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DAVID & GAI KILLORAN

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*Attention: Director, Transport Assessments*  
Planning & Assessment, Department of Planning  
Industry and Environment  
Locked Bag 5022  
Parramatta NSW 2124

27 March 2020

**Objection: Western Harbour Tunnel and Warringah Freeway Upgrade - SSI-8863**

I write to express my strong objection to the Western Harbour Tunnel and Warringah Freeway Upgrade.

Global experience of toll road construction has demonstrated conclusively that projects like this increase air pollution, encourage more car use, fleece road users with exorbitant tolls and eventually fill the increased road capacity they create.

I object to this Project as it:

- Is based on false assumptions about public transport demand;
- Will not achieve its stated goal of addressing long-term traffic congestion in Sydney;
- Is also not properly tested against competing public transport projects;
- **Fails to adequately address impacts on the community, especially noise, air quality and health impacts for local residents;**
- Puts homes and businesses at risk of damage from vibrations, settlement and ground movement;
- Requires the compulsory acquisition and demolition of a number of homes;
- **Will not require the filtration of exhaust stacks**, at a risk to public health;
- **Will pollute our harbour with toxic sediment** putting Sydney Harbour's marine life at risk;
- Will have an adverse impact on greenhouse gas emissions and contribute to climate change; and
- Is not justified by any publicly released business case.

Primary concerns about the project as described include:

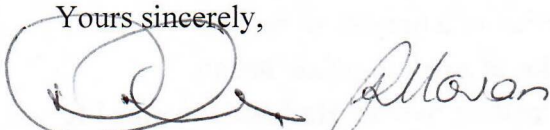
1. the significant environmental disaster that would ensue from adopting a dredging/excavation tunnel whose impact would be to unacceptably pollute Sydney's waterways;
2. The environmental disaster that would ensue from unfiltered exhaust stacks – that silly design concept smacks of a third world 19<sup>th</sup> century mentality not a first world ecologically sensitive 21<sup>st</sup> century society;
3. Amenity during construction and long-term property impacts on local residents through risks of tunnelling being changed at whim by contractors to inappropriately low depths, as happened/is continuing with WestConnex, plus during construction phase the lack of control over contractors and their employees swamping local residential streets and denying parking access to residents. This is evidenced by current works in the Rozelle/Iron Cove bridge.

Loss of Yurulbin park and the long-term closure of the Birchgrove Ferry and attendant traffic in the waterways between the Coal Loader and Yurulbin Park are environmental and amenity concerns which are premised on a flawed design to dredge a toxic sediment cocktail. Besides the loss of valued greenspace and services public transport the significant proposed traffic movements in that area will negatively impact on sailing from traffic safety perspectives and from the dredging impacts on water quality.

If built the tunnelling should be underground adopting road-header options and any exhausts should be filtered. Growing road traffic congestion will only exacerbate public health issues and to supercharge the air with pure exhaust defies and sensible logic. If the health of all citizens and especially resident in the path of the project cannot be guaranteed then don't build it.

This project is a missed opportunity to transform our city's transport system to make getting around Sydney cheap, easy and fast without having to get into a car and pay a toll.

Yours sincerely,



David & Gai Killoran

Declaration of any reportable political donations made in the previous 2 years	None
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