

**Submission  
No 573**

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

**Name:** Ruth Martin  
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18 June 2021

The Hon. Daniel Mookhey MLC  
Chair  
Public Works Committee  
NSW Legislative Council  
Parliament House  
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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 very 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.

First, a little about me. I live in Cammeray and my children attend school in Crows Nest. I regularly use Cammeray Oval, Tunks Park, Green Park and Cammeray golf course. All of these green spaces will be negatively impacted by this project. I commute to the city via bus. Public transport is the ONLY way to ensure our city keeps moving. I have been to Los Angeles and seen eight lane freeways at a standstill in the middle of the day. Roads do not ease congestion. My reasons are further outlined in relation to the Committee's Terms of Reference.

I have previously submitted a detailed submission as to why I object to these projects. At the very least you need to address the following:

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

Does this project actually deliver what it states? How would we know?

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

No public transport alternatives were investigated. Why?

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

A road project is not the best use of scarce resources. Particularly when the benefits are non-existent.

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

I believe that no design changes were made following the EIS submission process.

**(e) 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,**

I work from home part of the week. How have changing working patterns been modelled? I believe that this has not been considered.

**(f) whether the NSW Government should publish the base-case financial model and benefit cost ratio for the for the project and its component parts,**

The project will cost approx. \$1 Billion per Km. There are much better uses of funds including health, education and the environment.

**(g) the impact on the environment, including marine ecosystems,**

Environmental impacts include marine life, heavy tree losses, contamination risks, air quality, biodiversity offsets and an overall increase in emissions. The Western Harbour and Beaches Link tunnels will produce more emissions than the Southwest Metro (approx. same distance) before adding cars. Lighting, emergency systems, ventilation fans and the concrete itself (larger than metro/ rail tunnels) all contributes to a higher emissions profile. And please don't forget the unfiltered stacks being added to our local areas.

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

How do we have our concerns on these matters addressed. The process in the Inner West has been atrocious.

I am happy to have my name published.

Yours Sincerely,

Ruth Martin  
Cairo St  
Cammeray