

Submission
No 501

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

Name: Name suppressed

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Partially
Confidential

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The Hon. Daniel Mookhey MLC
Chair
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NSW Legislative Council
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<https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2767#tab-submissions>

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

Dear Members of the Public Works Committee,

Thank you for the opportunity to submit to an inquiry regarding these troubling projects. I strongly object to the Western Harbour Tunnel (including the Warringah Freeway Upgrade) and Beaches Link (including the Gore Hill extension) projects and urge you to recommend that the NSW Government abandon these plans immediately.

As a mother of 2 young children and a resident of **Nulgarra St Northbridge**, our house backs onto Flat Rock Gully and will be 100m from the proposed dive site - **I wholeheartedly object to the proposed Beaches Link Tunnel and in particular, the dive site at Flat Rock Gully.**

My objections are based on the threat to my home and family, our health and quality of life and that of the local community.

Flat Rock Gully is an integral part of our neighbourhood and our life. The idea of destruction and use of this priceless space as a dive site is utterly horrible. The loss of bushland, subsequent noise, air, water and soil pollution as well as light pollution at night, **100m from our bedrooms is UNACCEPTABLE.**

In addition to this, school and commuter routes are currently regularly blocked by traffic seeking to access the Warringah Freeway – limiting the on and off ramp access to this corridor will further exacerbate this problem – the project appears to do nothing for local traffic or local pollution, in fact the priority is through traffic and our densifying local communities will be very much disadvantaged. I am concerned about my children's health and safety and want to see better planning for their future. I also want to see Sydney transition to a cleaner, more efficient transport system and away from our growing and unsustainable car reliance. I strongly object to these projects and the billions of dollars that will be wasted on them.

I have previously made submissions to the department of planning with more detail which I attach for your reference. My submissions particularly address your terms regarding:

(a) the adequacy of the business case for the project, including the cost benefits ratio,

As far as I am aware, no business case has been released to the public. Reported cost at the time of printing is \$14-\$15 Billion for both projects which could be better spent on something more sustainable.

(b) the adequacy of the consideration of alternative options,

Alternative options have not been comprehensively scoped or compared to a toll road tunnel option. The option to address congestion via a dedicated mass transit solution i.e. light rail, metro or rail has not been adequately considered.

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

The “beneficial outcomes” stated in the original proposal are vague, eg E-17 (“Significant improvements to the capacity and reliability of the critical cross harbour road corridors near the CBD, reducing the impacts of incidents on these links across the broader Sydney road network”) plus many others. The cost to the tax-payer, environment and local communities in the short, medium and long term has not been formally assessed and it would be near-impossible to put an honest/accurate monetary figure on such a project

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

As a resident of Northbridge, I can confidently say that most of the suburb only became aware of this during the later stages of the planning proposal and did not have the opportunity to voice their concerns, especially about the location of the dive site at Flat Rock Gully and the path of the tunnel under the suburb.

(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,

Much of the “Reassuring” data about truck movement and the environmental impact that was provided in the original proposal seems completely unrealistic. We live adjacent the proposed dive along Flat Rock Drive – We

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

As above

(m) any other related matter.

As mentioned above, I object to the entire proposal for a variety of reasons but most of all to the dive site at or even near Flat Rock Gully. My specific reasons are outlined above as well as in my original EIS submission.

In addition to the above issues, I urge you to consider the future litigation risk to the Government and relevant authorities – On top of the risk to water quality, the air quality issues should ring considerable alarm bells. The area around Cammeray and the dive site at Flat Rock Gully has the highest concentration of schools in Sydney. As a Medical Specialist, I can tell you with confidence that any number of future health issues could easily be blamed childhood (or adult) exposure to smoke stacks and more importantly, the disturbance of an old land fill that contains asbestos, lead and whatever else (It is utterly stupid to consider this as a dive site AND to keep sports fields open adjacent to it!!!) – Sounds cliché, but think of the children (and the reputation of the government bodies and individuals whose names will be attached to the various impacts of this project including all sorts of future health issues).

I am happy to have my name published.

Kind regards,