

To Whom it May Concern

Objection to the project - **Western Harbour Tunnel (SSI_8863)**

In summary I strongly object to this project on numerous grounds, including:

- The unacceptable negative health impacts on the community from noise, vibration and pollution
- The dismissal of air cleaning options (filtration of stacks)
- a failure to demonstrate meaningful improvements in travel times and consider and compare other (public transport) options without tunnels and tollways,

Please see below for specific, detailed objections below.

I object to this project because of the negative impacts the project will have to my family and the wider community in relation to excessive noise and the ongoing pollution from vehicle exhaust fumes. It is unacceptable that the EIS doesn't sufficiently consider the impacts to children or pregnant women and their unborn children. As well as the elderly and people with chronic disease these demographics are particularly susceptible to vehicle pollution and with the large number of schools and child cares in the vicinity not enough has been done to address the negative health effects of sustained exposure to PM10, PM2.5 and ultrafine particles.

I object to this project because it has been stated that filtration of the stacks is not required despite all of the pollution being concentrated in certain areas. It has been claimed that the majority of tunnels internationally are not filtered yet none in the comparison are close to the length of these proposed tunnels. Filtration and air treatment has been proven in many countries such as Spain and Japan. Not filtering tunnels of this length would be considered criminal in many countries and it should be here too.

I object that Transport for NSW (TfNSW) has failed to demonstrate the reasonable consideration of any other options to reduce congestion and improve travel times for the relevant communities. No public transport options have been considered despite this being something specifically requested by the communities affected. Specifically, I believe the following options should be considered:

1. Limiting the use of private vehicles at peak times.
2. Consider imposing "time of day" tolls Northbound on both the Harbour Tunnel and Harbour Bridge to discourage private commutes with a discount for those who reside in the North.
3. Greater dedication of capacity to public transport - in particular bus lanes - with a focus on end-to-end trip times for commuters. The WHT actually negatively impacts public transport with the removal of the bus "layover" on Warringah Freeway. This is used to manage timing of buses meaning the service will become less reliable and push people to commute privately.
4. Streamlining of the Warringah Freeway without the tunnels and tollways should be modelled and compared rather than the simplistic "either (WHT)/or (Nothing)" version presented by the EIS.
5. Considering what the community / public actually want. With the cost of tunnels and tolls and parking most commuters want viable public transport options. Chatswood is now a transport hub and a train line from Deewhy via the new hospital would make much more sense than this poorly scoped tunnel project.