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1 March 2021

Department of Planning, Industry and Environment (DPIE)
Submitted via <https://www.planningportal.nsw.gov.au/major-projects/project/10456>

EIS Submission – Beaches Link & Gore Hill Freeway Connection (Application No SSI-8862)

Dear DPIE,

We refer to the EIS on exhibition for the Beaches Link & Gore Hill Freeway Connection (the Project).

We are generally supportive of the Project need and related strategic context, but have concerns that arise for two main reasons:

- We reside in North Balgowlah between the two Beaches Link tunnel accesses and associated temporary construction support sites, in Noise Catchment Area 51.1; and
- Our children are, and will be, students at the Balgowlah Boys Campus of the Northern Beach Secondary College (Bally Boys) during the entirety of the 2023 – 2027 construction schedule as currently programmed.

Our specific comments are as follows:

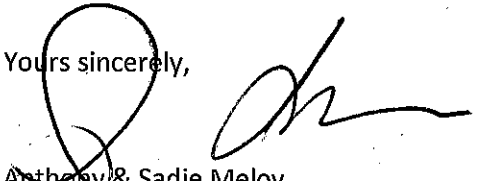
- **Construction – Noise & Vibration – Bally Boys**
 - Bally Boys is located in NCA48.1 and across the road from the proposed Balgowlah Golf Course construction support site (BL10);
 - The Noise & Vibration study is > 4000 pages in length but it is fairly clear that noise and vibration will be *at least* moderately intrusive at Bally Boys, stemming from BL10 and surface works during numerous construction phases (for example, see Table 5-146, Appendix G);
 - Proposed surface construction and spoil haulage hours are highly coincident with Bally Boys operating and student commute times;
 - In the absence of substantial mitigation, there is high potential for the well-being of Bally Boys students to be materially affected by such noise and vibration for a number of years.
- **Construction – Traffic & Transport – Bally Boys**
 - Peak daily traffic projections of 1,195 light and 495 heavy movements (Table 5-3, Appendix F) are expected at BL10 and the surrounding area;
 - The area around Sydney Road and Maretimo Street is already congested;
 - In the absence of substantial mitigation, there is a high safety risk for students travelling to and from Bally Boys and the potential for associated noise, vibration and dust to affect students during school time.
- **Construction – Reduced Facilities & Amenity – Bally Boys**
 - Bally Boys has grown substantially to > 1,000 students in recent years and the loss of Balgowlah Oval, even if temporary, will materially impact sporting and physical education activities;
 - Vegetation removal near the school will impact student amenity and further exacerbate noise and vibration impacts.

- **Construction – Traffic & Transport – North Balgowlah**
 - As residents of North Balgowlah, we use Judith/Kirkwood Streets (west), Woodbine/Kitchener Streets (east) and Frenchs Forest Road/Sydney Road/Ethel St (south) to enter and leave our neighbourhood;
 - All three of these ingress/egress points will be affected by construction works (BL12/13, BL11 and BL10, respectively) and we are concerned that the cumulative impact on traffic movements will be material;
 - For example, Kitchener Street is already a relatively busy and narrow residential street so the addition of nearly 30 vehicles during each peak hour time slot (Table 6-39, Chapter 6) will be impactful;
 - Furthermore, it seems highly likely that North Balgowlah will become a (even more) substantial “rat run”, creating a safety risk, in particular for Balgowlah North Primary School students on Manning Street and Bardoo Avenue;
 - Once we leave North Balgowlah there is additional, cumulative impact likely due to construction activities on the Wakehurst Parkway (BL14) and at the Spit Bridge (BL9).
- **Construction – Local Amenity, Biodiversity & Groundwater – North Balgowlah**
 - We are active users of local natural areas including Manly Dam, Burnt Bridge Creek and National Park area near the Wakehurst Parkway and so are concerned about impacts on both our amenity and these areas’ biodiversity, including aquatic and groundwater-related risks;
 - For example, there is a medium risk that, even once mitigated, construction will result in material baseflow level reductions at Burnt Bridge Creek (Page 34, Appendix C);
 - There is also a risk that, even once mitigated, construction will result in impact on wildlife in the area around the Wakehurst Parkway where native vegetation will be removed (> 15 hectares);
 - We note that Manly Creek is important to the climbing galaxias and other aquatic species which are sensitive to water pollution and sediments.
- **Operations – Transport & Air Quality – General**
 - We are hopeful that identified air quality mitigation measures are sufficient and assume that the risk may further reduce due to a long-term increase in electric vehicle usage;
 - We are hopeful that the Project effectively utilises public transport strategies in a manner which reduces the chances of traffic congestion simply re-emerging in the near future.

We recognise that the Project EIS is one step on the path toward receiving a final Determination and that contractor selection and detailed design have not been completed. To that end, we are hopeful that additional consultation will identify more detail around mitigation of our concerns outlined above. We are particularly supportive of the establishment of a **Working Group that involves Bally Boys representatives**.

We appreciate the opportunity to make a Project submission and look forward to reviewing the Response to Submissions.

Yours sincerely,


Anthony & Sadie Melov