

# Submission for EIS2 SSI-5414 and Modification to Showground Station SSI-5100

---

**Objection Statements to parts of EIS2 Northwetrailink & modification -  
Showground station**

**Concerns & requests from**

**[REDACTED]**

**Owners and occupants of**

**[REDACTED]**

**Request: Please remove name & address prior to posting on public website.**

Attention : Director – Infrastructure Projects

Modification to Showground Station SSI-5100

Noise & Vibration monitoring

1. Of clear concern to us is that there is no current noise logger located in a residential setting in Area E of the plan. This is significant as the station excavation/cutting has moved much closer (to us residents), from the original plan. Further the modified plan has located the acoustic shed closer to the residences on Carrington road. Additionally, the “new shed “ per plan does not cover the entire station. In particular according to diagrams per EIS modification to us the area proximal to our residence is specifically open. As such we feel this will have an impact with noise directed towards our property.
2. Due to the above points, we request that a logger for noise be sited on our property for the full construction phase of the project.
3. We request noise walls be erected for the construction phase on the excavation side of Carrington Road between Doran Dr and beyond Middleton Ave towards the bend in Carrington Rd at developers cost.
4. The location of the “rock breaker” is not clearly defined, and due to the relocating of the acoustic shed closer to our residential property, vibration may be physically felt.
5. Due to the above point, we request that a vibration logger be sited at our address for the full construction phase of the project.
6. That the above recordable loggers have their data readings to be accessed and downloaded onto a public website monthly.
7. We request that the door & truck entrance to the acoustic shed be sited in the opposite direction away from residences in Carrington Road ie/ entrance facing the showground ring. Also that the exceedances be minimized by designing the site layout & access to minimize gaps in the noise walls eg/by overlapping noise wall sections at site access points (as per last paragraph p20 , 6.3.2 ). The 1<sup>st</sup> EIS showed an inner & outer shed, the new diagrams don't show this. We request that this be addressed.
8. Of concern is the “further analysis” p22 relating to construction noise, it does not take into any account, the fact that this road at night is a very quiet road with very few trucks. Presence of a rock crusher does not appear to have been addressed with its operational hours of use.

9. The aspect of Fan ventilation for the tunneling and the respective noise of such fans, and their operation does not appear to be addressed, or guesstimated in the EIS.

#### Egress/Exit from site & Hours of Operation

1. We would request that a lockable gate be sited at the entrance of Carrington Road & Doran drive. This is to ensure that the operator & contractors keep to the stated hours of operation. We request that this gate would be opened no earlier than 6:30am and closed at 6pm daily during the project building period. We are aware that truck drivers having difficulty finding or accessing the site will access the site in whatever way they can. This will prevent "lost" truck drivers exceeding the NML, or creating a sleep disturbance.

#### Construction impacts 6.1.1

1. Due to the serious health problems relating to Asbestos dust exposure, we request that the site be fully cleaned & remediated according to the current protocols, and that these be applied & adhered to during the construction of the car park.

#### Objections to EIS2 Northwestrailink SSI-5414

##### Concept design relating to traffic access of new car park

1. The EIS 2 has suggested a new road be located somewhere opposite the childcare centre to access the car park. We request that there be an inability to turn right into the car park (Median barrier) when travelling in a westerly direction along Carrington Road. Cars travelling in this direction must access the parking through the lights at Doran Drive.
2. We request that cars entering the new road can only turn left both entering from and exiting into Carrington Road.

##### Traffic Lights

1. We need the new signalized intersection at Doran Drive & Carrington Road intersection to have a permanent switch or similar to allow us to control legal (green light) entry and exit from our driveway to & from all directions, ie including travelling from Doran drive into our property and the reverse direction.

##### Communication to us relating to EIS2 & Modification to Showground station.

1. We request that we be advised in the week prior to commencing of the TBM operation.

2. We request that prior to construction commencing, we be advised as to who to contact if any problems occur;

Eg/ noise, vibration, settlement, damage to property, water run off, or excessive dust off the site

3. If there are NML exceedences or other problems unacceptable to us that occur during the construction phase. We request that whatever is causing the problem be stopped until rectified to a level acceptable by us.
4. . We request to be informed once the detailed design is done, of the location of noise walls and ventilation fans.

#### Questions to the Department of Planning

1. Once an EIS is approved, which state government body is responsible to ensure that the operator undertakes compliance of the granted EIS?
2. Will there be ongoing checks throughout the construction phase?
3. What is the process, should an onsite logger record instances or series of events that exceed the before project guesstimations.

Thankyou for your time & effort