

Tiffany Egan
Clontarf resident
Northern Beaches

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To whom it may concern,

I'm raising objections to construction of the Beaches Link Tunnel for the following reasons:

1. **Flawed economics.** Supporting the economy in the wake of the bushfires and the COVID-19 pandemic has accumulated material public debt. Spending AUD\$14b, at least, of taxpayer money on an initiative that will be sold to a private company for ongoing upkeep, that will reap strong monetary benefit is short-sighted. While the Beaches Tunnel Link moves forward, parallel projects for transport extensions to the Northern Beaches continue, such as the Manly Fast Ferry negotiations. \$14b is an amount that, if invested through collaboration with local communities and local presiding government representatives, could create vastly more practical and economically viable transport solutions.
2. **Outdated transport solution.** During the last 12 months, the COVID-19 pandemic has proven that almost every industry can work productively and collaboratively in remote working models. Expensive, heavy investment in a transport infrastructure our society has proven we don't need is a short-sighted decision by the government.
3. **Not a strategic priority.** Last year, Infrastructure Australia published its updated list of what it considers high priority infrastructure projects (see Infrastructure Australia, Infrastructure Priority List – _Project and Initiative Summaries, Feb 2020). The projects are grouped High Priority Initiatives and Priority Initiatives. The Beaches Link Tunnel is not classified as a "High priority project".
4. **Lack of integration to existing transport infrastructure.** Such a massive undertaking needs to link to existing transport infrastructure to deliver constituent convenience and save future taxpayer dollars going on connecting infrastructure which should be been approached strategically to avoid such future spend. The proposed Beaches Link Tunnel includes no provision for public transport to connect with the Metro Train Network, or a commitment to have a public transport lane in the tunnel. Instead of reducing congestion, emissions and car transport in, and around, the Northern Beaches, the Tunnel Link promises to add to these challenges which are already significant in the local precinct.
5. **Air and noise pollution – during construction.** The construction era is expected to see around 500 trucks a day on the roads, dredging earth between 2023 and 2028. Five years of dust and noise in close proximity to residential housing, recreational sporting fields and several schools.

6. **Air pollution – post construction.** The proposed smokestacks will be the largest structures in the southern end of the Northern Beaches, creating an unsightly skyline visible for kilometres. These vast, unfiltered vectors are expected to release double the maximum recommended limit of particulates recommended by the WHO and toxic gases. The immediate vicinity includes a large population of homes, several schools and sporting grounds.
7. **Water pollution – Middle Harbour.** Around Middle Harbour, toxic chemicals in the harbour sediment will be disturbed during dredging, introducing a serious threat to marine environs and many local parks, which people from across Sydney use on a daily basis for recreation. Parks include the Clontarf and Beauty Point reserves, Chinamen's Beach and Sandy Bay. Fishing is a popular past time in the area from under the Spit Bridge and from marinas at Clontarf, the Spit, Middle Harbour and Beauty Point. Chemicals from the disturbed seabed create a clear personal health risk to members of the community who fish in these areas.
8. **Water pollution – Manly Dam, Garigal Reserve, Manly Lagoon, Queenscliff and Manly Beach.** It is predicted approximately 425,000 litres of wastewater will wash into Manly Lagoon during construction, adding pollution to a stressed environment and affecting local wildlife, residents and visitors. Construction will cause steady pollution to the fragile environments around the Manly Dam and Garigal National Park.
9. **Disrupted tourism.** As readers will no doubt be aware, Manly Lagoon is one of four estuaries along the Northern Beaches. Contaminants in Manly Lagoon will flow directly to the ocean beaches of Queenscliff and Manly. Manly has consistently hosted over two million visitors per year over the last four years. That's a large part of the NSW community to expose to known pollutants. In a period where overseas tourism is minimal due to COVID-19, government consideration for taking actions to support local economies, versus harming them further, needs to be a consistent strategic priority.
10. **Loss of green spaces.** Construction will result in destruction of the Balgowlah Golf Course, a mainstay for recreation among locals and visitors. Local residents have been guided that over 2,000 native trees will be cleared, along with the equivalent of 39 football fields of native bushland. These areas of land are used heavily for recreational and the presence of such green spaces is one of the reasons residents and visitors are drawn to spend time in this part of Sydney.
11. **Increased congestion.** Ironically, congestion will likely increase on Northern Beaches surface roads, both during and after construction, with the placement of new sets of traffic lights and an increased number of cars in the area, introduced by the Tunnel Link. The Northern Beaches is seriously underserved by public and high-speed transport options, which already forces a high degree of private vehicle traffic. Adding more private vehicles to the landscape only adds to the congestion problems, rather than ease it.

12. **Lack of support for zero emissions targets.** Adding a transport solution which adds to emissions, rather than proposing solutions, goes against Federal and State local commitments to reach zero emissions later this century.

The Beaches Tunnel Link is an old-fashioned solution for a problem that became far less pressing during the COVID-19 pandemic.

With the fiscal challenges facing the government in the wake of the 2020 bushfires and the COVID-19 pandemic, please reconsider commencing a project with such poor economics, lack of strategic importance and long-lasting environmental impact.

Instead, please consider community outreach to expand and improve public transport options for the residents across and beyond the Northern Beaches. The roads to support such initiatives are already in place, but the public infrastructure is not.

Work is already underway elsewhere in Sydney to support low/no emissions and create public transport options. For example, the zero free emission buses under proposal to connect Sydney Metro to GWS and Liverpool. A smart factory is being developed in GWS to produce these buses for export. Leverage the Manly Fast Ferry discussions to create even more access to the Northern Beaches and services for locals and visitors.

Please consider supporting Australian businesses, local constituents and the health of our collective future with out-of-the-box thinking to solve access and congestion challenges for the Northern Beaches.

Yours faithfully,

Tiffany Egan