolls and the Resulting Increase of Traffic Forced Onto Local Roads

- The cost of the tolls will increase rat runs through local streets. Rat runs are evident already and rarely addressed. This will get worse after the tunnel is built when people will do “whatever it takes” to avoid paying the outrageous tunnel tolls. We live on one of these rat runs. We are told that we can expect that Beaches Tunnel workers will also be using these local streets for parking once the project is underway.

Lack of True Community Engagement and Lack of Public Transport Options

- No other options or alternatives to the Northern Beaches Tunnel have been presented or discussed despite the call from the community. This includes increased public transport options. **We want more viable public transport alternatives and options.**
- The Northern Beaches Transport Strategy 2038 states that it aspires to reduce the usage of cars by 30% by 2038. The EIS does appear to have not considered any local government initiatives.
- No satisfactory community consultation/ engagement. What has been provided to the general public in terms of consultation has felt more like a "sell job" with officials not adequately addressing objections or 'sensitive' questions during public forums.

Gladys Berejiklian, Andrew Constance, Brad Hazzard, Rob Stokes and James Griffin, you are elected to represent us. You have a duty of care towards us and our environment. Please let us have a voice.