

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

February 25, 2021

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

I write to express my objection to the Western Harbour Tunnel and Warringah Freeway Upgrade. I have significant concerns about the justification for this project, especially as there is no published business case and it is not high on Infrastructure Australia's priority list. The EIS also demonstrates significant risks to health and safety, significant impacts on the environment whilst delivering poor outcome.

Firstly, I object to this project continuing to be placed on exhibition during the COVID-19 Crisis. The documents available for review are lengthy. The area impacted by this large project includes the largest precinct of schools in Australia and passes through highly residential areas. The strain of the COVID crisis throughout the exhibition stage for families, community groups and schools has impacted on our community response. The community has respected government directives on social distancing so meetings have been cancelled. Trying to read these lengthy documents has been an additional source of concern in this unprecedented time. In consideration of the people impacted by this project, additional time should be given for considered responses the exhibition period could be extended.

Secondly, I object to the project on environmental grounds. The outcomes for our precious climate, green space preservation (and extension), and environmental sustainability will be negative.

I walk in Flat Rock Gully regularly with my dogs. The regenerated bush and sporting fields create a calming enjoyable daily walk but the impact of this project is highly concerning. In both the short-term construction phase and the post construction phases, loss of green space and precious environmental space for many native Australian flora and fauna is a significant concern. In the harbour dredging, vulnerable and endangered species will also be impacted negatively by this project. Please review these and the other significant impacts of flora, fauna, bushland, marine environments and green space to create a safe stable sustainable Sydney for our future.

Thirdly, I object to the project due to the poor Traffic and Congestion outcomes.

The alignment of the tunnel projects and the need to re-construct the Warringah

Freeway necessitates 12 support sites across the project footprint. These sites are placed in and around schools, businesses and residences. The impact of having more than 6000 construction vehicles on the roads from Rozelle through to Willoughby cannot be underestimated. significant concerns The EIS does not mandate restrictions regarding truck movement times or route.

Mitigation: Reconsider the alignment of the project to reduce the necessity and reliance on the Warringah Freeway and the need for multiple support sites in such a busy area. If this cannot be done strict hours of vehicle movement and routes restricted on local streets as a Condition of Approval. Construction Vehicles should not be permitted outside of the Warringah Freeway before 9.30am and after 3pm to ensure the safety of children and the flow of traffic at peak times.

Lastly, the air pollution concerns for this project are considerable. There are multiple schools and child care centres in the area near the new unfiltered stacks. To mitigate this issue, filtered stacks are a option to consider. This project in Sydney deserves to be best practice and more research on the impacts of air pollution especially from cars is indicating that it has impacts on people especially children.

This project is a missed opportunity to transform Sydney into a world class, healthy, dynamic, sustainable city with a strong public transport system. I request that you consider an alternative public transport feasibility study be published before any further planning occurs so that impacts and outcomes can be fairly compared. Internationally, development of environmentally sustainable public transport is becoming recognised as good future planning.

Yours sincerely,
Elizabeth Koruga
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Artarmon, 2064