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Re: Beaches Link and Gore Hill Freeway Connection - Environmental Impact Statement (EIS)

27 February 2021

BEACHES LINK PROJECT

I wish to object to the Beaches Link Project for the following reasons:

SPECIFIC ISSUES

Link to CBD

The tunnel will encourage more cars to enter the CBD.

This is poor planning, as it would:

- increase the conflict between cars and pedestrians
- worsen the air pollution that affects human health
- exacerbate congestion in city streets

Wakehurst Parkway

Sydney Water bushland site

- The bushland site adjoins Manly Warringah War Memorial Park on 3 sides.
- Bushland is difficult to rehabilitate to a natural condition after disturbance.
- Bushland protects waterways in Manly Dam Catchment.

Wakehurst Parkway connection

Widening of road and tunnel ramp will result in unacceptable environmental impacts:

- Extensive loss of bushland
- Increased traffic, noise and air pollution
- Negative impact on reserves and recreational amenity

Balgowlah Connection

Unacceptable impacts on:

- Balgowlah Boys High School opposite the link road
- Burnt Bridge Creek, vegetation corridor and cycle way route
- Balgowlah Golf Course – fragmentation and loss of open space
- Burnt Bridge freeway – widening and disruption with traffic lights

Future scenarios

- The tunnel project will divert funding for public transport initiatives
- The tunnel design will encourage car based travel, not public transport
- The tunnel will result in a high influx of cars to the beaches, particularly in summer

Public transport

- Improve public transport to reduce reliance on cars
- Focus on east – west links
- Introduce innovative transport options
- Public transport should be the primary focus, not car based travel

BEACHES LINK PROJECT

OBJECTIONS

The Northern Beaches is a geographically constrained area that is not suitable for a motorway.

The proposal for a motorway with 3 lanes in each direction would allow an unimpeded passage for a high volume of cars and trucks to leave as well as enter the Peninsula.

It would allow an unprecedented volume of traffic to stream into the Northern Beaches. The number of vehicles and demand for car parking is likely to increase dramatically.

The expectation that the tunnel will 'save time' for commuters does not taken into account 'induced traffic demand' i.e. "the additional road capacity will eventually (if not always immediately) lead to more traffic, not less".

At least half a billion dollars has been spent on widening roads in the vicinity of the Northern Beaches hospital. (The actual cost so far has probably exceeded this initial estimate.) A substantial amount of public money has been spent on these road projects in recent years.

The Beaches Link proposal would mean a further expenditure on road infrastructure of \$8b, which is exorbitant.

The tunnel will annul measures to reduce car dependency and suppress future investment in innovative public transport systems that are sustainable in the long term.

The 7-8km tunnel will have drawbacks for safety, for example in the event of an accident, and poor amenity, as users will be confined to a claustrophobic, enclosed space with polluted air.

Within a long 7km tunnel, commuters would be sharing a confined and enclosed space with trucks, cars and buses travelling at speed. The tunnel poses a threatening and intimidating environment, especially for inexperienced drivers.

In urban areas the trajectory for transport planning should be towards sustainable transport and reduced dependency on cars. The motorway tunnel is headed in the wrong direction.

Investment in public transport should take precedence over a motorway tunnel, which will make the provision of E-W linkages for public transport less viable.

The tunnel is inappropriate for future transport needs with the trend towards reduced car dependency, electric vehicles and automated systems.

The tunnel is a very expensive infrastructure project that will be a major impediment to the introduction of new, innovative and sustainable transport options.

The major works associated with the tunnel would be disruptive and destroy the amenity of areas that have important environmental and community values.

Along Wakehurst Parkway the works associated with the road connection and tunnel would result in a substantial and irreversible loss of bushland.

The tunnel proposal and Wakehurst Parkway connection would have significant and irreversible environmental impacts.

The focus should be on alternative options for sustainable transport.

Ann Sharp