

Submission
No 233

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

Name: Name suppressed

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Partially
Confidential

Firstly thank you for giving us a thorough and for the people of NSW opportunity to speak our reality and consider why average people are so passionate and have given up much of their 'spare' time to attend community meetings, send endless emails, read literally thousands of pages of EIS that contain blatant factual errors and suffer from sleepless nights and fear that our children will suffer as 9yo Ella Kissi-Debrah who lived 25 metres from the South Circular Road in East London and died in part to air pollution making legal history with this fact stated as a cause of her death, the first in Britain to have it listed on a death certificate (reference SMH December 17 2020 by Bevan Shields).

A little introduction to my perspective, I live in Morden St Cammeray our neighbour over the back fence is Cammeray Park leased as Cammeray Golf Course. I to have a 9yo daughter who attends Cammeray Public who hopes to be offered a High School place at Marist North Shore in Miller St North Sydney as they are now co-ed and she loves music, cooking, bike riding, playing golf and tennis. I work in North Sydney and either take the bus or walk as congestion now means walking can be faster and often more enjoyable especially linking the parkland that has been a feature of the North Sydney LGA even though each resident has just 17m2 now! My husband has to drive to work and has worked in all directions with the worst daily commute being 3 hours a day to Parramatta with both toll and non toll roads being a similar carpark in peak hour.

I regularly correspond with our local members office (Gladys Berejiklian), the project team (WHTBL) and community members and the level of frustration at the ignorance and blind faith of the 'rest assured' phrase is not acceptable to educated, rational, engaged residents of NSW as we know there is a better solution and higher priority issues that need millions rather than billions of dollars spent on them to make a positive change for the people of NSW not just fulfil the greedy pockets of Bureaucrats, Contractors, Transurban and their shareholders at the expense of the residents of NSW!

That the Public Works Committee inquire into and report on the impact of the Western Harbour Tunnel and Beaches Link Project, including each of its constituent parts being the Warringah freeway upgrade, the Western Harbour Tunnel and the Beaches Link, including:

[\(a\) the adequacy of the business case for the project, including the cost benefits ratio,](#)

After attending every local drop in session since 2017 and during COVID virtual session the lack of clarity, proof of the numbers and the actual need for these projects in these exact locations is still not known with thousands of EIS pages and glossy marketing tools lacking basic facts and reality

[\(b\) the adequacy of the consideration of alternative options,](#)

Token community consultation is what we feel we have had, discussions about how we get to work/school/sport/shops/social events in reality is lacking. Park and ride hubs as we have low density/disabilities/topography that restricts walking or cycling such as the B line buses, true mass transit like Metro lines which include a ride/walk/buss/park option for all weather, times of the day and is accessible to all. A Dee Why to Chatswood link is often mentioned as is the missing middle ring of transport in Sydney we have an outer ring, enough roads on the inner ring. If congestion is the real issue why have a third Harbour added crossing so close to the existing ones, oh yes that's for Transurban! When an accident occurs it will still gridlock all three as they are so close together! Why is it so?

(c) the cost of the project, including the reasons for overruns,

The billions proposed have no detailed breakdown, 'in confidence' is the excuse but we are the ones who pay initial and ongoing costs. Modelling is not reality based, just ask us about our Noise Abatement experience to the 13 million dollars spent on the Bus Layover between Miller & Ernest Sts opened in 2009 to offer toilet facilities and private bus company parking for upto 30 buses to run their engines (to keep the a/c going) which we told them so would create more noise and pollution and yes it does but with no local EPA measurement. We've heard all the reasons for and yet the concerns against in reality win the argument, these projects are going the same way!

(d) the consideration of the governance and structure of the project including the use of a 'development partner' model,

Abdicate responsibility, putting up a Chinese Wall – the legal strategy to hide behind, blame the user/contractor for the poor planning and sloppy execution when the accountability tends to be risky, so if it's so great it will be great and not constantly be criticised right?

(e) the extent to which the project is meeting the original goals of the project,

Times have changed, COVID has happened, people prefer to not drive, congestion is being made worse by 'full' toll roads, local streets are not safe rat runs, heavy vehicles should not go through to get around a city, we have successful big city options such as metro, express buses and still people are moving to the regions and rural areas for a better life with less stress and pollution!

(f) the consultation methods and effectiveness, both with affected communities and stakeholders,

As an active reader, engaged community member the sheer frustration of the errors, lack of local understanding let alone knowledge or a robust plan that stands up to our reality questions and concerns is the biggest problem. We ask considered questions, point our factual reality such as prior land use as a toxic waste dump = make it a construction site, public green space = make it a construction site, heritage parks and gardens = make it a construction site, precious flora & fauna = make it a construction site or better still just get rid of it all, only issue is selling the land to developers near ventilation stacks as they can't build a high rise due to the pollution intake via the a/c...is this an episode of 'Yes Minister'? The contempt and dismissal of real peoples issues is astounding and excuses and regurgitation or factual errors after clear evidence contradicts them shows the sham that the word consultation is actually being used here

(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,

Given that the EIS documents have ignored recent changes, obviously it has taken a long lead time to produce given the thousands of pages included and work from home does not fit with the Tollmania/Transurban narrative so it has been ignored and being without a known Final Reference Design why is this the case? Greenspace and outdoor exercise has saved us all during COVID and made people appreciate the options we have nearby and not having to drive somewhere else to access what makes us all human, fresh air, sun/shade, physical activity and a community 'place'

(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,

Yes absolutely! If it's such a great idea then the numbers should support that right?

(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,

No it absolutely has not!

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

At home we live with 2 air purifiers, don't open balcony doors/windows in peak hour, vacuum with a dyson using it every couple of days due to dust particles not seen before 2009 (refer Bus Layover), since heavy vehicles have been banned from Pennant Hills Road we now deal with Compression Braking at all hours of the day and night being 5 km from the city in a densely populated residential area! This is before approx 1/3 of our local greenspace goes (Cammeray Golf Course) and Flat Rock Creek is again a toxic 'place' swimming at Queenscliff will be a no go zone as the effluent with travel all the way to the ocean let alone the impact on Harbour swimming sites that locals use, on a hot day MacCallum Pool is unbeatable and as a child my Dad spent all summer at Balmain Baths with Dawn Fraser and all the local kids who didn't have rich parents or technology to keep them cool! Why dig up all this toxic waste at these sites?

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

Noise abatement response = fail, after modelling our Unit building less than half qualified, then randomly 80% qualified with a possible double window solution which takes our internal space away, is unsightly and impacts resale, our Strata Managers & Committee was then harassed to follow up on agreement to an 'early offer' which when reading the fine print actually restricts our ability to raise concerns & complaints even raising the bar we must meet due to accepting this offer (which we will not suffer further detriment – a basic right). All our Units are equally impacted due to the topography, existence of sandstone 'walls' and being neighbours to construction zones and the Warringah Fwy yet further detriment is all we are actually offered in a hard sell manner to benefit who again? Our concerns about air pollution, noise pollution and the ability to function in our homes / schools /recreational space /community have been ignored and given flippant excuses such as budget restrictions to do a better solution for us all, road users included. So why build it at all then?

(l) the impact of the project on nearby public sites, including Yurulbin Point and Dawn Fraser Baths, and Agree, reality impacts are not fully considered and will be long term

(m) any other related matter.

I have spent countless hours of my 'sleep time' writing correspondence because I can't sleep such is the trauma and futile position we feel we are in with token consultation, a process that will be flawed and an expensive bill for us all.

Personally I have completed 21 submissions for the WHT EIS and 13 for the BL EIS all 'I object to' and I live in hope that this submission will count and real people will consider the fairness, overall success and money to be spent v's the carnage these projects will cause our community, this includes all the money not spent on other needs rather than this short sighted 'want' by a few.

Thank you again for the opportunity