

[REDACTED]
Birchgrove

NSW 2041

30/03/2020

Attn. Director, Transport Assessments

Western Harbour Tunnel EIS SSI-8863

We object to the proposed development as described in EIS SSI-8863 on the following grounds:

- The EIS minimises the environmental impact of the proposed dredging of the harbour floor for the immersed tunnel tubes. We find it impossible to believe the claims that dredging of the highly toxic contaminants, dioxins and heavy metals can be safely done, even with "the floating silt curtains". We believe it will contaminate the harbour and damage recreation use of the harbour, swimming, fishing etc. for many years.
- The shallow tunnelling proposed puts homes and businesses at risk from vibrations, settlement and ground movement as has been clearly demonstrated from overhead photography of the earlier work.
- The EIS fails to adequately address impacts on the community, especially noise and air quality.
- The proposal will not achieve its stated goal of addressing long-term traffic congestion and ignores simpler, less costly and more effective proposals for public transport.

In order to minimise the negative affects of the EIS we propose that a tunnel be employed for the harbour crossing.

Although there would be enhanced costs in the drilling program, there would be major cost savings and benefits elsewhere:

There would be no contamination of the harbour

There would be no need for the Coffey Dam constructions at Birchgrove and Waverton

There would be no need for the White Bay sediment plant to treat the very hazardous toxins dredged from the harbour floor. This plant is apparently expected to operate for 3 years.

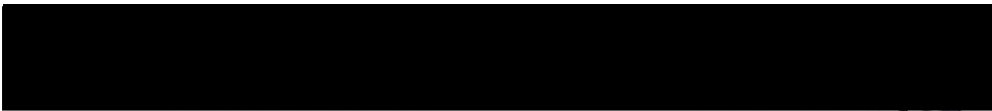
There would be no need to destroy Yurulbin Park for a tunnel excavation site, construction of the Coffey Dam and a large acoustic shed, all of which place the local community under unacceptable pressure.

There would be no need to close the Birchgrove ferry for 2.5 years.

The greater depth of the harbour tunnel and consequently the tunnel from Birchgrove to Rozelle would initially be deeper, hence would result in far less damage to properties in Birchgrove/Balmain.

It is difficult to believe that an additional 20M in depth will "significantly compromise gradients and force drivers to descend and climb into the tunnel" when the distance from both ends of the tunnel to its access points is in excess of two kilometres. 20M in two kilometres is not a major climb or descent!

Yours Faithfully



Linda and Peter Duerden