

I strongly object to the Beaches Link Tunnel for the following reasons:

\$10b is an extraordinary amount of money to spend of taxpayer's money on this infrastructure, especially given that it appears as if due consideration has not been given to possible alternatives and optimal design solutions. It is going to considerably affect the local landscape, and thus environment including its flora and fauna.

Lack of Community Consultation

There has been a lack of genuine and meaningful consultation with the local community. Many of the TSfNSW briefing sessions have involved the dissemination of information with a lack of time and/or willingness to genuinely answer valid community concerns.

Environmental Concerns

In 2021, given the fragile nature of the planet and the effects of the pandemic, it is not surprising that we are very concerned about the impact this building is going to have on the local and very much prized environment both during construction and into the future. There will be significant impacts on flora and fauna in Manly Dam, Burnt Bridge Creek, Bantry Bay and Garrigal National Park that will have implications for endangered species. We need to protect these environments for our children and future generations. The EIS points out how these environments will be impacted but does not offer suggestions as to how this can be prevented.

Local Traffic Concerns

As stated, we already face significant traffic delays, especially on weekends. If, as suggested, we are to expect an extra 40 000 cars on weekends our already congested local roads and car parks will not cope. Meaningful engagement with Northern Beaches Council must take place during the design stage to ensure design solutions take these issues into account.

Design Issues

1. The proposed **Link Road in Balgowlah** seems redundant for a number of reasons:

- A. People heading to Manly and exiting the tunnel at the Link Road, Balgowlah will face numerous sets of lights and traffic congestion along Sydney Rd to reach Manly. Surely people will continue further to Kenneth Rd to avoid multiple sets of lights and traffic and therefore expedite their trip time.
- B. People North of Warringah Rd are going to use the Wakehurst Parkway tunnel entrance, those South of Warringah Rd will use the Balgowlah tunnel entrance, people in the vicinity of the Link Rd (Seaforth, Balgowlah, Balgowlah Nth, Balgowlah Hts, Clontarf and Fairlight will no doubt continue to use the Spit Bridge with a reduced level of traffic.

2. Modelling

- A. The modelling was done in 2017 prior to the pandemic and the introduction of the successful BLine bus service. Modelling is therefore outdated and should not be used as the basis for a \$10billion project being paid for by taxpayers.
- B. A study of impact on local traffic should also be conducted. Local roads are already heavily congested, especially on weekends when we can experience long delays in local streets. Increased traffic, especially on weekends should be considered during the design phase of the project.

3. Public Transport

Despite residents of the Northern Beaches repeatedly requesting improvements to Public Transport options, there seems to be no meaningful public transport design solutions included in the Beaches Tunnel Link for those heading westbound. Surely given our concerns about climate change, any design solutions should make public transport options a priority.

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