

Northbridge.
(Sydney) NSW 2063.
28th February 2021.

Dear Beaches Link Tunnel Planning and Assessment Department,

Subject: **Beaches Link Tunnel.**

(A)

I object to the Beaches Link Tunnel totally, primarily as only 25% of the plan and the modus operandi of the overall plan, are available for public scrutiny. Private Enterprise would not be allowed such dereliction.

(B)

I object to the fact that the proposed original dig site in the Artarmon Industrial Area, was scuttled.

This decision should be revisited and seriously reconsidered.

The result of the abandonment of the Artarmon site will lead to many preventable problems.

I object to the destruction of bushland and parks at various locations. **This destruction is total hypocrisy and is in total contravention of the Government's own pronouncement on its website.**

I object to the destruction of the following bushland and green open space areas.

- Artarmon Park, Parkes Rd., Artarmon
- Flat Rock Gully Northbridge, eastern side of Flat Rock Drive.
- Manly Dam at Manly Vale.
- Green space and trees at Cammeray Golf Course, Cammeray.
- Total loss of the trees and open space afforded to the public at Balgowlah Golf Course plus the loss of the golf course itself.

All of this is in contradiction with the NSW Government's dictum which is as follows.

Viz. Website: planning.nsw.gov.au/Policy-and-Legislation/Open-space-and-parklands.

Direct quote:

"Greener public spaces

Australians love the outdoors. It's where we play, grow and connect.

The Department's goal is for everyone in NSW to enjoy attractive, safe and accessible parks and outdoor spaces.

Our focus is building, improving and promoting places that the communities of NSW use as a part of everyday life. We aim to build spaces that are inclusive, safe, comfortable and enjoyable to be in and around.

Our programs are focused on delivering two important [Premier's Priorities](#) that will help make NSW a more resilient and liveable place:

- [Provide greater access to quality, green, open and public spaces closer to homes](#)
- [Increasing the tree canopy by planting one million trees in Greater Sydney by 2022](#)

The Department's goal is for everyone in **NSW** to enjoy attractive, safe and accessible **parks** and outdoor **spaces**. ... Provide greater access to quality, **green, open** and **public spaces** closer to homes. Increasing the tree canopy by planting one million trees in Greater **Sydney** by 2022.”

(C)

Leading on from (B) above:

I object specifically to the proposed dig site on the eastern side of Flat Rock Gully Northbridge.

Using the Artarmon Industrial site as a primary dig site, would prevent an untold plethora of problems and difficulties for the residents of Cammeray, Northbridge, Naremburn and Willoughby, over a long time span of five or more years.

By using the Artarmon Industrial site, the cost and length of time required may be more; the offset would be the diminution in the loss of productivity locally and a population not “off side”.

I object to the foreseeable problems and difficulties residents of the above mentioned suburbs will experience by virtue of the fact that Flat Rock Gully is a proposed dig site. These would include, but would not be limited to the following. I object to the fact the following will occur.

- I object to health problems from pollution, dust, toxins and carcinogens including asbestos, released from the former rubbish tip/dump in Flat Rock Gully.
- I object to Tunnel Stacks in Cammeray emitting unfiltered diesel laden air which will also be polluted with other vehicular exhaust emissions. This certainly is not “world’s best practice”. Premier Gladys had plenty to say previously on the topic of unfiltered stacks.
- I object to traffic congestion in the Middle and Upper North Shore, caused by traffic attempting to travel south, as traffic movement in the Lower North Shore will be thwarted by the virtual blocking of Flat Rock Drive. This will result in congestion, flow on effects with motorists attempting to find alternative routes through the suburbs, and irate drivers venting frustration.
- I object to traffic chaos for all of the Lower North Shore, especially Northbridge which is a peninsula. Traffic from the north-eastern and northern suburbs of Sydney feeds into Northbridge, as an alternative route to Willoughby Road, to travel south to the City or beyond.

- I object to the fact that this traffic turmoil will be further affected by truck and traffic movement at the Channel 9 site, corner of Willoughby Rd. and Artarmon Rd., Willoughby. Willoughby Road is currently one of the routes to the City from the northern suburbs.
- I object to the fact that local businesses will suffer as a result of traffic mayhem as customers will find it easier to shop elsewhere.
- I object to 70 heavy duty truck movements per hour at the bottom of the steep incline of Flat Rock Drive. This, plus the traffic lights, will limit residential traffic movements as well as traffic wanting to access the freeway to the Harbour Bridge or Harbour Tunnel.
- I object to the fact that in all probability, traffic incidents and accidents on this stretch of road will be exacerbated by this.
- I venture to suggest that a fatality is not beyond the realms of possibility with traffic lights in place at the low point of Flat Rock Drive, given the steep gradient of the road on either side of Flat Rock Gully.
- I object to the fact that such traffic lights and frequent heavy truck movements on Flat Rock Drive, will impede movement on **this designated route for emergency ambulance transport**, travelling to and from Royal North Shore Hospital at St. Leonards.
- I object to the death of many animals, birds and plants which will result from the clearing of their habitat in Flat Rock Gully and at Manly Dam.
- I object to the felling of hundreds of trees in Flat Rock Gully. This is not only habitat for animals; it is green space which the Government supposedly values as described on its website mentioned in the foregoing.
- I object to the planned diversion, in two places, of Flat Rock Creek, a source of water and food for the above wildlife and flora.
- I object to the fact that Flat Rock Creek will be the vector for roughly the equivalent of two (2) Olympic sized swimming pools of contaminated water from tunnelling, eventually, every week, ending up via Middle Harbour in Sydney Harbour. This water, required for tunnelling, will be drawn from the underground water supply, i.e. the water table.
- I object to the fact that this enormous volume of water of 711 kilolitres per day will probably result in local land subsidence, a threat to both Flat Rock Gully and surrounding houses and buildings.
- I object to the fact that should Flat Rock Gully be used as a dig site, there is no clear undertaking that the destroyed bush would be restored; existing is an ambivalence concerning future use as recreational facilities, dependant on consultation. What deal has been done with Willoughby Council?

(D)

Solution for people movement, reduction in number of motor vehicles and no necessity for the Beaches Link Tunnel.

Implementation of means of moving people frequently and smoothly is possible via Public Transport.

An enormous amount of public transport infrastructure could be built and achieved with the mind blowing Beaches Link Tunnel's proposed budget.

I object to the fact that Public Transport has not been factored into the proposed Beaches Link Tunnel.

I object to the fact that seemingly nothing has been learned from public transport systems effectively operating in European, the UK and Asian cities.

I object to the fact that the NSW Government is attempting to turn Sydney into another Los Angeles where the motor vehicle reigns supreme.

Implementation at the Northern Beaches of transport hubs, in both the north and in the south (at Manly), for transport to other metropolitan hubs, would be appropriate and effective.

The northern section would connect via rail or light rail to the overground rail system already in existence from the City to Hornsby. From such, public transport is already available north to Hornsby and the Central Coast, north-west on the newly opened Metro line, south to the City via the existing overground railway or via the metro currently under construction. From the City, a commuter has many options.

A transport hub established at Manly could convey commuters to either Bondi or Edgecliff via a tunnel under Sydney Harbour. Such would be designed purely for commuter transport. This gives access to the southern and eastern parts of Sydney, as well as the possibility to journey to the City, where connections already exist to the north, west and south.

Please reconsider the suggested need for the Beaches Link Tunnel. The present proposal is flawed. Save the green space and animals we actually do have.

Thankyou.

Yours sincerely,

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