

OBJECTION TO THE BEACHES LINK TUNNEL

March 1, 2021

1. ENVIROMENTAL DAMAGE

During and post construction:

WAKEHURST PARKWAY

I have concerns regarding the damage that will be done to the natural bushland on either side of this roadway, apart from the obvious loss of a large area of bushland (affecting the wildlife within this area) the runoff from both sides of the ridge in heavy rain periods has potential to pollute the bushland, Middle Harbour and Manly Dam. The EIS admits there will be no way of containing runoff in heavy rain periods. This must be addressed in any construction provisions.

BURNT CREEK

This creek will be effectively reduced to a stormwater drain as a result of construction and the final roadway, which as the EIS shows, will have a water flow reduction of 96%. In addition to the removal of the dam and water source on Balgowlah Golf course, there will be a huge impact on the local wildlife including the birds and reptiles that rely these two permanent water supplies. This area is valued by its residents for the natural bushland and animals who live here and this proposal completely disregards this.

MIDDLE HARBOUR, THE SPIT AND CLONTARF

The EIS does not detail how the pollutants currently embedded in the harbour floor will be prevented from escaping the "curtain" protection and how they will be monitored to ensure that if they do the community will be notified. This area is one of the most patronised beachfront areas and any contamination of water will affect swimmers, fishing, beachgoers and dogs on both the reserves on the southern side of the bridge and also Clontarf beach and Sandy Bay. These precious areas are too fragile to leave to the chance that the contractor will put in place the correct reporting systems, if any work is to be done, there needs to be an independent monitoring and reporting system in place before work commences.

2. TRAFFIC CONGESTION

During and post construction.

SYDNEY ROAD/ BALGOWLAH GOLF COURSE INTERSECTION at MARETIMO STREET

The use of this as a truck and construction traffic intersection will completely overload the capacity of Sydney Road and create havoc for entire construction perios. This intersection is currently the one major access to Manly, Balgowlah, Balgowlah Heights and Clontarf. It does not appear that any real consultation has been done with local council in regards to the flow of traffic. This needs to be addressed as it will result in some very lengthy delays as motorists attempt to navigate around the construction site and the hundreds of trucks that the EIS has shown will be adding to the congestion. It will result a the Rat run through the Seaforth roundabout to Ethel Street and Lauderdale Avenue to Manly being a complete gridlock.

Post construction, the increased volume of traffic entering Sydney Road from the tunnel will back up down Sydney Road creating traffic congestion not only at the tunnel exit but locally as well as local traffic attempts to cross over and move around Sydney Road.

SEAFORTH ROUNDABOUT to WAKEHURST PARKWAY

During construction this already overloaded will be heavily congested with the additional construction traffic and trucks which will be leaving and approaching the Wakehurst

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Parkway site. The Seaforth village shops will be heavily impacted by this noise and the pedestrian nature of the shopping area will be threatened by the constant traffic stream. Post construction, with all the projected volumes of traffic heading north to Frenchs Forest there will again be long delays at the exits where traffic returns to a 2 lane road at Wakehurst Parkway after crossing Warringah Road.

3. INADEQUATE CONSIDERATION OF PUBLIC TRANSPORT OPTIONS

The EIS shows a cross section through the tunnel exit and road at the Burnt Bridge Creek Deviation that is 12 lanes wide- a huge road capacity delivering a huge amount of cars. Where is the in depth consideration of Public Transport options that the Northern Beaches community needs? This project should not go any further until there are some realistic solutions on the table. Our local community recently managed to get several bus services restated that had been cut, leaving residents and school children stuck without direct and timely routes to work and school. This shows that the community is eager to have public transport solutions and will work with government to deliver them. One only has to drive to the city or over the Spit Bridge on school holidays to understand that a large majority of the traffic is involved with taking children to school. A large investment in targeted school buses for both public and private schools would go a long way to solving this problem. The well patronised B-line services are an indication of where the community is heading and with the addition of the B-line service to Chatswood there will be even less need for individual commuter trips. We do not need 8 extra lanes and \$10billion of tunnelling to solve our traffic problems. Not one lane within the tunnel has been indicated as a bus or public transport corridor, Transport for NSW must be made to consider more options.