

Submission  
No 197

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

**Name:** Name suppressed

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Partially  
Confidential

I am a father of 2 school aged children and have serious concerns about many aspects of the beaches link tunnel project. Given the state governments recent declaration of a net zero emissions target by 2050, I find that building a new motorway in a built city environment goes against this. Public transport options give us the best opportunity for the generations to come having a liveable climate like we currently enjoy. Every little bit counts for our future. See my points below to expand further.

1. Air quality and pollution –the impact on the environment and to my community from the increase in truck movements on local roads is completely at odds with the 2050 target. RMS Air Quality team have already confirmed it one of the biggest risks, causing potential cancer and fatality impacts in children, is the diesel emissions from the high levels of trucks. Hydrogen-fuelled trucks instead must be made mandatory if this project proceeds. The location of the unfiltered ventilation stacks nearby to schools is morally wrong also. Are the health risks to our next generation acceptable? I don't think so when increasing and improving public transport is the way of the future.

2. Noise and traffic – The huge increase in truck traffic will cause unacceptable levels of noise, vibration, dust and diesel fumes that even the RMS team themselves have identified as highly toxic and dangerous. Having no time restrictions on certain types of truck movements is hard to believe. Previous objects to this have been ignored so far. Permanent noise abatement walls should be installed around the site as well as adjacent to those who are subject to significantly increased traffic noises due to truck movements, both during and outside of work hours ie along Flat Rock Drive and Brook Street and the south facing streets of Northbridge

3. Pedestrian road safety. Large numbers of pedestrians, particularly school children cross Brook Street every day. Installing traffic lights at the intersections of Grafton and Slade Street on Brook Street will somewhat improve this situation. If truck drivers need traffic lights to leave site for their safety surely our school children need to same protection also.

4. Waterways – we are blessed with an incredible harbour in Sydney and the risk of damage caused by dredging around the point in Northbridge unnecessarily puts this ecosystem at risk. Thousands of people enjoy this part of the harbour every week, many travelling from out of area to do so. Is this risk worth the so-called reward?

5. Bushland – The bush corridor that flat rock gully is part of is an important link for wildlife and recreational users. These corridors are part of what makes Sydney such a unique city. Thousands of people and animals use this corridor every day. Given that this area is a remediated tip site, it is quite astonishing that tunnelling through such a former site was even considered in the first place. How will you control the release of toxic gases and the removal of asbestos from this former tip? No indication is given as to how this will be controlled and or monitored.

6. Aboriginal sites of significance – There are known sites in the area dating back at least 4500 years. How will they be persevered and protected? These sites are important part of our pre-European history and need to be protected for our future generations.

In summary I feel the negative impacts of this tunnel project far outweigh the so-called benefits.