

I, Helen Johnston, object to the proposed plan and request a better Northern Beaches transport solution for the following reasons:

ENVIRONMENT:

- **Air Quality:** two schools very close to tall, imposing chimney stacks without filtration
- **Psychological impact during construction:** vibration in homes, noise, dust, hundreds of loads of waste material transported by large trucks every day joining and effecting safety and efficiency of suburban roads
- **Detrimental impacts to flora and fauna:** trees and native bush losses, animal habitat, destroyed for a 4 to 6 lane road construction along the ridge of Wakehurst Parkway impacting places like Manly Dam and Garigal National Park
- **Highly visible road** will replace the natural bushland along Wakehurst Parkway
- **Contaminated waste water runoff** into Queenscliff Lagoon and Manly Dam
- **Draining of Burnt Bridge Creek** (for the purpose of preventing water dripping into the tunnel) will reduce the natural water flow by 96% to a trickle effecting the whole ecosystem in a native animal corridor
- **Golf Course will be illuminated;** a cement drain (along with other service buildings, chimney stack and expanded traffic lanes) will replace that creek leaving **no natural water** for trees, water-loving plants, the bat colony and other native fauna. A soccer pitch and small park will, in no way, compensate for the loss of this cool, peaceful space
- **Silt and sediment spills in Middle Harbour** are likely, as mud is removed in a process, taking several years, to construct four pylons on which the tunnel will sit

EIS NOT PROJECTING BROAD ENOUGH, AND FAR ENOUGH INTO FUTURE REGARDING:

- **Clean, public** transport in the tunnel... no dedicated bus lane
- **Technological advances** in modes of transport and future trends
- **Work/travel alternatives**, such as decentralisation of work places, working from home and use of electric bicycles which we saw flourish as the Covid19 period required resourceful solutions
- **Changed business/customer practices**, such as technically-remote communication opportunities, with less requirement to travel to a large central business area
- **Financial impact of the toll-paying model**, with future increases unable to be accurately predicted
- **Impact on quiet suburban roads** with an increased use of “rat runs” as people try to save money and avoid the toll. Also impacted by proposed population expansion where bottlenecks may be a regular occurrence
- **Unreliable projected cost and timeline** that can prove to be very inaccurate as shown by many recently-completed transport projects as unexpected issues blow out time and money expectations.

COST VERSUS SUCCESS... on completion of this project, will the financial cost, the changed environment, the air quality, the travel-time, and the driver experience when travelling to, and from the Northern Beaches in the 2030's and beyond prove to be the most efficient result? The Beaches Link does not include a railway.

When measured against the construction for 6 years and total disruption and transformation to local suburbs, the increased road mass and concrete heat-collection, the devastation of much flora and fauna, and the transformation of several suburbs to suit the **current** transport circumstances, does the Planning Department honestly think this project will prove to be a long-term benefit to the people of Northern Beaches? OR, with future hindsight, will it turn out to be the **WRONG, SHORT-SIGHTED** choice again... just as the Spit Bridge of 1924 and the rebuild of 1958?

This project does NOT need to be rushed through the planning process. It is such a major undertaking to our state and, in particular, to the Northern Beaches. I ask that ‘political play’ not be incorporated into the process, and request honesty and wisdom in the decision making.

SUBMITTED BY HELEN JOHNSTON - 0407206108