

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

**Name:** Name suppressed

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Partially  
Confidential

This submission is directed at the Beaches Link portion.

- Beaches Link is primarily directed at commuter traffic. The Northern Beaches Region is not heavily industrialised and hence the need for the corridor to support intensive freight is not present (unlike other motorway tunnels such as the M7). Accordingly Beaches Link lacks overall economic necessity to justify this type of project. Beaches Link will unnecessarily divert funds away from more pressing projects within Sydney and NSW that have a much greater and more direct economic impact (such as proposed infrastructure to develop and support the Western Sydney Airport)

- The proposal information associated with Beaches Link has failed to properly scope and consider suitable alternative options. These include:

- a metro connection to the Northern Beaches (given the route is primarily required for commuter traffic) which would provide a far superior commuter capacity to a road tunnel and remain fit for purpose for a significantly longer period (Importantly a TfNSW motorway department has no capacity or experience to scope and/or assess a metro project); or
- much more economical initiatives such as road improvements to Military Road including further widenings, creation of permanent clearways, alternative cycle paths, introduction of more intelligent traffic control systems, closing down of some intersections; and
- creation of a rapid bus transit route between Chatswood and Dee Why, providing a high capacity bus connection to the existing Sydney Metro and Sydney Trains networks .

- Beaches Link project will result in an unquantifiable increase to air pollution at both ends, further exacerbated by the length of the tunnel. The review by the Chief Scientist attached to the EIS (being the proposed primary assurance for this risk) provides a highly qualified assurance that lacks the requisite certainty associated with such a significant risk. This significant public health risk has been poorly addressed and consequently is not considered to have been properly managed. Further, Beaches Link proposes unfiltered tunnel ventilation. This directly contravenes the Parliament Committee's recommendations provided in respect of the WestConnex Project dated December 2018 and global standards adopted elsewhere (e.g. Hong Kong).

- TfNSW has failed to articulate the extent of the impact on communities at both ends of the tunnel. Very little analysis has been conducted on local impacts of traffic flow. The Balgowlah entry/exit will add a significant amount of congestion to an already poor performing area. This stems from a poorly selected entrance/exit location, a cheap "at grade intersection" rather than a series of feeder tunnels from Sydney Road, Condamine Street and Wakehurst Parkway and a location driven based on "ease of construction" as opposed to final amenity (including poor in tunnel gradient outcomes). A much more beneficial location that provides scope for these issues to be addressed is further north at Millers Reserve.

- Beaches Link proposes a very grave environmental risk associated with the submersible tunnel connection in Middle Harbour. The method of construction provides a significant risk in terms of disturbance of sediment and could result in an event that would attract global attention. This risk has not been adequately addressed in the EIS. Note the Millers Reserve tunnel entry/exit location would allow for conventional deeper tunnelling construction methodology that would be located under Middle Harbour (as opposed to through it). This results in a longer tunnel, however significantly reduces the environmental and construction risk.

- All of the above comments have been provided during the consultation process and have been ignored by TfNSW. The consultation process has been fundamentally lacking.

The Committee is respectfully requested to recommend that this project is cancelled and other proposals pursued or otherwise significantly altered to address the public health and environmental risks that are highly likely to eventuate from Beaches Link.