

Naremburn December, 2020

Re: Northern Beaches Tunnel Proposal EIS.

Dear Premier Berejiklian,

My wife and I live in Naremburn with our small family of three kids. We are for progress and love Willoughby. We would simply put like some benefit for the impact on our homes over the next 5-10 years. There is NO tangible benefit of the tunnel itself to our location (which was confirmed by the traffic engineers at your open day).

I sought a meeting with the Premier – which despite trying for 9 months eventuated into a generic letter.

Ideally I would seek a (brief) meeting with Gladys's still – because the risks for our small community in Naremburn are being hugely overlooked.

I mentioned in previous email and on the phone, not to debate project minutiae or air our issues with the Northern Beaches tunnel. I understood from our conversation that not everyone's views can be accommodated, but having read all of the literature available and before the EIS is issued I would appreciate the forum with the Premier.

Simply put this project benefits **Mosman** and **Balgowlah** residents and puts her political agenda forward. But Naremburn residents that are disadvantaged are in no way compensated for their loss of income and wealth and there are glaring safety issues from the proposed volumes of trucks.

This could be remedied simply, by;

- **reducing Flatrock Drive to a 50 zone long term,**
- **putting in a bus service and bus lane on brook street going both ways after the project is complete (that stops on brook street)**
- **putting in a set of traffic lights that span Grafton avenue to Slade street,**
- **offering double glazing to residents on grafton/brook street**
- **upgrade to Willoughby leisure centre (rather than the face lift) and**
- **Changing of zoning for houses on the east side of Brook Street.**

The latest example of who benefits is the proposal to put a cycle lane in on Military road Mosman post the tunnels completion.

Upwards of 60 trucks an hour or **one a minute** will be grinding through their low range gears up the flatrock drive hill and similarly hard on the breaks going down. Given the nature of the ascent it is likely there will be long periods of the day that there are only trucks backing up and stopping any traffic from entering and exiting the residences and residential streets that have only Brook Street as an exit. It is great to hear that there is a proposal to keep the truckies safe with a reduce speed and sets of lights, but the residents are not afforded the same luxury?

We have engaged the transport engineers and now understand that Brook street and Flat Rock drive are classified as 'Regional' roads (with reference GG7 22/1/93 DSD 90M1533 from the most recent Government Gazettal), meaning simply put that it is 'easier' to justify a larger volume of trucks than on other roads.

There are other aspects that need to be taken into consideration, outside of simply the classification of the road such as the movement and use of the streets. Thinking about this practically, it is like River Road.

There will be significant safety issues created and the two catchment for the two schools (Cammeray public and Anzac park public) both cross Brook Street and for residents who live on brook street with driveways either directly onto brook street, or with only on street as well as all residents that have to use Mc Burney Street, Grafton Avenue, Marks Street, Dodds Street, and Donnelly Road as the only way to exit their residences (to a lesser extent the residents that use Slade street as they can also exit via Willoughby Road).

For safety issues generated by the increased truck volume I would like the following implemented:

- A 40 zone on flatrock drive from the crest of the hill at Grafton Avenue [at the site of proposed traffic lights] including brook street down to the traffic lights on the northern side of the freeway [see picture].
 - This comes at **minimal** cost, estimated at \$1,000 (change of signage), will help re-route traffic and keep the speed differential at the bottom of the dip low.
 - It would benefit the tunnels plans in the future to keep this slower speed limit, as it would re-route greater volumes through the tunnel, particularly as the current plans show the change for the brook street/Sydney harbour tunnel
 - **It would save lives of residents.** The same 'luxury' is afforded the truck drivers, but it is only after DEATH on the cross city tunnel that this was implemented for residents.
- A set of traffic lights that go from Grafton Avenue through to Slade Street. This will allow cars to safely turn right and left from both brook street and also allow residents to be able to get out of their homes
 - Cost of traffic lights at best estimate is \$750,000
 - Benefits the tunnel plans are minimal, except for the ability to discourage all non-local traffic and help truck drivers with delivery schedule
 - Save lives of local residents who already complain about the turn in and out of Grafton and Slade Street. *[is there any data to use here?]*
- Offering double glazing to residence effected by the sound.
 - There is precedence from other projects of this, it is seen as a small act of goodwill for the inconvenience and loss of income/wealth whilst the project is ongoing
- Offering a changing of zoning for housing on the east side of Brook Street.
 - Crowsnest is expanding and getting much denser, the 'Naremburn triangle' as it is known is all heritage listed, it would make sense to rezone residential houses on the east side, with average block sized to subdivide
- Offering bus services down Brook Street after building has completed.
 - This would encourage more use of public transport at the same time as discouraging more people from using the brook street road (e.g. increased flow into the beaches tunnel).
- An upgrade to Willoughby leisure centre.
 - The cost was previously estimated at \$20m for a full refurbishment (vs \$8m for a partial 'lick of paint'). So the differential is \$12m. Recently council decided to do a

more modest revamp. I would implore council to rethink this decision, the plans are drafted.

- This is the key community centre near to the dig site and would be seen as the most 'tit for tat' for the disturbance to the area.
- Nil benefit to the tunnel project, broader acceptance by the community.