

Objection to the Northern Beaches Link prepared by Sandra Ellison (26 Warringah Road, Cammeray NSW 2062). Submitted 01/03/2021.

- I object to lack of local member representation on this matter from both State MP and local government. Our local member is Premier Gladys Berejiklian. Ms Berejiklian has not supported any community concerns – this would appear to be a great conflict of interest. The local council North Sydney has been absent in standing up for the local LGA impacts.
- I object to no business case and lack of transparency on this project. This also includes the Western Harbour Tunnel and Warringah Freeway upgrade to accommodate both projects.
- I object to the lack of meaningful community consultation and engagement. I object to the lack of time given to community to review the EIS (given its size) and the impact on the community.
- I find it appalling that the petition of more than 10K signatures given to Parliament was not accepted by the local member for Willoughby and despite being presented on 2 June 2020 still remains as awaiting response due in July 2020. Mr Constance MP responded with a standard letter outlining same marketing material as given to the public and media yet no response to community concerns. He advising a response is in preparation, but not then evidence on the NSW Parliament website.
- I object to the lack of concern for the health and wellbeing of people/residents.
- The EIS fails to demonstrate any adequate analysis of “how alternatives to and options within the project were analysed to inform the selection of the preferred alternative / option” including public transport options. I understand this to be a failure to meet the requirements of the SEARS.
- I object to the false and misleading propaganda released by the State Government for example benefits such as reducing local rat runs. In my local Cammeray area rat running and local road traffic will increase both during construction and post construction due to changed traffic conditions eg Military Road, Falcon Street, Miller Street along with existing harbour crossing on/off ramp closures and construction vehicles.
- I object to the false and misleading propaganda released by the State Government for example benefits such as reducing travel times. A comparison of suggested reduced travel times with current travel times are not realistic projections and need to be reviewed and re-released. For example, MP Felicity Wilson’s website states the Western Harbour Tunnel and Beaches Link projects will have 18 minute time savings on the Mosman to Airport trip, which according to google maps a only 24 – 34 minutes depending on which route you take. Ms Berejiklian had been quoted giving a saving of up to 56 minutes between Dee Why and Sydney airport which according to Google maps is a 45 minute trip.
- I object to the Warringah Freeway traffic analysis and think it is incorrect. I object to Western Harbour Tunnel and Beaches Link as a transport / traffic solution for Sydney traffic, Mosman and Northern Beaches. I cannot understand how putting more traffic into one of Australia’s busiest freeways is a traffic solution for Sydney. On any given day or night, traffic not necessarily from an incident on/near/on approach southbound to the Harbour Bridge or Sydney Harbour Tunnel extends back to the Gore Hill Freeway and location of suggested Northern Beaches portal. Putting more traffic in here is only going to create a bigger problem impacting more people. Additionally, Northbound Harbour crossing traffic is impacted in the CBD, Anzac Bridge etc when there is an incident Military Road, Gorehill Freeway, Warringah Freeway and even just normal peak hour. These traffic issues will not go away by adding more cars.
- The traffic analysis does not make sense in many places i.e data on Spit Bridge less traffic and the percentage gain Military Road. I think the traffic analysis is severely flawed and needs to be redone.

- I object to local traffic increases and rat running in my local Cammeray area both during construction and post construction due to changed traffic conditions eg Military Road, Falcon Street, Miller Street along with existing harbour crossing on/off ramp closures and construction vehicles.
- I object to the unfiltered emission stacks. They are dispersing pollution into the air and down on to people. Any stacks need to be filtered to remove particulates, poison and known carcinogens.
- I object to the permanent loss of public green space and furthermore the destruction / ongoing polluting of public greenspace and area of recreation i.e Flat Rock Gully, Primrose Park, Manly Dam, Green Park, St Leonards Park, Northbridge Baths, Willoughby Leisure Centre etc etc.
- I object to the need for the WHT/Beaches Link Connection Motorway Facilities building to be located on the surface and at proposed Cammeray Golf Course location. This has significant visual impacts and lose of much needed valuable green space.
- I object to the destruction of and significant adverse impacts on local ancient Aboriginal heritage.
- I object to the lack of alternative transport options including public transport presented or discussed, despite the call from the community.
- I object to the loss of storm water harvesting in Cammeray that provides water for North Sydney Sporting field and flora loss of trees and canopy, loss of water treatment infrastructure.
- I object to the loss of trees and canopy along with environmental impacts on waterways, reserves, flora and fauna.
- I object to the huge project costs when the need is not substantiated with RMS traffic data.
- I object to the digging up, dredging and exposure of contamination identified via preliminary testing or rated as a significant risk at Cammeray Golf Course, Warringah Freeway, Bicentennial and Flat Rock Reserves, Middle Harbour Dredge Site, Spit Reserve Site and Wakehurst Parkway and smaller sites.
- I object to this contamination being left exposed to the elements at dive sites and moved through Sydney suburbs via roadways and waterways.
- I object to the identified risk from contaminants found in groundwater and surface water around the tip site in Flat Rock Gully being allowed to move down the gully as work proceeds.
- I object to large amounts of wastewater produced from both construction and operational activities, being treated and flushed down creeks including 117,000 L per day released down Flat Rock Creek via Tunks Park and 296, 000 L down Willoughby Creek from the Cammeray Site via Primrose Park. Specific methods regarding how the water will be treated given the contaminants detected and listed as likely ie) asbestos is not clear. Full Phase 2 Contamination Assessment needs to be completed.
- I object to contaminated sediment being barged out of Middle Harbour past Clontarf and Balmoral Beaches and the risk of spills.
- I object / question why there is no remediation plan or budget for compensating for spills or accidents.
- I object to 4500m3 stockpiled spoil permitted outside the Cammeray Golf Course Site or any amount outside any site. Given that contaminants have been identified and the EIS states that dust is "difficult to contain". This is a considerable risk to my home in Cammeray located near the golf course and additionally all the sports fields and parks we use.
- I object to the risk of contamination release into Middle Harbour.
- I object to the Health risk assessment based on best case scenario of all going to plan. Health risks should be reassessed to account for human error and the probability of a spill of contaminated spoil and/ or sediment.

- I object to the risk of contaminants moving down from the tip site has not been assessed in terms of risks to Human Health despite EIS acknowledges the risk of run off to surrounding waterways and Middle Harbour.
- I object the EIS does not assess the potential health risks of bushwalkers, sporting groups, sailing clubs etc coming into contact with contaminants in waterways, parks etc despite acknowledging the risk of workers coming into contact with same contamination.
- I object to 900 additional vehicle movements per day will service the Flat Rock Drive site and 590 at Cammeray.
- I object to 153, 000 cubic meters of sediment from Middle Harbour will be dumped at sea.
- I object to limited assessment of flooding impact on the Flat Rock dive site and downstream habitats, parks and waterways. The flood study limits the Flat Rock Creek assessment to the upper reaches around Gore Freeway. Given the size of the catchment, the location of the dive site in and around the diverted creek and in a flood zone it would be appropriate to continue the flood study around Flat Rock Gully and down into Tunks. This information should inform the health risk and waterways assessment.
- I object to the noise above limits knowingly being inflicted and impacting residents for an extended period of time. This is across all areas impacted however applicable to me in Cammeray (near Green Park). The EIS states that the area North of the golf course in Cammeray will experience noise above limits across the duration of the project. Anzac Park School, Anzac Park, Cammeray Oval and KU Preschool (Green Park) will be noise affected above limits across various stages of the project.
- Biodiversity is poorly scoped in the EIS. I object to the huge lose of flora, fauna and wildlife. I object to a full study of wildlife not complete nor to be carried out in Flat Rock Gully, Middle Harbour and nearby bushland. Resident value the huge native diversity and opportunity to experience it so close to a city the size of Sydney. Consideration needs to be given that this bushland forms part of our recreation space and it is being taken away from us.
- I object to the application/use of the controversial biodiversity offsetting policy allows for the clearing of bushland in urban communities. Destruction of biodiversity in one area as long as it is protected somewhere else in NSW, is not a sensible approach nor feasible to the local communities in the areas where the destruction occurs.
- I object to worsening levels of local traffic both during and after construction as evidenced in the EIS.
- I object the project does not achieve goals – only 10% reduction in short term on Military Rd based on FUTURE predicted traffic growth not today's levels. The growth model is not made available in the EIS so the travel time savings and congestion reductions are unable to be verified.
- I object to any loss of current road infrastructure during or post construction and/or excess congestion caused by construction vehicles i.e Ernest St, Miller Street on and off ramps.
- I object to the extensive list of under scoped risks.
- I object to the government not following rulings i.e the Inquiry into Westconnex found that business cases should be released prior to planning approval of future projects.
- I request the following conditions:
 - A reissue of the EIS following Phase 2 assessment: All further testing mentioned in the EIS be done now and the results plus the results of all testing already complete, released.
 - A full risk health assessment based on worst case scenario (not best) prior to approval and sign off. Health risks associated with run off, spills and risk to Northbridge, Tunks Park, Cammeray, Primrose Park.

- Abandonment of the immersed tube construction method at Middle Harbour and its replacement with a tunnel through bedrock which would not disturb the contaminated sediment.
- Real time/ Alert Style Air Quality Monitors at Bicentennial Reserve, Tunks Park, Cammeray Golf Course, Primrose Park etc to alert the community to air quality risks born from dust, disturbance or diesel.
- Real time/ Alert Style Monitoring at Northbridge Baths, Clontarf, Balmoral Beach.
- Silt curtains which go to the seafloor and are not permeable.
- Restriction of project related shipping movements to an agreed schedule of times when the tides ensure that the sand bar at the entrance to Middle Harbour will not be disturbed by such movements.
- Wastewater to be treated via a method other, or in addition to, sedimentation only to ensure that the full range of dangerous chemicals identified are properly removed.
- A landfill gas study in compliance with Hazardous Ground Gas Guidelines for construction and operation of tunnel (PDF page 78 Appendix M). It is noted the nominated guidelines have been superseded and the updated guidelines should be used.
- The EPA to be formally notified, as required under the Contaminated Lands Act, of the possibility of contaminated land (at Flat Rock Reserve and surrounds) contaminating neighbouring land ie North Sydney Council – Cammeray Golf Course, Tunks Park, Primrose Park and Middle Harbour.
- Flat Rock Gully not to be used as the primary dive for the Beaches Link due to changes in groundwater levels and water quality impacting on ecosystems in the short and long term both at FRG and Middle Harbour, known contaminants in former tip site that will be disturbed and negatively impact communities.
- Contaminated spoil not to be stored onsite in Flat Rock Gully or Cammeray Golf Course - spoil should be immediately sealed and carried away from residential areas or stored underground temporarily until removal from residential areas.
- Improve the dive sites i.e Flat Rock, Cammeray Golf Course, Balgowlah sites, remediate better than before, to compensate for pain and suffering during the 5 - 8 years of construction and restore ecosystems. This was done at Bangarool!
- Silica dust created by tunnelling sandstone more adequately dealt with than just a water cart and covering the load.
- Tunneling induced movement - compensation for house cracking and settlement even if slight - currently up to 50mm which means a 5cm crack in houses not repaired. This criteria is unacceptable for the majority of homeowners in the area with old federation houses build on clay or rock which will be prone to cracking.
- All properties above the tunnel route and near to major dive sites such as Cammeray Golf Course to be offered a free and independent pre-construction property condition survey providing a clear record of a property's condition before work starts. If any damage is found to be directly related to the project, the damage will be addressed at no cost to the property owner.
- A full reassessment of the traffic flows to and from the Northern Beaches needs to include data collected after 2016, data also needs to be collected on the number of Northern Beaches residents who work in the area and how many work from home.
- A re-assessment of surface level traffic with all major local roads included in the operational modelling i. e Eastern Valley Way, the full span of Military Rd and Willoughby Rd was not included. The surface road traffic assessment should then inform the pollution impact of the project as the pollution contribution is not only limited to the stacks.

- A comparative mass transit alternative assessment.