I object to the project for the following reasons:

1. the community has not had sufficient time to consider the EIS due to:

1.1 the size and complexity of the EIS

1.2 the difficulty in finding relevant information in the EIS and the treatment of some information including that relating to some of the contamination risks, as commercial in confidence

1.3 the school holidays and the need to elect new school parents associations after they ended

1.4 the impact of the COVID19 virus including - the cancellation of public information meetings; the closure of libraries from 23 March in the City of Sydney, City of Willoughby, City of North Sydney, and Inner West Council areas denying public access to hard copies of the EIS; slow internet speeds; stress due to loss of employment and income and the need to look after children who would normally be at school

2. The COVID19 virus has the potential to have long term economic impacts which may affect some of the data and modelling the EIS uses. For instance, if there is an ongoing serious recession private car usage could decrease because public transport is cheaper and/or unemployment increases and the workforce decreases

3. The EIS is out of date being put on exhibition more than 2 years after the Scoping Report

4. The EIS fails to properly consider alternatives to the project contrary to the requirement in the Secretary's Environmental Assessment Requirements "(e) an analysis of any feasible alternatives to the project" (Desired Performance Outcome 2, Requirement 1) in that:

4.1 congestion pricing isn't considered as an alternative at all - although it's mentioned it's not evaluated

4.2 the Sydney Metro from Chatswood to Sydenham is mentioned but no detailed evaluation of it is contained in the EIS, inasmuch as there is nothing stated as to what data or modelling has been used to justify the statement that it won't negate the need for the project

4.3 Other relevant public transport projects are not taken into account at all - the B line from the Northern Beaches to Wynyard; the planned Sydney West Metro from the CBD to Westmead with relevant stations at the CBD, The Bays Precinct and Five Dock; the planned B2 line from the Northern Beaches to Chatswood; other public transport alternatives along the Warringah Road corridor such as a metro extension from Chatswood to Frenchs Forest. All of these projects have the potential to remove traffic from the Harbour Bridge both individually but, even more so, when considered together

4.4 Although I have been unable to find in the EIS any data or modelling justifying the statement in the EIS that the one public transport option considered - the metro from Chatswood to Sydenham - won't negate the need for the project; modelling to date in relation to usage of public transport once built has massively underestimated usage - Sydney Morning Herald article 19/2/20 "Public transport growth hurtles past NSW government predictions"

5. One of the stated objectives of the project is to "Increase the ability for the Harbour CBD road network to cope with traffic incidents." No alternative road projects to achieve this outcome are considered. The project achieves this objective by providing an alternative harbour crossing which would enable traffic to be diverted from the Harbour Bridge if there was a traffic incident there, in which case traffic travelling north would bank up along the Anzac Bridge. But the same objective would be met by providing access to the Sydney Harbour Tunnel via the Cross City Tunnel. Yet no consideration is given to this alternative. Similarly with traffic travelling south in such circumstances - no consideration is given to providing access to the Anzac Bridge via the Sydney Harbour Tunnel and Cross City Tunnel.