

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

Date 28 Feb 2021

### **Objection: Beaches Link and Gore Hill Freeway Upgrade**

I write to express my objection to the Beaches Link and Gore Hill Freeway Project.

I have participated at numerous discussions with relevant authorities and members of the local community as well as I have done my best to read the extensive EIS documents at this very difficult time. Although multiple sources exist in the web with very detailed and long explanations around my same points, I'll focus my objection on the material and substantial arguments that are clearly understood even just using common sense.

Above all, I have significant concerns about this project around the significant risks to health and safety.

My concerns also include the fact that there is no published business case, it is not high on Infrastructure Australia's priority list, the EIS demonstrates a 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. I object to the project due to the high contamination risks it presents to the environment and to human health, in particular to the one of children. In our household, we have two young kids, Matilde is 4 and Filippo 2, and we are seriously concerned about their health given the major planning 'holes' that this project has, specifically: the ventilation stack must not be built in proximity (<1km) of dense residential area such as Balgowlah or in proximity of schools, as the EIS clearly indicate that a large area will be impacted by the fumes exiting the stack. I'm completely speechless thinking that this project expects a major UNFILTERED ventilation stack to be built within 300m to the The Balgowlah Boys Campus or several childcare (including the one of my kids): the Balgowlah Kinder Haven. THE ONLY VENTILATION STACK THAT CAN BE BUILD IS THE ONE IN THE WAKEHURST PARKWAY, IN THE POSITION THAT IS THE FAR AWAY FROM RESIDENTIAL DWELLINGS. Even a filtered ventilation stack build in the Balgowlah golf course cannot be considered an acceptable solution, as no certainty exists that the filtration will be effective at any point in time.
2. 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 due to the significant level of noise, lights, dust, pollution and traffic (due to workers) over the 5 years of construction, similarly to what took place in other prior tunnel constructions in Sydney. THE DISRUPTION WOULD BE SIGNIFICANTLY CONTAINED IF THE EXIT TO BALGOWLAH WILL BE REMOVED, AND ONLY THE EXIT IN WAKEHURST PARKWAY IS MAINTAINED. I have included as attachment a photo of the construction site from my property. Given the close proximity I expect the negative impact to the Quality of Life to be extremely high.
3. I object to the project because the benefit of an improved connection with the rest of the network will be irrelevant if the rest of the infrastructure is not upgraded. Specifically, the tunnel exit in

Balgowlah has very limited benefits as it simply moves the congestion point from the Military Road to the Sydney Road and Condamine Street. THERE IS NO BENEFIT TO THE RESIDENT FROM THE BALGOLAH EXIT. The benefits (if any) are only linked to the exit in Wakehurst Parkway as it connects to a much better infrastructure such as the Warringah Road as well as connecting a major infrastructure (the Northern Beaches Hospital).

4. I object to the project due to the scale and extent of groundworks in sensitive residential areas for example, I understand from the EIS that the excavation works will go ahead 24/7 and will materially impact a period of 5 years.
5. I object to the project due to the threat to our biodiversity and green spaces. For example, all the wildlife in area of the Burnt creek will be put at risk, inclusive of the Balgowlah Grey-headed Flying-fox Camp, and up to the Manly lagoon. Such material changes to a delicate ecosystem, which is already under stress given the global changes in climate, do seems like an irresponsible 'Russian roulette' as no study could possibly assess in full the consequences of such change.
6. 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. Relevant authorities should clearly have the transit time of B-Line Buses at different times and evidence should be provided that such transit time are not satisfactory (I do take public transport regularly from Balgowlah to the CBD and I never encountered congestion problem for buses). In addition, the only area that would benefit from the exit in Balgowlah is the Manly area, that is already well connected with the City with ferries. THERE IS NO BENEFIT TO THE COMMUNITY FROM THE BALGOWLAH EXIT. If any, additional infrastructures around B-Line stops should be developed, in particular commuter car parks.
7. I object because the financial impact of the tunnel to individual families will be extreme, in particular for young families that have purchased their home over the last few years. The price of properties in the proximity of the tunnel exit will be negatively impacted over the next 7 years at least, which means many families will find themselves in a situation of negative equity, without the option to sell their property. THE CONSTRUCTION OF THE BEACHES LINK TUNNEL MUST NOT START UNLESS A PRICE MECHANISM IS PROVIDED TO RESIDENT, ALLOWING THEM TO SELL THEIR PROPERTIES AT AN INDEXED PRICE GROW, IN LINE WITH THE AVERAGE OF THE REST OF THE SUBURB. Otherwise grants to impacted dwellings should be given as part of the budget for construction.

This project is a missed opportunity to transform Sydney into a 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,

Giuseppe Valletta

1/3 Westlake Place, Balgowlah, 2093, NSW

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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ATTACHMENT

View of the construction site from Dwelling.

