



ACE BODY CORPORATE MANAGEMENT
PROFESSIONAL PERSONAL SERVICE

Franchisee: Jakes Global Services Pty Ltd T/as Ace Body Corporate Management (**Balmain**)
Phone: **(02) 9818 6842** Fax: **(02) 9818 6343**
PO Box 191 BALMAIN NSW 2041
balmain@acebodycorp.com.au www.acebodycorp.com.au
ABN 97 109 925 797 *Member of Strata Community Australia (NSW)*

30th March, 2020

SP34336 - 30 Woolcott St - Waverton NSW 2060

Dear Sir/Madam

I write on behalf of the Owners Corporation of SP34336 to register the following objections;

Objections to and comments re Western Harbour Tunnel EIS

1. Objection to the inadequate depth of the twin tunnels at Waverton Park and Woolcott Street

- At just over 20 metres, the depth of the road surface of the tunnel is totally unacceptable in terms of noise, vibration and danger of cracking and subsistence damage to homes in Woolcott St.
- The EIS states that controlled underground blasting may be used during construction; however, no details are provided and this is only to be confirmed with detailed construction planning. The topography in the residential areas along Woolcott St is characterised by 2 - 4 metre-high cliffs in places and rock falls are possible due to vibration during tunnelling and the use of underground explosives.

As a formal condition of any approval for the project we insist on the following:

- An increase in tunnel depth to at least 35 metres below the surface at Waverton Park.
- A pre-tunnel inspection and geotechnical assessment paid for by the NSW Government of the residences which directly overlie the tunnels crossing Woolcott St.
- An independent process to assess any resulting subsistence damage to residences and other affected buildings, and payment of rectification costs by the NSW Government.

2. Objection to the negative impact of the project on Waverton residents and the lack of detailed strategies to mitigate this impact during a 5-year construction period

- Parking capacity is extremely tight in the Waverton Station/Balls Head area. An influx of construction workers and contractors will overwhelm local parking options.
- Woolcott St, Bay Rd and Crows Nest Rd are relatively narrow, quiet suburban streets with a lot of foot traffic (local and walkers visiting Balls Head). Heavy trucks entering Balls Head Rd daily via these streets will bring noise, pollution and safety risks and have a major negative impact on residents' quality of life and amenity.



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As a formal condition of any approval for the project we insist on the following:

- Plans and funding for the provision of shuttle-bus transport to the work site and designated on-site parking for workers.
- Use of barges where possible to remove tunnel spoil, cf Blues Point Rd.
- Use of truck convoys with predictable and nominated times for road closures and openings.

3. Objection to the lack of filtration of the exhaust stacks

- Pollution levels will be a significant problem in two tunnels approximately 6.5 kilometre-long which do not have filtration in the exhaust stacks. This is evidenced by the ongoing concerns around pollution levels of the M5 tunnel beyond the airport, where filtration is now being trialled.
- The World Health Organisation has declared that outdoor air pollution is a leading environmental cause of cancer deaths. North Sydney LGA has the highest concentration of schools and daycare centres in Australia and the exhaust fumes and microscopic particulates from vehicles emitted via smokestacks in this area will affect these and neighbouring homes, putting children and the elderly at unacceptable risk.

As a formal condition of any approval for the project we insist on the following:

- Full filtration of the ventilation (exhaust) stacks.
- Exhaust and fresh air stacks no more than 4 - 5 kilometres apart.
- Positioning of the ventilation buildings' machinery for the exhaust ventilation stacks underground at Cammeray, as they are in Rozelle.

4. Objection to the permanent negative impact on local traffic and pedestrian safety

- The North Sydney LGA has the highest concentration of schools in Australia and is a busy business hub. Progressive global cities are restricting or reducing the growth of road traffic in favour of public transport and it is important we create a child friendly and safe walking environment.
- The proposal to funnel more cars onto North Sydney streets will reduce pedestrian amenity and the safety of students and workers. A tunnel by-passing Berry St which feeds traffic onto the Harbour Bridge and the Western Harbour Link is essential if the North Sydney CBD is to retain any pedestrian amenity.



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As a formal condition of any approval for the project we insist on the following:

- The addition of an underground by-pass of the North Sydney CBD to funnel vehicles going south onto the Bridge, and going north onto the Western Harbour Link and the Warringah Expressway, so that Berry St, North Sydney, is not used for this purpose.
- The construction of a steady angle cycleway from Falcon St/Military Rd to Milson's Point (the 'Harbour Link' proposal).

Yours faithfully

Andrew Jakes
Licensed Strata Manager