

Submission
No 428

INQUIRY INTO IMPACT OF THE WESTERN HARBOUR TUNNEL AND BEACHES LINK

Name: Mr Mark O'Sullivan

Date Received: 17 June 2021

I object to the beaches link tunnel in its entirety.

- 1) This is an extremely expensive and disruptive project
- 2) it will have a disproportionately large impact on residents of the lower northern beaches, from Seaforth to Balgowlah and surrounding suburbs
- 3) it will decimate our pristine environment, including increasing air pollution, localised traffic congestion, road safety issues, extensive school impacts (such as Balgowlah Boys) and overdevelopment of our locality. Loss of very key natural habitats, flora and fauna.
- 4) The project seems to have minimal impacts on traffic flow; which surely is the purpose of the project
- 5) this is an economically infeasible project - the cost / benefit case doesn't stack up.
- 6) I would encourage alternative transport options and a much stronger focus on the environment and liveability of our region.
- 7) The western harbour tunnel without the beaches link should actively be considered. As a major arterial route this may make sense though I have not considered these impacts.
- 8) As a tax payer, I STRONGLY request a revised model of the entire proposal be initiated, with each section considered on its own merits, to reflect post-COVID/work from home transport requirements. We are in a seismic work/life shift and pausing to see how this plays out is sensible at this point.
- 9) the consultation with the community has been substandard - releasing an EIS of its size with such little time, communication options and genuine proactive engagement with the community and impacted groups (e.g schools) is VERY disappointing. The misleading visuals - reduced smoke stacks height and blurring of schools - is abhorrent on something so disruptive. This is not a marketing exercise, we need real and tangible examples with a clear picture of localised impacts. If it is going to have such an awful impact on us, we need to know exactly what these impacts are, not spin.

Should the beaches link be approved, I would VERY STRONGLY, request that:

- 1) portals and exhaust stacks be moved further away from residential areas AND exhaust stacks be filtered - it is unacceptable that toxic tunnel exhausts are released from 7+km of tunnels in our backyard and particularly so close to schools and that these are not filtered as they commonly are overseas. With an absurd cost in the first place not including filtration is frankly insulting to those of us who are directly impacted. My family is personally surrounded by 2 tunnels exhausts, as are a number of schools and playing fields - the health risks are NOT minor or acceptable. Consider alternatives regardless of the additional cost - for example is it feasible to divert the Balgowlah exhaust by underground exhaust tunnel to a single stack located further north on Wakehurst Parkway equidistant between Kirkwood St and Bayview Close?
- 2) damage to our unique environment - e.g Manly Dam, Duffy's Forrest, Burnt Bridge Creek, Manly Creek/Queenscliff Lagoon, toxic dredging of the spit, endangered flora and fauna - be eliminated. We are regular users of our unique and pristine environment and live in the middle of much of it. I am horrified with the current plans. For example how can reducing creek flows (e.g burnt bridge creek) to the extent proposed be remotely acceptable? It will kill our amazing and well used creek area. We MUST acknowledge the importance of our waterways and protect them - we live in an increasingly arid environment. Don't put cars, short term convenience and development ahead of long term environmental care. Consider the extensive use of covered roadway along wakehurst pkwy to enable bush corridors for safe fauna movement and recreational use (walking, biking...)
- 3) localised road traffic impacts be better managed, including avoiding rat runs and the high impacts of truck and construction vehicles through local streets. Substantial upgrades in local roads must be funded and immediately implemented to handle the anticipated high volume of vehicle likely to descend on the area either to access the tunnel or avoid tolls.

4) consider better ways to manage noise and vibration impacts - 24/7 tunnelling should be avoided, route and depth options be considered to reduce vibration, and absolutely no construction activity should be permissible outside of acoustic sheds out of standard construction hours when the majority of the community needs to rest and recuperate with extensive breach penalties for contractors.

If this project proceeds, the northern beaches will be irreversibly ruined by high volumes of visitors, particularly on weekend on roads not designed for volumes and parking not available, beaches will be overrun and the impacts on the local environment and enjoyment across all areas of the peninsula will be extreme. The benefits of a quicker trip into the city or further south do not make up for these negative impacts.

Regards
Mark O'Sullivan