

Attention: Director, Transport Assessments  
Planning & Assessment, Department of Planning  
Industry and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Note: Please delete my personal details before publication

26/2/2021

**Objection: Beaches Link and Gore Hill Freeway Upgrade – SSI\_8862**

I write to respond to the EIS for the Beaches Link and Gore Hill Freeway Project. I have done my best to read the extensive EIS documents at this very difficult time. I have significant concerns about the justification for this project particularly given that there is no published business case, it is not high on Infrastructure Australia's priority list, The EIS demonstrates a significant risk to health and safety and the project and an alternative public transport option has not been fully scoped and compared.

I object to the project for the following reasons:

1. The timing of release of this project at the end of what has been a very challenging year. This project impacts a large number of schools and passes through highly residential areas. Families, community groups and schools have been under a huge amount of strain throughout the exhibition stage. School P&C's did not have the opportunity to review the documents and parents were caring for children on school holidays. The 12,000+ paged documents are very difficult to read on screen and the Library was not allowing borrowing. The project should be re-exhibited well after the COVID-19 crisis has passed and when normal life returns and when we understand the permanent changes that it has made.
2. I object to the project due to the contamination risks it presents to the environment and to human health and the negative impact on our precious waterways and green spaces.
  - I object to the disruption of the historic tip poses a threat due to the dislodgement of toxic waste which will inevitably flow into the gully and out to Sydney Harbour. From my reading of the EIS I do not believe adequate measures are in place to prevent this. Government must be transparent about asbestos and tip refuse treatment. How will you ensure that toxic pollution does not impact homes, schools and sporting facilities? How will you measure this?
  - I object to the unfiltered ventilation stacks that pose a risk to the health of the community, particularly in an area where there are a large number of young families and schools. It is essential that this are filtered, as is the precedent in other tunnels around the world that are of shorter length than the Beaches Link.
  - I object to the current level of planning for the rehabilitation of Flat Rock Gully which should include proper sports facilities for the local community.
3. I object to the lack of regard in the EIS for the scale of disruption this will cause to the local community.
  - Government must properly assess and define the business case and the longevity of the traffic flows. Is the time to travel from Mosman to the Fish markets really a priority? How will traffic flows be managed in the longer term?
  - Government must implement a bus lane and at least one bus stop on Brook Street. This would both support the use of the tunnel and reduce traffic on Brook St.
  - The danger to cars entering and leaving the roads off Brook Street has not been considered sufficiently. The risk of car accidents as residents attempt to exit their streets, carrying young children, is too high. To increase heavy vehicle traffic in an area that is not used to them, is a known cause of fatality and the lack of proper mitigation is negligent. Workers and heavy vehicles

receive traffic lights to get onto the site as outlined in planning. Residents deserve the same . Traffic lights, eg at Slade st, would lessen to danger to residents and the drivers of vehicles that threaten them.

4. I object to the project due to the unreasonable level of impact on the Quality of Life of residents during the tunnel construction and operation because
  - Noise from roadworks will have a significant impact on the local community. Proper street-side noise abatement needs to be put in place along Flat Rock Drive and Brook Street. This has not been adequately addressed in the EIS.
  - Government must ensure trucks cannot not use air brakes and will receive fines for using them. Air brakes would significantly impact the Naremburn and Nrthbridge communities and should not be allowed.
5. I object to the project as it has a poor climate profile at a time when we should be looking to projects which reduce our emissions
  - Government must create a genuine ransport plan and a “future-proffed” city We should be looking to better public transport, bringing Sydney to the level of other major global cities and improving the lifestyle of all residents.
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6. I object to the project as there has been no publicly published business case and the costs demonstrated in the EIS seem to far outweigh the benefits. The EIS also fails to fully scope many aspects such as utilities and contamination which poses a risk to the project.
  - I object to the project as it is a tolled road and there is little evidence that it will alleviate current congestion.
  - Government is committing an enormous cost to this project for which there is a poor business case. There are other areas of priority which would better meet the needs of our communities such as public transport, education and health, simultaneously providing stimulus to the economy.
7. I object to the project because the B-Line buses have been successful in reducing congestion and no public transport alternative study has been done with which to compare this project.
  - The B-line buses are an example of successful government planning. They are well subscribed thereby reducing traffic congestion and improving transport for all residents. The EIS does not look at the success of other options nor the evidence that suggests that the tunnel will not reduce traffic, it will increase it as has been the case with all other tunnels.

This project is a missed opportunity to transform Sydney into a world class, healthy and sustainable city with a strong public transport system. The EIS demonstrates that this toll road will be extremely expensive to build and high risk with little benefit. I would ask that an alternative public transport feasibility study be published before any further planning occurs so that impacts and outcomes can be fairly compared.

Yours sincerely,



Declaration of any reportable political donations made in the previous 2 years e.g. I have not made any reportable political donations in the past two years.	
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