

Submission on the Proposed Sky Safari at Taronga Zoo

Thank you for the opportunity to comment on the proposed development. My comments and objections are listed below.

I am a supporter of Taronga Zoo and, with reservations, of the Sky Safari.

1. Minimise visual impacts of Sky Safari pylons and gondola

No justification has been given for the extreme height of Pylons 3 (26.2m), 4 (35.7m) and 5 (36.5m) - the equivalent of a 10-storey building. It appears the sky safari is higher than it needs to be to provide an efficient way for visitors to go from the bottom gate to the top to start their zoo experience.

These pylon structures would be highly visible from the harbour and surrounding areas, adversely impacting on these views of National significance. The height of Pylon 3, 4 and 5 needs to be reduced. There is **no justification for proposed Pylon Height.**

Further, to minimise visual impacts, the Gondolas need to be designed and coloured so that they will be unobtrusive to visitors at the Zoo as well as the broader community and from the Harbour. Further, conditions need to be imposed to ensure that there is no advertising exhibited on the gondolas.

2. Minimise impacts during construction

There are three key issues:

The proposal to create a construction work zone in the turning circle at the end of Athol Wharf Rd should be reviewed. The work zone in this location has a significantly adverse impact on the existing public transport arrangements because buses will not be able to negotiate any turn at the end of the road.

This is a public road and is used by the Bus 238 providing services to Mosman residents and to visitors to the Zoo, Balmoral Beach and Middle Head. The suggestion in the EIS is to use minibuses to take passengers between the wharf and the top gate of the zoo. This is not a practical solution because:

- i. these smaller buses might also find it difficult to turn around at the end of Athol Wharf Rd.
- ii. having regard to the large numbers of zoo visitors there would need to be a high level of shuttle buses at any one time, and this would add to increased congestion.
- iii. a switch to shuttle buses at the top gate will make the service more unreliable for local residents who use the ferry and bus for transport to the Quay and home. Many use it every day for journey to work travel

The suggestion in the EIS that the 100 bus could be a substitute for the 238 is ill-informed because these services have different destinations

Any suggestion that the 100 bus could be a substitute for the 238 is ill-informed. Further, the suggestion that shuttle buses could move passengers from the ferry wharf up to the bus stop at the entrance to the zoo to change buses is not practical on a number of grounds: these smaller buses need to turn around, and given the volume of visitors there would need to be a large number of shuttle buses and a high level of shuttle bus movements causing more congestion.

Importantly, the EIS states that the construction will occur on Zoo land but then includes the Athol Wharf Road for the staging of the removal of existing Lower Station and the construction of the new Station. This is a public road. Alternative construction approaches must be developed.

3. Minimise disturbance to the community during construction

Truck and heavy equipment movements should be banned in the night – from 7pm to 6am, to avoid sleep disturbance particularly of children. Further truck and heavy equipment movement on residential streets such as Prince Albert Street should be avoided.

4. The new Sky Safari will mean the loss of some trees

The protection of trees that are to be retained and replacement plantings in and around the construction area must be carefully managed and checked particularly in the locations of the pylons in the construction area at the top and lower stations are located.

5. Keeping the community informed and safe

The construction phase of this project will be lengthy and potentially very disruptive and difficult for the community and zoo visitors. There needs to be a reliable and comprehensive program to let the local community and zoo visitors know what is happening and how to find out more - using signage, the zoo web site and the *Mosman Daily*. Providing information is not only respectful but is also a positive step to keeping people safe.

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