

Submission  
No 288

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

**Name:** Name suppressed

**Date Received:** 18 June 2021

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Partially  
Confidential

Without a business case, tax payers are left wondering what, for all its significant financial, environmental, social and health and safety costs, significant value will be provided to the state of NSW from this proposed series of roads and tunnels.

My main objections to this project are:

1. An unproven assumption that new toll roads are the best solution for our city's transportation into the future.
2. A lack of evidence that this particular design will provide the best transportation outcomes for our city.
3. A lack of concern for community wellbeing. For example, the staunch insistence to use flat rock gully as a dive site, which risks the health and well-being of residents through digging up an old tip and running operations day and night within meters of residential dwellings, and with significant disruptions to local road networks, rather than an industrial site in Artarmon, adjacent to freeway on and off ramps.
4. Mistrust in the governance of recent government projects such as westconnex and the Sydney light rail project, both of which experienced significant budget blow outs and re-design throughout the project. I am also seriously concerned about the contractors/governments processes in addressing instances of damage to homes from these projects.
5. Damage to bush land and waterways including disturbing currently dormant contamination.
6. Ongoing health effects of unfiltered exhaust stacks close to homes and schools.
7. No convincing evidence of public transportation in the plans.
8. Disregard for cultural heritage, including indigenous heritage.
9. Lack of clarity about the relationship between the government and transurban. Will this project benefit the tax payer or a private company?

Thank you for this enquiry. I hope it is successful in holding the government to account over this incredibly costly project-in-planning.