

Submission from the residents of 13 Violet Street, Balgowlah ("Residents"), regarding measures that would need to be introduced in the event that the construction of the Northern Beaches Tunnel ("NBT") is given planning approval.

Currently, I work full time from home and my wife works 50% from home, plus our daughter is a live at home university student.

Therefore, Transport for NSW ("TfNSW") needs to take into account the impacts that the NBT project might have, not only upon our home environment, but also our work environment which are now frequently one and the same.

Required measures if construction of the NBT proceeds:

1. To prevent Violet Street becoming a rat-run for the avoidance of the NBT and its Balgowlah construction site, turning into Violet Street from Wanganella Street must be prohibited at all times, with Resident traffic exempted.
2. Respite periods – especially during noisy works phases. These respite periods must be communicated in advance to the Residents to allow for planning of business calls / zoom meetings / child sleep periods etc.
3. All construction traffic must be fitted with noise and pollution control devices (including quackers to reduce the impact of tonal reversing alarms).
4. No construction vehicles must be permitted to wait or idle on Violet Street or other local roads.
5. The emission stacks must be filtered. This is non-negotiable.
6. Better health protection measures must be implemented for the control of silica dust created from the tunnelling through sandstone. The current measures proposed are patently inadequate.
7. Air Quality Monitors need to be installed and operated 24/7 at the end of Violet Street, near Balgowlah Boys campus, with real time readings to be publicly available on the internet and a system for text alert notifications to be automatically sent to Residents if pollutant safety levels are exceeded. Clear suitably deterrent penalties must apply for every occasion when pollution level limits are exceeded.
8. All penalties relating to the NBT project that are imposed as a result of pollution, complaint time limits, parking, or other road or traffic infringements must be published on the Balgowlah NBT Website.

Business Case and Public Transport

It is imperative that the business case for the Tunnel properly considers long term demand and public transport options to address population growth. These considerations should be based on pre-Covid 19 travel patterns and volumes, which we would anticipate will return post-pandemic levels, and will increase as the area's housing and population density continues to grow due to State Government planning policy and legislation.

We note the recent substantive changes to bus services from Balgowlah to the CBD based on 2020 travel patterns and volumes. These are ill-considered given the dramatic reduction in public transport travel due to the pandemic. Any consideration of transport options to the area, including the tunnel or public transport, should be based on pre-pandemic models that are only reviewed after pandemic restrictions have been fully removed.

In line with leading international practice, we urge the Government to take an integrated approach (consideration of a mix of modes, aligned to land use planning and future density projections and environmental impacts) to all business cases relating to transport planning for the Northern Beaches.

We would expect options like busways, light and heavy rail are considered in the option set with any transport infrastructure providing a foundation for such modes in the future. We refer the Government and Minister to examples of such transport infrastructure in the greater, Brisbane area including the South East transport corridor.

Environmental Impacts and Loss of Green Space

The EIS and the business case for any Northern Beaches transport project, including the proposed tunnel, should take account of the loss of green space and environmental impacts to Burnt Bridge/Balgowlah Golf Course green corridor, Manly Dam Reserve and the National Park. This should include loss of trees and vegetation, runoff damaging parks on both sides of Wakehurst Parkway and impacting the oldest, indigenous cultural site in the area at Bantry Bay (dated at circa 4,000 years by Attenbrow et al, Australian Museum).

In addition, transparent modelling of air pollution and proposed solutions & monitoring mechanisms, should be a central component of the EIS and included in project costings.

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End of submission.