

Submission
No 452

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

Name: Name suppressed

Date Received: 17 June 2021

Partially
Confidential

- (a) the adequacy of the business case for the project, including the cost benefits ratio, this project is only allowing more cars on the road, only to bottle neck at Manly Vale. Manly Vale and connecting arterial roads cannot cope with receiving 12 lanes or traffic.
- (b) the adequacy of the consideration of alternative options, this project is contradicts reducing our impact on the environment. There were no other options put forward, in fact our bus routes were severely affected on the old 173 bus route from Narraweena to North Sydney via Seaforth and the 169X City express. Residents in Seaforth and North Balgowlah near Seaforth Oval are left with limited public transport options. Seaforth Village cannot ope with being a major transport hub, with the lack of parking.
- (c) the cost of the project, including the reasons for overruns, the rising price of materials, compulsory acquisition of housing there is no doubt this project will overrun.
- (d) the consideration of the governance and structure of the project including the use of a 'development partner' model,
- (e) the extent to which the project is meeting the original goals of the project, it appears this project or tunnel benefits those on Military Road, serving Mosman residents while Northern Beaches suffer from construction and environmental devastation.
- (f) the consultation methods and effectiveness, both with affected communities and stakeholders, as a resident, we were not consulted on the needs. Being so close to the digging sites and pollution stacks is of grave concern to ours and children's health as there are multiple schools that are within a couple of kilometres radius nearby.
- (g) the extent to which changes in population growth, work and travel patterns due to the Covid-19 pandemic have impacted on the original cost benefit ratio, the change in pandemic responses mean workers have more flexibility with working from home, is there a need for such a large 12 lane project?
- (h) whether the NSW Government should publish the base-case financial model and benefit cost ratio for the for the project and its component parts, this should be made public knowledge for transparency.
- (i) whether the project is subject to the appropriate levels of transparency and accountability that would be expected of a project delivered by a public sector body, the attempt at transparency by way of online forums, which were difficult to access (Facebook event invitation had poor information and only accessible by private link.
- (j) the impact on the environment, including marine ecosystems, this is of major concern as the construction work and clearing of natives mean native animals will be moved out of their homes and risk being hit by cars.
- (k) the adequacy of processes for accessing and responding to noise, vibration and other impacts on residents, during construction and operationally, this has been I adequate considering we live quite close.to a digging sites and pollution stack. There has no transparency of where this pollution will travel and eventually rest. I stead of encouraging more cars, perhaps encouraging use of bikes and improving bike/dual use lanes will reduce our carbon footprint.
- (l) the impact of the project on nearby public sites, including Yurulbin Point and Dawn Fraser Baths, and Seaforth Oval is too lose to the digging site as well as the pollution stacks. Not to mention the local schools.nearby.
- (m) any other related matter. Unfiltered pollution stacks too close to homes, schools and national parks. The very fine toxic pollutants will slowly be absorbed into Manly Dam, not to mention in the air we breath in higher quantities.