

The Hon. Daniel Mookhey, MLC
Chair, Public Works Committee
Parliament House
Macquarie Street
SYDNEY NSW 2000

16 June 2021

Dear Chairperson,

Inquiry into the Impact of the Western Harbour Tunnel and Beaches Link

I write to you in respect of the above Inquiry and are grateful that your Committee has established the Inquiry into the impact of these road projects.

Aside from the impacts these roads will have on the local community and its high density of children, I strongly object to the future path the government is taking, implementing road tunnels over sustainable public transport options. These tunnels are being built to improve the earnings of corporates and are not in the best interests of the people, who our State government has been voted in to protect.

I also strongly object to what will likely be in excess of \$20 billion being spent on a project without a business case and, IF they work, will only benefit a small population of NSW. This money should be spent creating regional jobs and supporting much needed health care and education in regional and sub-regional areas.

The Western Harbour Tunnel and Beaches Link (WHT/BL) projects will not deliver any improvements to traffic congestion and will have devastating environmental, health and social impacts at significant financial cost to the State. They will not support Sydney being a world-leading city rather, will drive congestion and poor air quality leaving locals and tourists frustrated with choice as to movement.

We urge the Committee to recommend that the WHT/BL not proceed and that the funds be expended on public transport infrastructure and other much needed transport and community infrastructure across the State, particularly in rural and regional areas.

We submit the following summary of our concerns and objections to the projects:

Terms of Reference (a), (f), (h) and (i) – business case, consultation, transparency

- (a) the adequacy of the business case for the project, including the cost benefits ratio,***
- (f) the consultation methods and effectiveness, both with affected communities and stakeholders,***
- (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,***
- (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,***

Business case: The estimated costs of the projects are approximately \$14-16 billion, or approximately \$1billion per kilometre. This is based on a costing of over 4 years ago of which based on inflation, rising costs of infrastructure building costs and the NSW State Government's history of cost blow-outs is likely to be in excess of \$20 billion. Andrew Constance has stated this in a media report confirming his thoughts on final budget. This was not updated in the EIS.

The State Government has not published the business case for the projects component parts, including any costs benefit analysis. The absence of the business case and any costs benefits analysis is unacceptable for a public works infrastructure project of this size and scope.

The business case ought to be published to provide transparency and accountability and to allow the public to make informed submissions. The projects are for a public purpose using public funds and ought to be open to public scrutiny.

It seems reasonable to conclude that, in the absence of such scrutiny, the "business case" may be inadequate or conclude that the costs of the project are unjustified in the context of alternative projects.

The NSW State Government has also stated it has not looked into the feasibility of train/metro confirming that it is unlikely that the business case will support the best interests of the NSW community.

Inadequate notification: The notification of both projects has been flawed and inadequate since inception. To conduct “community engagement” on an infrastructure project of this size and scope under the cover of COVID-19 demonstrates utter contempt for both the process and the residents, students, businesses and workers affected by the proposal.

The notification periods for the EIS’ provided too little time for the community to digest and respond to voluminous and technical documents (more than 9,000 pages of each project EIS). It was clear that many people significantly impacted by these projects were unaware that the consultation was underway and were, consequently, unable to participate.

Furthermore, the separation of the projects into components with staggered and separate notification would appear to be deliberate in order to make it very difficult for the (non-expert members of the) public to properly understand the details of the project in its entirety.

That aside, the projects look “less significant” when looked at separately but when joined, the impacts are frightening.

Finally, part of the utter inadequacy of the notification and community consultation is the inadequacy of the documents on exhibition. For example, the proponent failed in both projects to meet the requirements set out in the Secretary’s Environmental Assessment Requirements (SEARs)

The State Government has an obligation to be a “model applicant” in submitting any State Significant Infrastructure application. The project applications do not meet the standard expected of a model applicant.

There are internal inconsistencies within the submitted documents and a failure to meet the requirements of the SEARs. For example, the proponent has failed to demonstrate any adequate analysis of “how alternatives to and options within the project were analysed to inform the selection of the preferred alternative / option”, including public transport options. Furthermore, both EISs are littered with numerous mistakes and inaccuracies in the various technical reports.

The government began to tender for the works prior to the EIS for the WHT closing showing that the community consultation was not complete.

Finally, the traffic data modelling is out of date and should be re-done.

Terms of Reference (j) and (l) – environmental impact/impact on public sites

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

(l) the impact of the project on nearby public sites, including Yurulbin Point and Dawn Fraser Baths,

Devastating environmental and social impacts of the projects: The environmental impacts associated with dredging and cofferdam construction in the harbour are significant, unnecessary and will result in adverse and permanent impacts on water quality and marine biodiversity.

The proposed submerged tunnel construction method across Middle Harbour requires significant dredging and sediment disturbance of the harbour floor.

As the project facilitates private vehicle travel and will result in induced demand, there will be consequential environmental impacts from increased traffic movements along the tunnel corridor.

The projects will have devastating adverse impacts on the environment including, but not limited to:

- disturbance to the Middle Harbour floor and consequential impacts on maritime ecology and heritage;
- water quality in Middle Harbour and throughout the entire catchment along the tunnel corridor, marine biodiversity, foraging habitat as well as known roosting sites of threatened species;
- loss of Council’s stormwater harvesting and filtration facility in Cammeray Park;
- loss of thousands of trees with adverse impacts on flora and fauna and biodiversity of the project corridor;

- on-going impacts of “induced demand” as motorists take advantage of increased capacity and the congestion problems, over time, continue to be replicated on an increasing scale leading to an increase in greenhouse gas emissions and particulate matter.

Air quality: Existing air quality in the North Sydney Local Government Area is poor – the community health impacts due to the proximity of a highly dense and sensitive population to the existing Warringah Expressway will be adversely and significantly exacerbated if the project proceeds.

The location of unfiltered ventilation stacks close to pre-schools, primary and secondary schools and hospitals are outrageous for any public infrastructure project and must be abandoned.

Traffic: The projects fail to provide a sustainable response to metropolitan congestion. The provision of such tunnels is counter to all reasonable and sustainable transport and traffic planning evidence and principles. The projects will result in significant adverse impacts including, but not limited to, significant net additional traffic on Amherst Street, Bellevue Street, Berry Street, Miller Street, Falcon Street and Pacific Highway (south of Falcon Street) as well as significant reductions in levels of service.

The occupation of construction site BL1 (the Cammeray Golf Course construction site) will be extended by 2 years to 7 years in total as a direct result of the projects. This will cause significant flow-on impacts on other arterial and local roads in the North Sydney local government area.

The projects will directly and indirectly impact upon numerous adopted and draft State and Local Government strategic projects and initiatives. The proposal will cut a swathe through the North Sydney CBD public domain initiatives without delivering any real benefits to ameliorate or ease traffic congestion within the region.

Loss of public open (green) space: There is an existing lack of adequate public open space in the North Sydney local government area, in particular, and the whole of the project corridor more generally.

The projects will have a devastating impact on existing public open space (particularly green space) in North Sydney and the whole of the project corridor. In North Sydney LGA alone, there will be a permanent loss of 28,896m² of land in Cammeray Park and the removal of Council’s stormwater harvesting facility.

There is absolutely no need for the proposed WHT/Beaches Link/Gore Hill Freeway Connection Motorway Facilities Buildings to be located on the surface. The proposed location of these facilities will have significant adverse visual impacts and will result in the permanent loss of precious, highly valued public green space.

The proposal will have devastating impacts on public open space, particularly vital urban bushland, in Flat Rock Creek, Middle Harbour, Seaforth and Balgowlah.

Heritage: The projects will result in unacceptable and significant impacts upon, numerous Heritage items of State and Local Significance including items of maritime and convict heritage. Further, the proposal will have a devastating impact on a number of items of Aboriginal heritage and numerous other remnant evidence of first inhabitants.

The EIS acknowledges these impacts on Aboriginal heritage and heritage items and proposes inadequate management strategies that cannot be relied upon to protect and preserve heritage along the tunnel corridor.

Visual bulk and scale: The proposal will result in unacceptable adverse impacts on visual amenity including the provision of large, ugly acoustic screens along the route and the impacts of the buildings to house the on-going operations of the tunnels.

Public Domain impacts: The proposal will have unacceptable significant adverse impacts on the public domain and permanently alienate public open space across the whole of the project corridor, including but not limited to:

- Impacts on aboriginal and natural heritage at Berry’s Bay - provision of a construction platform 5 years and impacts on harbour;
- Coal Loader, Balls Head – proposed tunnel to run under urban bushland with adverse impacts on aboriginal heritage sites and items of State and local heritage significance;

- St Leonard's Park, significant disruption to and loss of green space, loss of heritage. The current preliminary works are causing issues with contamination, dust and noise and sterilising large swathes of the park from public occupation;
- Cammeray Golf Course – permanent loss of public open space and heavy construction for 7 years, loss of stormwater harvesting facility that sustainably services other parks in the local government area. Devastating environmental impacts of the proposed permanent double unfiltered stack adjacent to the Park;
- Flat Rock Gully Dive Site – significant adverse impacts on Aboriginal heritage. Disturbance of contaminated former tip site and to a major water catchment area and flood zone. The proposed dive site competes with massive sewage tunnel. Significant and permanent loss of trees with consequential impacts on flora and fauna.
- Adverse and continuing impacts on Tunks Park, Middle Harbour Harbour and Spit Reserve, Clive Park (significant Aboriginal and Natural Heritage), Balgowlah Golf Course Wakehurst Parkway and Burnt Bridge Creek.

Conclusion

These projects will not deliver any amelioration to traffic congestion and will have devastating environmental, health and social impacts at significant unjustified costs to the people of NSW.

In summary, we urge you to recommend that the projects not proceed for the following reasons:

- a) the lack of a business case for the project
- b) lack of meaningful community consultation
- c) the lack of alternative transport options including public transport
- d) the lack of filtering in the proposed exhaust stacks
- e) significant and devastating loss of public open space and future open space, loss of sporting facilities, loss of trees and canopy, loss of stormwater harvesting and water treatment infrastructure
- f) significant adverse impacts on public health and wellbeing, particularly on schools, school children and residents
- g) devastating environmental impacts on waterways, reserves, flora and fauna
- h) inappropriate and untested mitigation measures
- i) significant adverse impacts on aboriginal heritage and maritime environment

There are no tangible public benefits to be gained from this proposal and significant public funds that should be expended on more sustainable and worthy projects.

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16 June 2021

Dear Chairperson,

Inquiry into the Impact of the Western Harbour Tunnel and Beaches Link

As a local for over almost 40 years, I am writing to voice my strong objections to these projects for many reasons. I have a young family and am well rooted in the local area. Picking up and moving as so many have already done is simply not an option for me or my family.

The Western Harbour Tunnel and Beaches Link (WHT/BL) projects will not deliver any relief to traffic congestion and in fact the RMS have conceded that it will increase congestion on local roads. Not only will it not deliver its objective it will have devastating environmental, health and social impacts at significant financial cost to the State.

I urge the Committee to recommend that the WHT/BL **not** proceed and that the funds be spent on much needed public transport infrastructure and other community infrastructure across the State, particularly in rural and regional areas.

Following is a summary of concerns and objections to the projects:

Terms of Reference (a), (f), (h) and (i) – business case, consultation, transparency

- (a) the adequacy of the business case for the project, including the cost benefits ratio
- (f) the consultation methods and effectiveness, both with affected communities and stakeholders
- (h) whether the NSW Government should publish the base-case financial model and benefit cost ratio for the project and its component parts
- (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

Business case

With an estimated cost of approximately \$14-16 billion, or approximately \$1 billion per kilometre (that's before project blowouts) the State Government has not even published the business case for the project's component parts, including any costs benefit analysis.

The absence of the business case and any costs benefits analysis is unacceptable for a public works infrastructure project of this size and scope.

Public projects using public funds should be open to public scrutiny. For transparency and accountability purposes alone the business case should be published.

It seems reasonable to conclude that, in the absence of such scrutiny, the "business case" may be inadequate or conclude that the costs of the project are unjustified in the context of alternative projects.

Inadequate Public Consultation

The notification of both projects has been flawed and inadequate since inception. To conduct “community engagement” on an infrastructure project of this size and scope under the cover of COVID-19 demonstrates utter contempt for both the process and all those affected by the proposal. Covid made the chances to attend consultations and have questions answered limited, incredibly difficult or impossible for some. In an incredibly stressful period trying to navigate, digest and respond to an enormous 9,000+ page EIS document that has taken a professional team months on months to prepare in such a short period made it impossible for many to participate.

Furthermore, the separation of the projects into various components with staggered and separate notifications appear to be done deliberately to make it very difficult for the general public to properly understand the details of the project in their entirety.

Finally, part of the utter inadequacy of the notification and community consultation is the inadequacy of the documents on exhibition. For example, the proponent failed in both projects to meet the requirements set out in the Secretary’s Environmental Assessment Requirements (SEARs)

The State Government has an obligation to be a “model applicant” in submitting any State Significant Infrastructure application. The project applications do not meet the standard expected of a model applicant.

There are internal inconsistencies within the submitted documents and a failure to meet the requirements of the SEARS. For example, the proponent has failed to demonstrate any adequate analysis of “how alternatives to and options within the project were analysed to inform the selection of the preferred alternative/option”, including public transport options. Furthermore, both EISs are littered with numerous mistakes and inaccuracies in the various technical reports.

Terms of Reference (j) and (l) – environmental impact/impact on public sites

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

(l) the impact of the project on nearby public sites, including Yurulbin Point and Dawn Fraser Baths

Devastating environmental and social impacts of the projects: The proposed submerged tunnel construction method across Middle Harbour requires significant dredging and sediment disturbance of the harbour floor. The environmental impacts associated are significant and will result in adverse permanent impacts on marine biodiversity and water quality.

The projects will have devastating adverse impacts on the environment including, but not limited to:

- disturbance to the Middle Harbour floor and consequential impacts on maritime ecology and heritage;
- water quality in Middle Harbour and throughout the entire catchment along the tunnel corridor, marine biodiversity, foraging habitat as well as known roosting sites of threatened species;
- loss of Council’s stormwater harvesting and filtration facility in Cammeray Park;

- loss of thousands of trees with adverse impacts on flora and fauna and biodiversity of the project corridor;
- on-going impacts of “induced demand” as motorists take advantage of increased capacity and the congestion problems, over time, continue to be replicated on an increasing scale leading to an increase in greenhouse gas emissions and particulate matter.

Air quality

Existing air quality in the North Sydney Local Government Area is poor – the community health impacts due to the proximity of a highly dense and sensitive population to the existing Warringah Expressway will be adversely and significantly exacerbated if the project proceeds. The location of unfiltered ventilation stacks close to pre-schools, primary and secondary schools and hospitals are outrageous for any public infrastructure project and must be abandoned.

I am greatly concerned for the health of my family. With two children under 5 years old that will live and go to school a few hundred metres from stacks billowing unfiltered pollution into the air I find this completely unacceptable. No other developed country in the world is building tunnels of this length unfiltered. The health implications for thousands of school children, elderly residents and those with compromised health issues make this project completely unacceptable especially considering that alternative travel options were deliberately ignored.

Traffic

With Warringah Freeway already cutting a scar through our communities, connecting with other local areas can already be a challenge. With the removal/changing of so many access points on the freeway it severely limits local connectivity. RMS staff openly admitted that local traffic around our areas will increase. I’m at a loss to understand how a 5 minute time saving (if they are lucky) for a northern beaches resident to reach the city should mean that our local streets that are already congested should suffer more traffic and rat running.

No real travel time benefits have been provided.

For example in the EIS document it claims that there will be a time saving of 56mins from Dee Why to Sydney Airport, however Google maps currently states the trip time as between 47mins and 1hr 15mins. I’m at a loss to understand how the EIS can suggest the possible travel time (30km) between Dee Why and the Airport could be completed in 19min.

The projects fail to provide a sustainable response to metropolitan congestion. The provision of such tunnels is counter to all reasonable and sustainable transport and traffic planning evidence and principles. The projects will result in significant adverse impacts including, but not limited to, significant net additional traffic on Berry Street, Miller Street, Falcon Street and Pacific Highway (south of Falcon Street) as well as significant reductions in levels of service.

Why the projects failed to explore alternative sustainable options such as public transport is greatly concerning. In this day and age, while our city grows and work/life changes brought about through Covid, to actively ignore public transport options beggars belief. There is no room to retrofit these tunnels to take metro or other such modes. At \$16 billion minimum I’d like to understand why even a metro from Dee Why to Chatswood via the new hospital at Frenchs Forest hasn’t been optioned. The cost would be minimal and would connect the beaches to Chatswood CBD, Macquarie CBD and various others. Public transport on the North Shore is up and numbers will only increase if a reliable public transport system is available.

Loss of public open (green) space

There is already a lack of adequate public open space in the North Sydney LGA. The projects will have a devastating impact on existing public open space (particularly green space) in North Sydney and the whole of the project corridor.

With a constant push for higher density living I find any loss of green space completely unacceptable. We are talking about the lungs of our area while we are given in return more pollution to breathe. We are looking at a permanent loss of 28,896m² of land in Cammeray Park alone, a Park that was ear marked to become more playing fields, something desperately needed in this area. The loss of the dam that residents have paid for, that waters our green spaces and helps deal with water from flash storms in a time when water is so valued, is plainly wrong. The chipping away of St Leonards Park is outrageous (both it & Cammeray Golf Course grounds were gifted to the people of North Sydney). Both these green spaces were already greatly diminished for the Warringah Freeway.

This is not to mention the devastation to Flat Rock, an area that volunteer bush carers have been nurturing and restoring for 40years having been a tip for decades. It is not only the loss of this area but the wash off of all the toxins in the soil being washed down stream into the valley – an area of vital bushland for wildlife and a refuge for city dwellers, so incredibly important for mental health that has never been so evident as it has been since the start of the pandemic.

The proposal will have devastating impacts on public open space, particularly vital urban bushland, in Flat Rock Creek, Middle Harbour, Seaforth and Balgowlah.

Heritage

The EIS acknowledges impacts on Aboriginal heritage and heritage items and proposes inadequate management strategies that cannot be relied upon to protect and preserve heritage along the tunnel corridor.

The proposal should be refused as a result of the unacceptable and significant impacts upon numerous Heritage items of State and Local Significance including a devastating impact on a number of items of Aboriginal heritage and numerous other remnant evidence of first inhabitants as well as items of maritime and convict heritage.

Public Domain impacts

The proposal will have unacceptable significant adverse impacts on the public domain and permanently alienate public open space across the whole of the project corridor, including but not limited to:

- Cammeray Golf Course – permanent loss of public open space and heavy construction for 7 years, loss of stormwater harvesting facility that sustainably services other local parks. Devastating environmental impacts of the proposed permanent double unfiltered stack adjacent to the Park
- Impacts on aboriginal and natural heritage at Berry's Bay
- St Leonard's Park - significant disruption to and loss of green space, loss of heritage. The current preliminary works are causing issues with contamination, dust and noise and sterilising large swathes of the park from public occupation
- Flat Rock Gully Dive Site – significant adverse impacts on aboriginal heritage. Disturbance of contaminated former tip site and to a major water catchment area and flood zone. The proposed dive site competes with a massive sewage tunnel. Significant and permanent loss of trees with consequential impacts on flora and fauna

- Adverse and continuing impacts on Tunks Park, Middle Harbour and Spit Reserve, Clive Park (significant Aboriginal and Natural Heritage), Balgowlah Golf Course, Wakehurst Parkway and Burnt Bridge Creek.

Conclusion

These projects will fail in their goals to reduce traffic congestion but will have devastating environmental, health and social impacts at significant costs of many billions of dollars of tax payers' money. In summary, we urge you to recommend that the projects not proceed for the following reasons:

- a) the lack of a business case for the projects
- b) the lack of genuine community consultation
- c) the omission of alternative transport options including public transport
- d) the lack of filtering in the planned exhaust stacks
- e) the significant and devastating loss of public open space and future open space, loss of sporting facilities, loss of trees and canopy, loss of stormwater harvesting and water treatment infrastructure
- f) the significant negative impacts on public health, particularly on schools, children and residents
- g) the devastating environmental impacts on waterways, reserves, flora and fauna
- h) the inappropriate and untested mitigation measures
- i) the significant adverse impacts on aboriginal heritage and maritime environment

It is clear there are little to no benefits to be gained by the public from these projects. Such significant extravagant public funds should be spent on more sustainable and worthy projects.

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Aside from the impacts these roads will have on the local community and its high density of children, I strongly object to the future path the government is taking, implementing road tunnels over sustainable public transport options. These tunnels are being built to improve the earnings of corporates and are not in the best interests of the people, who our State government has been voted in to protect.

I also strongly object to what will likely be in excess of \$20 billion being spent on a project without a business case and, IF they work, will only benefit a small population of NSW. This money should be spent creating regional jobs and supporting much needed health care and education in regional and sub-regional areas.

The Western Harbour Tunnel and Beaches Link (WHT/BL) projects will not deliver any improvements to traffic congestion and will have devastating environmental, health and social impacts at significant financial cost to the State. They will not support Sydney being a world-leading city rather, will drive congestion and poor air quality leaving locals and tourists frustrated with choice as to movement.

We urge the Committee to recommend that the WHT/BL not proceed and that the funds be expended on public transport infrastructure and other much needed transport and community infrastructure across the State, particularly in rural and regional areas.

We submit the following summary of our concerns and objections to the projects:

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- loss of Council's stormwater harvesting and filtration facility in Cammeray Park;
- loss of thousands of trees with adverse impacts on flora and fauna and biodiversity of the project corridor;
- on-going impacts of "induced demand" as motorists take advantage of increased capacity and the congestion problems, over time, continue to be replicated on an increasing scale leading to an increase in greenhouse gas emissions and particulate matter.

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The location of unfiltered ventilation stacks close to pre-schools, primary and secondary schools and hospitals are outrageous for any public infrastructure project and must be abandoned.

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The occupation of construction site BL1 (the Cammeray Golf Course construction site) will be extended by 2 years to 7 years in total as a direct result of the projects. This will cause significant flow-on impacts on other arterial and local roads in the North Sydney local government area.

The projects will directly and indirectly impact upon numerous adopted and draft State and Local Government strategic projects and initiatives. The proposal will cut a swathe through the North Sydney CBD public domain initiatives without delivering any real benefits to ameliorate or ease traffic congestion within the region.

Loss of public open (green) space: There is an existing lack of adequate public open space in the North Sydney local government area, in particular, and the whole of the project corridor more generally.

The projects will have a devastating impact on existing public open space (particularly green space) in North Sydney and the whole of the project corridor. In North Sydney LGA alone, there will be a permanent loss of 28,896m² of land in Cammeray Park and the removal of Council's stormwater harvesting facility.

There is absolutely no need for the proposed WHT/Beaches Link/Gore Hill Freeway Connection Motorway Facilities Buildings to be located on the surface. The proposed location of these facilities will have significant adverse visual impacts and will result in the permanent loss of precious, highly valued public green space.

The proposal will have devastating impacts on public open space, particularly vital urban bushland, in Flat Rock Creek, Middle Harbour, Seaforth and Balgowlah.

Heritage: The projects will result in unacceptable and significant impacts upon, numerous Heritage items of State and Local Significance including items of maritime and convict heritage. Further, the proposal will have a devastating impact on a number of items of Aboriginal heritage and numerous other remnant evidence of first inhabitants.

The EIS acknowledges these impacts on Aboriginal heritage and heritage items and proposes inadequate management strategies that cannot be relied upon to protect and preserve heritage along the tunnel corridor.

Visual bulk and scale: The proposal will result in unacceptable adverse impacts on visual amenity including the provision of large, ugly acoustic screens along the route and the impacts of the buildings to house the on-going operations of the tunnels.

Public Domain impacts: The proposal will have unacceptable significant adverse impacts on the public domain and permanently alienate public open space across the whole of the project corridor, including but not limited to:

- Impacts on aboriginal and natural heritage at Berry's Bay - provision of a construction platform 5 years and impacts on harbour;
- Coal Loader, Balls Head – proposed tunnel to run under urban bushland with adverse impacts on aboriginal heritage sites and items of State and local heritage significance;
- St Leonard's Park, significant disruption to and loss of green space, loss of heritage. The current preliminary works are causing issues with contamination, dust and noise and sterilising large swathes of the park from public occupation;
- Cammeray Golf Course – permanent loss of public open space and heavy construction for 7 years, loss of stormwater harvesting facility that sustainably services other parks in the local government area. Devastating environmental impacts of the proposed permanent double unfiltered stack adjacent to the Park;
- Flat Rock Gully Dive Site – significant adverse impacts on Aboriginal heritage. Disturbance of contaminated former tip site and to a major water catchment area and flood zone. The proposed dive site competes with massive sewage tunnel. Significant and permanent loss of trees with consequential impacts on flora and fauna.
- Adverse and continuing impacts on Tunks Park, Middle Harbour Harbour and Spit Reserve, Clive Park (significant Aboriginal and Natural Heritage), Balgowlah Golf Course Wakehurst Parkway and Burnt Bridge Creek.
- Impacts on local schools, unfiltered ventilation stacks in proximity of Anzac Public School, Cammeray Public School, Wenona Girls School, North Sydney Boys School, Monte School and other schools, preschools and daycare centres on the lower north shore.

Conclusion

These projects will not deliver any amelioration to traffic congestion and will have devastating environmental, health and social impacts at significant unjustified costs to the people of NSW. In summary, we urge you to recommend that the projects not proceed for the following reasons:

- a) the lack of a business case for the project
- b) lack of meaningful community consultation and community benefit.
- c) the lack of alternative transport options including public transport
- d) the lack of filtering in the proposed exhaust stacks
- e) significant and devastating loss of public open space and future open space, loss of sporting facilities, loss of trees and canopy, loss of stormwater harvesting and water treatment infrastructure
- f) significant adverse impacts on public health and wellbeing, particularly on schools, school children and residents
- g) devastating environmental impacts on waterways, reserves, flora and fauna
- h) inappropriate and untested mitigation measures
- i) significant adverse impacts on aboriginal heritage and maritime environment

There are no tangible public benefits to be gained from this proposal and significant public funds that should be expended on more sustainable and worthy projects.
I am happy for my submission to be published but anonymously.

Regards,

(Mother of 2 children with Asthma)