

**Submission
No 552**

INQUIRY INTO IMPACT OF THE WESTERN HARBOUR TUNNEL AND BEACHES LINK

Name: Pete Kasby and Emily Klineberg

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Peter Kasby and Emily Klineberg

Naremburn, NSW, 2065

Dear Public Work Committee

Re: Submission for the enquiry into the impact of the Western Harbour Tunnel and Beaches link

We are writing to voice our concerns with the proposed Western Harbour Tunnel and Beaches link, specifically with reference to the Terms of Reference stated below, relating to the Northern Beaches component of the project. We strongly oppose the proposed Beaches Link tunnel project.

Responses to selected Terms of Reference are as follows:

(b) the adequacy of the consideration of alternative options

We believe that a project of this size and nature should include consideration of all other options including rail. As announced, rail was not even considered as an option despite previous reviews recommending rail as the most viable and best option to reduce road traffic and congestion in the area.

(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

We believe the NSW Government has an obligation to the NSW people to be completely transparent in its financial modelling for this project, including all other options and alternatives to building roads and tunnels. Should the project be approved, the project budget should be made public including any changes to the cost base or business case post commencement of the project.

(j) the impact on the environment, including marine ecosystems

We believe that the environmental impact has not been properly assessed and believe that the impact to the local environment significantly outweighs any practical benefit of the proposed Northern Beaches tunnel link. We believe the government has not taken the air pollution impacts seriously, especially with the proximity to local schools, early childhood and day care centres, public spaces and residences. Destruction of the regenerated bushland at the proposed drill site on Flat Rock Drive will have a detrimental impact on the local flora and fauna and the government has not committed to return the bushland to its existing state. Further playing fields are not an alternative for pristine bushland use by the community and heartfully regenerated by local volunteers.

The increased number of trucks during the construction period carrying spoil from the drill site will increase road congestion, air pollution and raise considerable road safety risks for local community. Spoil from the drill site will impact the local bushland and waterways most notably Flat Rock Creek which flows into middle harbour and nearby recreational areas including

Northbridge baths. We believe that government has not properly taken the environmental impacts of the Northern Beaches Tunnel into account.

(k) the adequacy of processes for accessing and responding to noise, vibration and other impacts on residents, during construction and operationally

During the consultation period, the local community raised substantial concerns relating to the number and frequency of trucks removing spoil from the Flat Rock Gully drill site and these have not been adequately addressed. The volume of trucks will generate considerable noise that will echo through Flat Rock Gully especially with heavy braking required as they descend the hill and engine noise as they accelerate up the hill with full loads. Furthermore, the increase in trucks will cause significant congestion on Flat Rock Drive and generate safety risks from frustrated motorists in an already congested area. This will be a disaster for the local community and this has simply been ignored by the NSW government despite local objection and complaint.

Yours faithfully,

Pete Kasby and Emily Klineberg