

To whom it may concern,

OBJECTION TO THE BEACHES TUNNEL & GORE HILL FREEWAY UPDATE

As a local Naremburn resident and grandparent to children of Anzac Park Public School, I **strongly object** to the Beaches Link Tunnel and Gore Hill Freeway Update Project for the following reasons:

Health & Safety

- a. Lack of Filtration
 - Pollution from existing roadways is already higher than recommended “safe” levels. Research has shown that concentration of pollutants increases the risks of asthma, lung cancer and stroke.
 - Modelling used in the EIS to support unfiltered stacks makes a number of flawed assumptions:
 - i. It claims that pollution will be redistributed as a result of the project but fails to highlight that the positioning of the stacks in fact creates a key corridor of pollution along Ernest St/Military Road directing affecting 26 local schools. Anzac Park primary alone, home to over 900 students under 12 years of age will be subjected to the biggest particulate matter increase over the hr and will exceed 2037 for both PM2.5 and PM10 over a 24-hr period if the beaches link is allowed to proceed alongside the Western Harbour tunnel.
 - ii. The impacts have been calculated based on an assumed number of people impacted. This assumption has not provided for the over 900 students attending Anzac Park Public School right next door to the stacks, nor has it factored in other schools and day care populations within the 150 metre radius. Further, it has understated the resident population by not taking into account the large number of unit block residences in the area.
 - iii. An assumption is made with regards to the rate of air disbursement which does not take into account the large number of high-rise buildings in the North Sydney area that would inhibit this.
 - Conclusions contained within the EIS, particularly those made by Transport NSW, are contradicted by other data presented. It is claimed by Transport NSW that air quality will not get worse as surface level traffic will reduce. This is contradicted by data that confirms local residents’ earlier objections that note increased intersection delays; toll avoidance and rat running along local street due to changed access arrangements to the freeway
 - Risks posed are further compounded by the length of the tunnel. The proposed tunnel will be the longest infiltrated tunnel in history once attached to the Western Harbour tunnel. The environmental impact statement has made no adjustments in its calculation on the affect on our community by this increased length and the consolidation of the exhausts through such a small number of smoke stacks that are not spread out.
 - The EIS makes incorrect representations with regards to the Hong Kong Tunnel, which is in fact filtered and ignores other transport designs across the globe that have utilising filtering or adequate air exchange.

- Further, the EIS these assumes will have Euro 6/VI emission standards. These are not in place and there is no mandate for any change within the foreseeable future.

As also residents of Naremburn, my two young grandchildren will be forced by catchment to attend Anzac Park Primary. Their young developing lungs are going to be directly affected by the implications of these unfiltered stacks. I am deeply concerned for the future of their health and their classmates if this current unfiltered design is allowed to go ahead.

b. Construction

- The building of this tunnel will subject local residents to 5-6 years of traffic chaos with heavy diesel vehicles moving through and idling in local streets. This will not only increase pollutant levels, posing further health risks to locals, but also safety issues.
- An additional 900 vehicle movements will be required on Flat Rock Drive/Brook St daily. Due to school zoning, primary school students in Naremburn must cross Brook street to walk to Cammeray or Anzac Park Public Schools.
- Road congestion caused by the construction will cause rat running and put the safety of our children at risk. The RMS have publicly indicated that there are no planned measures to ensure our children's safety on the impacted local streets.
- The construction centre is within 300m of my grandchildren's school yet there are currently **no measures within the EIS to protect these students from the construction**, particularly:
 - i. ensuring dust pollution is completely suppressed
 - ii. ensuring no heavy vehicles travel anywhere near the School including Ernest Street, Anzac Park Avenue, Rosalind Street, Miller Street and M1 Miller Street off ramp during the hours of 7am and 5pm school days.
 - iii. suppressing all construction related noise during school days to ensure teacher and school children including those with autism and other attributes are not adversely affected by noise whilst they are teaching/learning.
- Noise pollution will also be a permanent, 24/7 problem. Trucks, drilling, ground work and preparation activities will mean noise along and around the construction corridor. Noise travels. It will impact residents, students and local businesses. It affects sleep, concentration, stress levels and health. The proposed noise sheds will not eliminate this noise pollution.
- Our community will be flooded with a number of construction sites holding dangerous goods. Of particular personal concern, is the usage of Cammeray Golf Course to hold the explosives for tunnel construction which is within a stone's throw of the local primary school.

No Business Case

The EIS does not set out in any proper and detailed way-

- i. the business case for this Project
- ii. the business case for other options including a proper and comprehensive public transport system and pollution stack filtration

With the level of adverse impact and the amount of money involved the EIS should include proper and detailed business cases for all the relevant options including what is currently in the EIS.

Destruction of green spaces and environmental impacts

Construction at Flat Rock Gully will:

- Destroy wildlife that has taken 25 years of hard work to rehabilitate and destroy a vibrant green space area highly utilised by the community. Flat Rock Gully is a critical part of the wildlife corridor is recognised for its biodiversity. It is considered one of the last refuges for our fast disappearing small native bird population and provides a habitat for foraging powerful owls, swamp wallabies, lyrebirds and many other native animals.
- Unearth years of buried asbestos, lead and toxic odours as the previously long buried old tip and quarry will be dug up increasing the risk of health impacts.
- Remove Sports and community recreation facilities.
- Walking/cycle paths will be subjected to unsafe levels of construction dust particles and air pollution.
- Northbridge swimming baths will become unusable with the amount of toxins being unearthed through the digging.

Consultation

There has been little to no communication from the NSW Government in a form that one would call a 'consultation'. Presenting a slick short ZOOM meeting where part of what is happening and its impact isn't disclosed with legitimate questions either not being answered or deflected, cannot be called 'consultation'. Before any further progress is made with the Project, proper infrastructure related consultation with all stakeholders is required.

Conclusion

For the sake of my grandchildren's future and the next generation I sincerely ask you to reconsider and work in the best interests of all. If you can't find a way to considering a sustainable public transport option then I beg you to at least do what can be done to protect the children by:

- a) Filtering the smoke stacks in line with world best practice
- b) Moving construction sites away from public schools and implementing strict controls of all forms of pollution (dust, noise etc) from whatever source during the construction of the Tunnel
- c) Taking a more controlled approach for the movement of traffic to reduce the impact of congestion and rat running
- d) Remodelling harbour work to consider the data used by the Sydney Metro construction on the affects of dredging.

Regards,

Megan Broadbent