

Submission  
No 359

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

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I object to the Western Harbour Tunnel and Beaches Link project for the following reasons:

1. The environmental impacts and risks are unacceptable, particularly in the Flat Rock Gully dive site area. This bush in the urban setting is a rare gem and enjoyed by many locals and visitors of all ages. It is home to such a diverse range of species including the endangered Powerful Owl.

The total number of trees to be removed is unacceptable vandalism and digging into a contaminated old tip site will cause health problems to workers and residents. More geotechnical investigation needs to be done including draw-down effects on the water table from tunnelling and associated works.

The baseball diamond next door to Flat Rock Gully is more suitable as a spoil and construction site and should be used instead of clearing Flat Rock Gully. It can easily be rehabilitated back to a diamond with roll on grass at completion.

2. Construction traffic impacts on local roads. Over 500 spoil trucks travelling down Brook St from Flat Rock Gully dive site, across the route school children take home, is unacceptable. An alternative dive site location in Artarmon, away from a residential area and with access to the M2 should be investigated more thoroughly.

3. Unfiltered smoke stacks may be of an acceptable standard currently (as stated in limited air quality reports), but are not best practice. A global, wealthy city like Sydney should be installing the best filtered system. Especially given the tunnel smoke outlets will receive emissions from a longer portion of tunnel than used in most other examples worldwide. The LGA's surrounding the smoke stacks have the highest concentration of children in Australia. This should be reason alone to not take a chance with the health of our children. The government risks class action in the future if they impact children's health.

4. We need a transparent business case and justification for why this project should go ahead. Current changes to road usage as the Covid pandemic shapes user behaviour need to be incorporated into the assessment.

5. Public transport options need to be explored properly. A rail alignment may not be suitable in place of a toll road in the same tunnel location, but other options that connect the northern beaches with public transport (preferably rail) needs to be developed.

The project is essentially all pain and no gain for residents of Cammeray, Naremburn and surrounds. The load needs to be shared with those users who benefit from the project and not put our most precious residents - our children - at risk.