

Firstly, we completely object to the tunnel. We support progress however the basic foundation for the tunnel's design and outcomes are flawed and unsupported as a long term solution.

Secondly, the location of the dig site in Flat Rock Gully has been chosen without considering all the environmental and local factors.

Thirdly, the community consultation carried out during the EIS exhibition period was appalling. It was held via MSTeams and moderated in a very biased manner making it a flawed process. There was no consultation on the real issues, just a presentation and answering questions which the moderator chose were in the best interest to support the project. The EIS process should be commenced again with proper consultation.

It is clear the Gov't is going to approve the tunnel without listening to objections. On the basis that the tunnel is to be approved, there are basic measures that the WHBTL and Government need to reasonably put in place to protect and ensure the safety of the local population. so that homes can remain livable and roads safe for local residents and in particular school children throughout the 6-8 (or more) years of disruption. Naremburn and other local suburbs do not get any gain from the tunnel only pain for 6-8 years (or more).

These measures are negligible in cost, but could save lives - and improve the economics of the projects but supporting traffic numbers while also improving the liveability and safety for all concerned in each suburb.

If the tunnel is to proceed, we request that the following very basic and, we believe, beneficial for the project measures be established and harm to locals be minimised:

- (1) **Build public transport, not more toll roads, that don't support a long-term solution.** This is a fundamental and basic flaw in the entire project. It is one of the world's most expensive tunnels, planned to be built to support an area that for decades has said they don't want public access to the rest of Sydney. So why build a toll road, other than to support property prices in Mosman? If it isn't public transport, resolving traffic issues both within the beaches/Balgowlah and to and from - it shouldn't be built.

In your vision for the Northern Beaches, it repeatedly claims planning that supports Climate change adaptation and resilience, lesser car dependence, which is at complete odds with putting in place a road that doesn't support efficient public transport. (See here: https://shared-drupal-s3fs.s3-ap-southeast-2.amazonaws.com/master-test/fapub_pdf/Local+Strategic+Planning+Statements/LSPS+2020/Northern+Beaches+Council%2427s+LSPS+Towards+2040+v5+12+March+2020+-+low+res+%2428for+sharing%2429+-+uplodaded+27+March+2020_S-1026.pdf)

- (2) **Limit truck movements to weekday working hours, 7am-6pm.** Current advertising attempts to mislead people stating very specific 'soil filled trucks' will limit movements within work hours. This doesn't tell the full story, which is that "There may be occasional deliveries and some movements outside of standard construction hours" (See: <https://www.rms.nsw.gov.au/projects/01documents/western-harbour-tunnel-beaches-link/whtbl-noise-and-vibration.pdf>.) Please define what 'occasional' means and the types of trucks involved and ensure that noise levels for those living on Brook Street and Sailors Bay or other Northbridge, Naremburn, Artarmon and Cammeray roads are measured and trucks are all limited to working

hours. It is not fair to subject residents on Sailors Bay, Brook Street, Artarmon, Cammeray and other roads to 24 hr a day movements of frequent trucks on a road that does not normally carry this type of traffic - as RMS themselves have in community consultations confirmed.

If the tunnel is to proceed, defined parameters must be mandatorily put in the approval (if approved) and not subject to a further CTMP from the Contractors chosen.

- (3) **Adequately, transparently and publicly monitor noise, vibration and pollution (including water and diesel in particular) before and during the works.** This has not been done adequately in the area, because the negative outcome is expected. RMS members have also stated at council sessions that they know some of the biggest risks to health and safety will be diesel fumes from trucks. This is a risk to Cammeray, Naremburn, Northbridge and Artarmon residents as truck numbers increase to transport concrete, workers, equipment and remove tunnel fill.

- (4) **Implement a 50 km/h zone on Flat Rock Drive and Brook Street before work starts and permanently and safety measures for all trucks travelling along Sailors Bay Road, Brook Street and in Cammeray,** echoing both the safety being put in place for truck drivers and workers (40 km/h) and precedents on state roads Ernest Street and River Road.

The RMS Beaches Tunnel states the need for Truck drivers and workers on site to have traffic lights and 40 km/h zone on site for safety. There is no reason why truck drivers would need this level of safety, yet local school children and the local community do not. Many driveways onto Brook Street are very short and cars need to reverse in or out of their own driveways. The very few large trucks heading down or uphill at speed that are currently on the road have already caused numerous crashes or near misses (many not recorded on the RMS websites). There is precedent for State roads being lowered to 50km/h including Ernest Street and River Road, where locals have significantly more turning space and less safety issues currently on Flat Rock and Brook Street.

This also further supports use of the tunnel and is a basic, cost free safety measure that there is no excuse not to implement.

- (5) **Install traffic lights across Slade Street and Grafton Avenue,** to protect (i) residents and importantly (ii) the thousands of school children who live in the area and/or cross over Flat Rock in order to get to their appointed school in their catchment area. You are putting in place traffic lights for the truck drivers so that they can enter the work site. It is entirely illogical that truck drivers would require this safety measure, while local residents and school children leaving their home every single day do not.
- (6) **Proper street-side noise abatement program** to be put in place, for those around the site as well as those who are subject to significantly increased traffic noises due to truck movements, both during and outside of work hours. This is along Flat Rock Drive and Brook Street, the South facing streets of Northbridge and should include proper noise abatement walls (not just timber). Flat Rock Drive and Brook Street while 'State roads' on paper, were designed as temporary roads, through an existing federation home area and haven't been made to accommodate high truck volumes.
- (7) **Compensate local businesses and communities that are forced to shut down, move out of their home, are unable to rent their home, have damaged homes (e.g. due to vibrations or**

toxicity of water or air) or need to spend on their properties (e.g. window glazing and other noise treatments) in able to have a liveable, safe space or viable business due to tunnel impacts. No compensation is currently proposed, yet some residents may not be able to live in their homes for up to 8 years safely due to impacts.

- (8) **Ensure trucks cannot use air brakes and receive fines for using them.** Air brakes would significantly impact Naremburn and Northbridge communities and should not be allowed for use.
- (9) **Implement safe roads and crossings for children and residents - offering residents the same safety measures that workers and truck drivers are being offered and need.** Some key areas of concern include: the intersection between Rosalind Street and Miller Street, where significant numbers of primary children from Anzac Park Public School in an already dangerous area, with 6 directions of traffic and the threat of heavy vehicles, known to significantly increase the risk of accident and death; Sailors Bay Road toward the dive site; and on Brook Street where the road does not currently take the extent of heavy vehicles and has significant safety issues. The Cammeray Public and Anzac Park Catchment areas cross Brook Street and many children walk to school and are in danger.

This question was posted at an RMS community meeting and was ignored, instead focusing on truck driver inductions on site and worker safety.

Why would truck drivers require safety measures that school children walking to and from school do not? Slow the road down to 50 km/h, implement traffic lights and proper protocols so that accidents don't occur. Loss of life has hamstrung Infrastructure projects in the past - why would the Government not put in these correct safety measures, when they have already made it clear they are needed, as truck drivers will be provided with them?

- (10) **Install cameras to monitor the speed limits on Flat Rock and Brook Street.** This both drives Government revenue and encourages use of the tunnels. Government Infrastructure projects often run overtime and over budget. Placing stress on contracting companies to rush work, placing greater danger on local (and what you call 'state' roads).
- (11) **Publicly release the traffic impact on local streets in Naremburn, Northbridge, Cammeray and even Mosman for the 8+ years the project is going ahead.** 1,000s of daily truck movements on Naremburn (1 a minute or more) - will create traffic chaos on Strathallen, Small Street, Willoughby Road and other areas.
- (12) **Properly assess and define the business case and the longevity of the traffic flows. Traffic count is a known area of critical error and poor investment decisions in previous Sydney toll roads.** Are the traffic flows permanent? Are they driven by temporary building construction in Western Sydney or the Beaches? Is cutting down the time from Mosman to the Fish Markets (as advertised on project flyers) really what \$14bn should be spent on? The beaches are a known area where local residents have said they don't want increased access from greater Sydney. Is this the area money should be spent on, when 3-4 other Infrastructure projects connecting greater Sydney (or even Sydney to Brisbane!) could or have been built for this same amount of money? The Pacific Highway from Sydney to Brisbane and entire NorthConnex cost a fraction of the Beaches tunnel.

(13)**Implement a bus lane and at a minimum, bus stop** on Brook Street. There are buses that routinely are routed to go along Flat Rock. Implementing a bus lane would both support the use of the tunnel and reduce traffic further on the street. And build a responsible city.

(14)**Be transparent about Asbestos and tip refuse treatment and explain how this will be safely contained.** Flat Rock Gully is known to contain asbestos that will be dug up. Current plans indicate it will be kept on site - what are the containment measures if held on site? While it is being dug up how will residents be protected? How are you measuring where asbestos fill ends? If anything is trucked out, how are you containing dust in general and measuring the toxicity? How are you measuring the air toxicity risk?

What is the risk of these to locals? What independent testing is being undertaken and who will the results be released to? How are you ensuring this risk doesn't transfer to the southern slopes of Northbridge where homes are incredibly close to the dive site, to Basketball, Netball courts and other community areas?

(15)**How will you protect the marine environment, Northbridge Baths and river systems from toxic sediments brought up by dredging and run-off?**

Northbridge Baths will likely be unable to be used for years during *and after* the project. Middle Harbour around Northbridge, Seaforth and with proximity to the spit will likely become hazardous to Sailing clubs, rowing clubs, kayakers, and any locals using the waters, as well as to fishing and obviously the natural flora and fauna. This has largely been ignored by the development teams.

You refer to the Tunks Park river ecosystem as a 'drainage' line. This is not drainage - it is a river and area used by thousands for daily exercise.

(16)**Don't use Diesel trucks that are known to have harmful emissions on local children in particular.** The RMS Air Quality team working on the project has confirmed that one of the biggest risks, causing potential cancer and fatality impacts in children, is the diesel emissions from the high levels of trucks. Many leading mining infrastructure projects today are moving to hydrogen-fuelled trucks. How could the project not consider this, for a 2023 start date when technology will be well and truly prepared?

(17)**Be transparent and responsible about the company that is removing any toxic soil areas and allow transparent tracking of where this soil is taken and how it is treated. This is a known area of fraud,** where companies paid to remove toxic soil/sludge are not treating it properly and threaten anyone who seeks to find out where it goes.

(18)**Develop plans for the Flat Rock Gully rehabilitation and future.** The area is a current cycle, walking and community area that will be taken over by the project and unusable for almost a decade. What are the plans for redevelopment and rehabilitation of the area, including the Willoughby Leisure Centre, that itself could become a World-Class Facility if redeveloped properly (instead of the mediocre current plan) and provide some long-term upside to the area. Or how are you going to rehabilitate the Flat Rock Gully?

(19)**How are you protecting Aboriginal Sites?** There are known Aboriginal sites close to the work site area. How are you ensuring these won't be damaged or impacted?

(20)Implement filtered stacks. Ventilation stacks should be filtered in line with world standards. The tunnel is costing as much as the world's largest tunnels, connecting countries like Switzerland and Italy, yet not delivering anywhere near the GDP benefits. How can this cost not even include basic measures like filtered stacks?

(21)Disclose postcode locations of property and other holdings that those associated with the tunnel own or may benefit from and future development plans - be they contractors on the project, Government workers and their family, and those who would support Gladys in her political career.

(22)Stop workers parking on local resident streets. It has been said that workers will be "encouraged" not to park in local streets surrounding the dig site at Flat Rock Gully. If the tunnel is to proceed, no local parking of workers must be mandatorily put in the approval (if approved) and not subject to a further CTMP from the Contractors chosen. For the safety and security of our children and local traffic congestion, this is a must.