

I object to the construction of the tunnel on the following grounds:

1. The smokestacks are huge, unsightly and unfiltered. In current estimates, they are expected to release double the maximum recommended limit of particulates (as recommended by the WHO). The stacks will be releasing toxic gases in the immediate proximity to our homes, a child-care centre and School (Balgowlah Boys). With the tunnel 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? There have been legal rulings in the UK where particulates have contributed to death.
2. An accurate and comprehensive assessment of the impact on the health of local children by this proposal is a huge gap. Experts chose to exclude Balgowlah Boys and 2 pre-schools from specific noise and air pollution assessment despite all three being in the immediate proximity of the site. (ie closer than those the experts chose to include).
3. The noise levels being intrusive during the day and night and outside standard hours. More adequate monitoring of noise, vibration and pollution (water and diesel) is required. A proper street-side noise abatement program needs 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.
4. The project has a very high cost and low evidenced benefit.
5. A significant proportion of local residents favour a public transport solution – this proposal adds more traffic to roads across the Northern Beaches, when the NSW Government wants to reduce car usage by 30% (stated in the document 'Move – Northern Beaches Transport Strategy 2038').
6. The potential travel savings from the Northern Beaches (e.g. Manly Vale) do not seem accurate.
7. The EIS is light on detail but alludes to increased congestion on local roads as a result of the proposal. Increased delays are expected at a number of significant junctions. And small local streets will be impacted – particularly those around the construction site (ie Coral Street).
8. The EIS outlines how 500 heavy truck movements a day will be dredging up earth from 2023 to 2028. This will result in a huge noise and air pollution on our street and the surrounding areas. It will lead to traffic chaos and increase the road safety risks for children and adults for at least 6 years and ongoing.
9. Huge volumes of contaminated sediment will be barged out of Middle Harbour past local beaches and causing significant risk of toxic chemicals spillage. The EIS recognises the risk but does not include any plans for mitigation or compensation.
10. Reduction in green space in contradiction to State and Local recommendations re: increasing the footprint. Loss of Balgowlah Oval during a significant period of construction.

Required measures if construction of the Northern Beaches Tunnel (NBT) proceeds:

1. The emission stacks must be filtered.
2. Improved health protection measures to be implemented to mitigate against the impact of silica dust created from the tunnelling through sandstone. Current measures proposed appear woefully inadequate.

3. Balgowlah Boys school to be included as a sensitive receiver for purposes of noise and air pollution.
4. Be transparent and responsible about the company that is removing any toxic soil areas. No contaminated soil to be stored onsite- spoil to be immediately sealed and removed from nearby residential areas.
5. All houses in the nearby area to be offered a free and independent pre-construction property condition. A compensation scheme to be implemented for house cracking and settlement, for all cracks and damage.
6. Air quality monitors need to be installed on Coral Street, near Balgowlah Boys campus, with real time readings to be publicly available. Introduction of an alert system to local residents if pollutant safety levels are exceeded.
7. Noise monitors to be installed in multiple, residential areas surrounding the site with 24/7 measurement and reporting. Clear mitigation strategies to be developed.
8. Deterrent penalties to be applied for every occasion that pollution (air and noise) level limits are exceeded.
9. A plan for alternative accommodation to be offered to local residents during noise events at night-time construction.
10. To prevent Coral Street becoming a rat-run, make it a Cul-de-Sac (or at the very least turning left from Coral Street onto Sydney Road should be prohibited at all times, with Resident traffic exempted. This would be an extension of the current exemption in place until 10am Monday-Friday).
11. Respite periods during noisy works phases. Respite periods should be planned and communicated in advance allowing local residents to plan for business calls, children sleeping etc.
12. All construction traffic should be fitted with noise and pollution control devices (including quackers to reduce the impact of tonal reversing alarms).
13. No construction vehicles must be permitted to wait or park in Coral Street or other local roads.
14. Workers and contractors to park in designated parking hubs (away from residential areas) and be prohibited from parking on Coral St. There is already limited street parking for residents and staff at the school.
15. Clear plans to minimise impact to the local road network which is already at capacity, particularly around Seaforth roundabout and Ethel St. Consideration of the noise pollution of should be factored into planning so local residents are not subjected to traffic noise nightly.
16. 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.
17. A site-specific hotline and/or website to be established for the receipt of complaints and breach reports from members of the public. Sharing and transparency of these complaints and actions taken through this process is essential.
18. The health risk assessment be updated to reflect possible/likely scenarios rather than “best case”. This should account for human error and changes in data.
19. Compensate communities that are forced to move out of their home, are unable to rent their home, have damaged homes (due to vibrations or toxicity of water or air) or need to spend on their properties (ie. window glazing and other noise treatments) in order to have a liveable safe space.
20. Properly assess and define the business case and the longevity of the traffic flows.