

Submission
No 375

**INQUIRY INTO IMPACT OF THE WESTERN HARBOUR
TUNNEL AND BEACHES LINK**

Name: Name suppressed

Date Received: 18 June 2021

Partially
Confidential

Objection to Beaches Link Tunnel and western harbour tunnel.

I am a resident of _____ which is adjacent to the proposed construction site for the Beaches Link Tunnel, currently the Balgowlah Public Golf Course (BPGC). Having reviewed the EIS document in some detail and having participated in a number of the community awareness sessions held over the past number of months delivered by our community groups not TFNSW, I would like to take this opportunity to strongly object to the Beaches Link Tunnel project, the EIS findings and the lack of understanding of the serious negative impacts to _____ and surrounding areas. I have structured my objections into the following areas of objection;

(b) the adequacy of the consideration of alternative options

(g) the extent to which changes in population growth, work and travel patterns due to the Covid-19 pandemic have impacted on the original cost benefit ratio,

(j) the impact on the environment, including marine ecosystems,

(k) the adequacy of processes for accessing and responding to noise, vibration and other impacts on residents, during construction and operationally

One of the fundamentals of the Government's case for building the Beaches Link Tunnel is that by 2037 the time savings for drivers from (e.g.) Brookvale and Balgowlah will save 30+ minutes to drive to the city, the airport and beyond when it currently takes less than 35 minutes to drive from Balgowlah to the City. I cannot agree to these estimates of time savings, given that the estimates are built on 2016 estimates with future projections for 21 year to 2027 without consideration for:

- The Dee Why to Chatswood Express Bus Service (or a B-Line Service) that commenced service in January 2020.
- The move to Work-from-Home (WFH) that has developed with the introduction of a range of restrictions to control the spread of COVID-19. There is a global trend away from pre-dated ideas of working from offices to improved mobility solutions suitable for future state knowledge workers.
- The majority of Fortune 500 companies have implemented clear hybrid models that allow employees the choice to work from home or from the office with guidelines for how to find the right balance.
- Technological advancements, accelerated by COVID-19, in areas such as remote meetings e.g. zoom, teams etc have challenged the assumptions around what actually needs to be done face to face in the business context, with clear long term reductions in the need for road based and air travel.
- The impact to the environment of petrol and diesel-based cars, has resulted in a growing number of people challenging the idea that driving to work is okay, instead opting for less environmentally impactful transport solutions such as trains, ferries and bicycles.

I object to the congestion increases on our local roads, both during and after construction. New sets of traffic lights on Sydney Road and Burnt Bridge Creek Deviation will quickly cause queues to build up in areas already jammed with cars.

- There is no public transport lane in the tunnel, no new bus services are guaranteed and the EIS does not promise quicker trips on public transport. This brings into question who actually is this proposed tunnel being built for, the tunnel operator or the public?

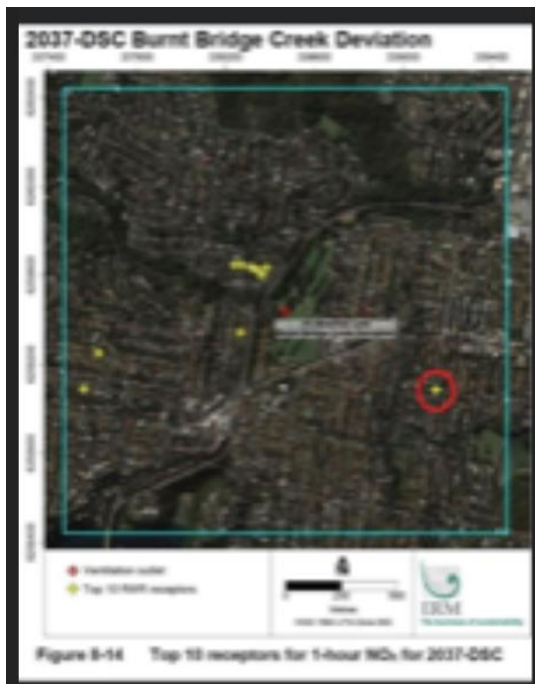
- In addition to the disputed time savings, it is not clear what, if any research by Transport for NSW (TfNSW) has been undertaken into alternatives transport solutions based on revised more realistic traffic volumes e.g. expanding the Dee Why to Chatswood Express Bus Service (or a B-Line Service) or increasing the use of Ferries to avail of the time saving water ways this great city is built upon. Simple put the Beaches Link is not justified by any publicly released business case.

Having reviewed the EIS, this project fails to incorporate the clear learnings observed from the impact to Sydney and other major cities around the world arising from toll road construction projects such as this one. I object to:

- The proposed conversion of the beautiful BPGC to a construction site for a build period of greater than seven years will devastate the suburb and irreversibly damage this beautiful green space. The numerous species of flora and fauna will be lost with the loss of multiple mature trees. The EIS fails to adequately outline mitigation against the significant impact to air pollution, disruption to transport and local residences, vibration, noise, and increased pollution. The tunnel build will severely impact the lives of residents of and those residents with homes surrounding the construction zone for years and once the tunnel is in operation.
- The failings of the EIS to adequately address the real impacts to our cul de sac, especially noise, air quality and health impacts, we are particularly close to the construction sites and once in operation the unfiltered exhaust stack.
- The additional risks to our properties as our homes are located in the area highlighted in the EIS as at risk of damage from vibrations, settlement and ground movement.
- The negative impact to the market value of properties close to the construction sites. Property owners are disenfranchised in their financial life choices for the many years between this proposal being put on the table and its completion and potentially beyond.
- The Balgowlah Public Golf Course (BPGC) site which will be used as a tunnel excavation site will place our small community under unacceptable pressure for 7 years or more.
- The around the clock tunnel construction will lead to excessive noise causes stress, impacts sleep and reduces quality of life. Ongoing noise can seriously impact people's mental health.
- Ineffective dust mitigation, a large amount of dust is expected to be generated by tunnelling, truck movements, earthworks concrete manufacturing and the very fact that some of the spoil is intended to be used to flatten the site for post build reconstruction. Our households are likely to not be able to open doors and windows or hang washing outside for the entire construction period (over 7 years).
- Increased truck movements. The Project will generate 495 heavy vehicle movements and 1195 light vehicle movements per day at the Balgowlah Public Golf Course site which is already subject to capacity traffic movements at both Sydney Road and Burnt Bridge Creek Deviation. - Increased traffic on local roads and truck stack parking decreases existing residential amenity and lessens land value. It also puts the safety of our local children at risk.
- Construction workers parking on which is a cul de sac and trucks parking in local streets waiting to pick up spoil will significantly affect the ability of local residents to find a place to park their vehicles - The contractor must be required to provide parking for 100% of workers on site to protect resident amenity. Local Government must Introduce local resident parking zones and monitor illegal parking.

- is highlighted in EIS documents as being expected to suffer when in operations from ambient light; noise from playing fields not currently experienced. There is an assumption made that the proposed new playing fields are preferable to the existing golf course. We do not agree with this assumption and question its basis. The proximity of an un-filtered exhaust stack to the playing fields will impact on the children and adults that utilise these fields for sporting purposes for generations to come.
- Potential impacts to our properties in terms of damage from vibration or changed water table. The EIS shows that some of our properties fall into the area of suffering potential cosmetic damage from vibrations. The NSW Government or the tunnel contractor should be mandated to offer the services of an independent specialist to prepare a report of the pre-construction state of the resident properties prior to commencement of the project at no cost to the residents. We expect that the NSW Government or construction company will pay for repairing to a proper standard any damage to any property.
- The EIS publicly available marketing materials e.g. websites, on-line conceptual designs, flyovers etc intentionally reducing the scale of the proposed ten story high unfiltered exhaust stack. The residents of are being asked to trade the green views of a golf course for a huge chimney, it will clearly become one of the highest and most infamous buildings in the Balgowlah suburb and Lower Northern Beaches.
- The Beaches Link Tunnel and associated EIS not mandating the filtration of exhaust stacks, which clearly pose a significant risk to public health including children at local schools, day care centres, and local families. We will have a daughter attending sporting activities within metres of the suggested unfiltered exhaust stack location This oversight is inexcusable and will affect the health of children, the EIS doesn't adequately model this impact.
- The image shows two maps of air quality impacts from the exhaust stack at Balgowlah – both showing the increases to NO_x for the 1-hour maximum under the cumulative scenario (DSC). So we are looking at the same measurements.
- The map below in Figure 1. shows the 'top 10' impacted properties – these are “the receptors with the 10 largest NO_x (oxides of nitrogen) contributions around each outlet”. They call them RWR receptors. It is influenced by things like topography, prevailing wind, building height. The map on the right shows the increases to the area in total, not just the top 10.
Here's the important bit – I've circled (in red) one of the top 10 locations on both maps. How can one property be “top 10” on the left, and not impacted on the right? It is near the corner of White St & Woodland St – all single-story houses, located low in the valley, with hundreds of properties higher on the hill and closer to the stack that, in theory, should be more impacted.

Figure 1. The “top 10' impacted properties – these are “the receptors with the 10 largest NO_x (oxides of nitrogen) contributions around each outlet”.



- Wakehurst Parkway will be a 4-6 lane freeway across a narrow escarpment, causing ongoing pollution into sensitive creeks and waterways at Manly Dam and Garigal National Park. 39 football fields of bushland will be cleared as well as 2,000 trees. The road will be raised several metres in some areas - making it audible and visible, day and night, for miles around.
- The Burnt Bridge Creek will die as its flow is to be reduced by 96%, destroying a delicate ecosystem that supports threatened species including the flying fox colony.
- During construction, 425,000 litres of waste water will be washed into Manly Lagoon at Queenscliff every day.
- At Middle Harbour, toxic chemicals in the harbour sediment will be disturbed during dredging, posing a major threat to the marine environment and the amenity of Clontarf and Sandy Bay.
- Balgowlah Golf Course site will be completely cleared of vegetation and native habitats during construction to allow for parking for some of the 3000 workers daily, enormous road headers, a concrete batch plant, rock crushers and acoustic sheds.
- 500 heavy trucks per day will trudge past Bally Boys during 6 years of construction – one per minute
- Burnt Bridge Creek Deviation will end up 12 lanes wide near Seaforth.
- Unfiltered exhaust stacks in Balgowlah and Seaforth would emit double the maximum limit of particulates recommended by the World Health Authority, covering a 1.2km radius per stack.

In conclusion for the above reasons I object to the Beaches Link Tunnel and the thoroughness and accuracy of the associated EIS in addressing the above points adequately. I request that reconsideration is given to my points as a concerned resident.