

Western Harbour Tunnel and Warringah Freeway Upgrade EIS Submission

Resident submission

We are affected by this proposal and have reviewed the proposal and EIS so far as it relates to us.

We are strongly opposed to this project for the reasons given below. In broad summary, justification for the Warringah Freeway Upgrade in the EIS is selective and inadequate in its current (or any) form, with a particular lack of any analysis of alternatives such as rapid transit metro rail, noting the EIS for Northern Beaches Link is not available, making it impossible to assess the link to this companion project, and its impacts.

We do not believe, based on the evidence, that this is an adequate solution for transport congestion, nor is it a wise use of government funds. While other world cities are moving toward clean mass transport options which move the maximum number of people efficiently whilst minimising impacts on the environment, climate and the community where they are located, these projects do the opposite, and are an outdated 1960s approach to transport planning.

We live in Kurraba Rd, Neutral Bay. Thank you for the opportunity to comment.

(1) Introduction

The Western Harbour Tunnel, the Warringah Freeway Upgrade and Northern Beaches Link (EIS not yet on display) are massive road projects. The EIS and its supporting documents are so voluminous and technical, that it is unreasonable to expect that the community would be able to read, digest, understand and provide fully considered comments in the time given. However, we comment on the overall philosophy of these linked mega infrastructure projects and make brief but specific comments on the Warringah Freeway Upgrade and its impacts, as this aspect will affect us and our Kurraba Rd neighbours the most, particularly during the construction phase.

We unfortunately do not have the necessary time to comment in any detail about the Western Harbour Tunnel and its impacts on Rozelle, Balmain, Waverton peninsula, the northern part of North Sydney and Sydney Harbour.

(Note: there is a summary of comments at the end of this submission).

(2) Mass (public) transport alternative – where is it?

The Western Harbour Tunnel, the Warringah Freeway Upgrade and Northern Beaches Link are massive linked road projects. As there is no public transport component other than bus lane developments, we are disappointed that further public transport infrastructure such as rapid transit metro rail was not proposed as a component, or as an alternative to these road projects - in particular, a metro rail line to the northern beaches. This would not only reduce or at least defer the need for a road tunnel to the northern beaches, but also remove the need for the Warringah Freeway Upgrade to be constructed in its current (or any) form. It is unfortunate that the EIS for the

Northern Beaches Link is not currently available as a companion justification for the project. We therefore believe the justification for the Freeway Upgrade is selective in its current form.

Our view is that this project is a short-sighted approach to transport planning that will not be the transport panacea that the Government believes it will be, but rather as Sydney's population grows will only result in further congestion as more cars use the new roads. New road developments simply encourage more car use. As a result, the Warringah Freeway Upgrade will be self-defeating and in a short time the freeway is likely to be in grid lock during peak time and beyond.

The local road network will become even more congested as traffic bottle necks are created around pinch points where the expressway system interfaces with the local road network, such as near where we live around North Sydney, Neutral Bay and Kirribilli. Much of this local traffic network contains narrow streets and many residents depend on on-street parking because of a lack of an off-street parking alternative.

The main Government policy shortcoming reflected by these projects is the historic and continuing lack of a considered, timely and adequate link between housing / development planning and contemporary approaches to transport planning. It also reflects decades of public transport planning neglect for the northern beaches, with a total reliance on buses and private vehicles.

It is curious that metro rail is promoted as a major transport initiative for other parts of Sydney but is not an alternative or option for suburbs and areas north towards the northern beaches. It is worth noting that the engineer Bradfield, as part of his expansive plans for Sydney, proposed a rail line to the northern beaches in 1916!

Summary comments:

- (1) These projects are an outdated approach to transport planning. While world cities elsewhere are moving to efficient clean mass transport options which minimise impacts on the environment, climate and on long-standing liveable communities, these projects do the opposite.*
- (2) Justification for the Warringah Freeway Upgrade is selective and inadequate in its current (or any) form, noting the EIS for Northern Beaches Link is not available, making it impossible to assess the link to this companion project.*
- (3) The EIS fails in its particular lack of analysis of alternatives to these mega road projects - the Government should reconsider options such as a rapid transit metro rail, particularly to the northern beaches, instead of these road projects.*
- (4) The Warringah Freeway Upgrade will be self-defeating and in a short time the freeway is likely to be in grid lock during peak time and beyond.*

(3) Consultation – has been inadequate for our community along the eastern side of the Freeway Upgrade corridor

We welcome the opportunity to review the EIS currently on display, but at no time prior to the release of the EIS has there been any detailed information on the proposed Warringah Freeway Upgrade that we are aware of. The proponents are disingenuous in giving this aspect of what are

clearly linked projects a lower status and effectively listing the freeway upgrade as a minor subproject of the Western Harbour Tunnel, and then only releasing design detail of the project at the EIS stage. As a result, many residents like us who may have been broadly aware of the Western Harbour Tunnel and Northern Beaches Link, were totally unaware of the significance of what may have been proposed for the Warringah Freeway Upgrade. These residents therefore did not engage in the broader consultation that the EIS states occurred over the last 2-3 years. These residents include but are not limited to residents broadly in the Whaling Rd Heritage Conservation area and around on Kurraba Rd, Bray St, Neutral St, Darley Rd, Whaling Rd and Alfred St N. The Warringah Freeway Upgrade will have major impacts on these residents, particularly during the construction phase.

It is only now at the EIS stage that the intent and detail of the Warringah Freeway Upgrade have been released and publicised. For residents in Alfred St North and Kurraba Rd Neutral Bay particularly, the freeway upgrade aspect of the linked mega road / tunnel projects is the one that will impact on them the most.

Summary comments:

- (1) *The EIS and its supporting documents are voluminous, and the appendices are so highly technical, that it is unreasonable to expect that the community would be able to read, digest, understand and provide fully considered comments in the time given, even with the recent extension to 30 March 2020.*
- (2) *Community consultation for the Warringah Freeway Upgrade has been inadequate along the eastern side of the project corridor. It is appreciated that the EIS consultation period has recently been extended, however, we request a consultative engagement be initiated to specifically allow residents within the Whaling Rd Heritage Conservation area and around (Kurraba Rd, Bray St, Neutral St, Darley St, Rawson St, Eaton St, Whaling Rd, Nook Ave, Alfred St N, Little Alfred St, Doris St) to more fully appraise and have input to the proposal as it relates to us.*

(4) The proposed Alfred St North overpass and related developments – why haven't we heard about this before? It's too close to homes.

The following comments focus on the direct impacts of proposed Warringah Freeway Upgrade construction and operation around Kurraba Rd, including the Alfred St North overpass, bus lane re-alignment and Mount St overpass. ***Comments in no way represent any support for the project but are specific to the design features in the EIS.***

The elevated Alfred St North overpass and its likely visual, noise and air quality impacts effectively move the eastern boundary of the current expressway road corridor tens of metres to the east and closer to existing residential dwellings in Alfred St North and Kurraba Rd. Many of these residences are part of a community of houses that has existed for 120 years.

We live approximately 75m from the site of the proposed elevated overpass, and neighbours at 1,2, 3 and 4 Kurraba Rd particularly and other neighbours will be living far closer to the overpass and its impacts. This is probably the most objectionable aspect of the project and all the potential impacts of the development are related to what is effectively an intrusion into our long-standing residential community of predominantly heritage homes. It is therefore extremely disappointing that there has

been no specific prior consultation on this aspect of the project with the community that will be most affected – residents of Kurraba Rd, Alfred St North, Bray Street, Neutral Street and Darley Street. This is a major shortcoming on this aspect of the EIS.

It seems that the main (only?) justification for the overpass is the apparent need for a dedicated busway to ensure there is no bus cross over or interaction with non-bus traffic. If this is so, no other alternative road designs appear to have been put forward and no other alternatives to the Alfred St North overpass are discussed in the EIS that we could find. We request that any alternative design approaches that may have been made, including any alternatives to the Alfred St overpass, be made available for review by residents.

It is not clear from the EIS and various EIS videos and images what noise barriers if any are proposed for the Alfred St North overpass or the new bus lane. Therefore, we ask for considered noise wall / mitigation treatment along the eastern side of both the Alfred St North overpass and new bus lane to mitigate noise penetration down Kurraba Rd, particularly when prevailing winds are from the west (in winter predominantly) – see Noise Abatement (Operational) below.

This is particularly important given that ALL Warringah Freeway buses will now travel on the new bus lane rather than on the existing elevated freeway, as is currently the case. Bus numbers on the bus lane would be expected to increase due to buses originating on the northern beaches using the road (lack of consideration of metro rail – see 1.0 above), with resultant increase in noise impacts on nearby residents from the busway. It is therefore also requested that the northern Sydney bus fleet be replaced by electric buses with some priority to help reduce noise and air pollution impacts.

Summary comments:

- (1) Alfred St North overpass development effectively moves the eastern boundary of the freeway corridor tens of metres closer to existing houses - this is an objectional intrusion into an existing, longstanding, livable residential community with heritage houses. The overpass is simply too close to these homes.*
- (2) We ask that any alternative design approaches to the Alfred St North section of the Warringah Freeway Upgrade that may have been made, including any alternatives to the intrusive Alfred St North overpass, be made available for review by affected residents.*

4.1 Design

The following comments in no way represent any support for the project and are specific to the design features in the EIS.

We understand from the Government's roads team at a recent information session that the philosophy of the design is to keep local traffic separate from through and freeway traffic and this is strongly supported. We understand too from the recent EIS information sessions that traffic down Kurraba Rd from Alfred St North is expected to be LESS than now (pers com Gov Road Team). It would be appreciated if this could be confirmed.

The major benefit of this traffic management approach is to eliminate possible "rat runs", particularly in Kurraba Road and Alfred Street North. This should not only be a part of traffic management in the construction phase but should also be made a permanent arrangement once the Freeway Upgrade is completed and operational.

The appearance and visual amenity of the completed Alfred St North overpass is of prime importance to Kurraba Road residents. If the projects go ahead, the overpass will become a dominant feature in our local area, and it will be what we see (and hear) when we walk up Kurraba Road to North Sydney. Setting aside all the other impacts of the proposed overpass, its visual appearance is a major concern for us. Bridges and overpasses do not need to be brutalist and intrusive, so we oppose any overpass design that is overly engineered and is brutalist and intrusive in appearance.

In response to Government road project team representatives at a recent EIS information session, officers spoke of the design appearance of the Alfred St North overpass and wishing to hear residents' views on the design. The 'fly through' display at the session showed an overpass with piers that are round in profile and much slimmer and 'elegant' than the more brutalist offering in the images on page 22-52 of the EIS. These more visually pleasing slim designed piers are therefore preferred by us compared to the current alternative.

Summary comments

- (1) Despite not agreeing to the Freeway Upgrade in its current form, we support the separation of freeway / through traffic from local traffic such as in Alfred St North and Kurraba Road.*
- (2) Despite not agreeing to the Freeway Upgrade in its current form, we ask for an improved design of the proposed Alfred St North overpass – design to use slim form, more visually appealing and less intrusive support columns rather than the more brutalist pier design displayed in the EIS.*

4.2 Amenity including vegetation management – more mature trees and screening needed

Tree preservation - the existing row of Plane Trees in Alfred Street North should be preserved to provide summer shade, green canopy and maintain a visually pleasing streetscape. Where possible current tree cover and plantings along the Warringah Freeway should also be maintained throughout the road development to soften any hard surfaces, maintain visual amenity and provide a green buffer to the freeway. They also have a limited but positive biodiversity and air quality benefit.

If the Alfred St North overpass is constructed, there needs to be adequate landscaping and plantings both beneath and on the eastern side of the overpass because of the bulk, scale and the visual impacts of the overhead concrete structure of the overpass and its associated support piers.

All tree plantings must be more mature than those shown in the EIS images on page 22-52. We also request denser plantings including shrub layers, and all vegetation must have adequate and ongoing maintenance. Any plants which perish due to lack of water or are vandalised must be replaced with some priority.

All these requested measures will ensure a better tree cover and amenity outcome along Alfred St north and particularly, at the North Sydney end of Kurraba Road. This is consistent with Council preference (pers com Mayor North Sydney) which supports increased plantings as part of the amenity aspect of the proposal.

Summary comments:

- (1) Vegetation management and tree plantings – retain existing mature trees including Plane Trees in Alfred St N., We request dense screening plantings including mature trees and shrubs to minimize visual impacts. All vegetation must have adequate and ongoing maintenance.*

4.3 Pedestrian access and safe design

Any road development must maintain existing traffic light controlled pedestrian crossing near the Bayer Building across Alfred Street North to the Mount Street overpass. This safe crossing is essential for residents to access North Sydney business and shopping precinct, North Sydney rail station and Charing Cross Metro Station (under construction).

In addition to this pedestrian crossing there is a need for overall safe design approaches for pedestrians in the overpass precinct in Alfred St North to ensure there is no increase in potentially dangerous locations or opportunities for petty criminal activity including graffiti – provide adequate low spill lighting (no dark spaces), open space management, adequate and clear signage (pedestrian and drivers).

As part of this safe design approach, ensure there are anti-graffiti measures in place for overpass support structures and other vertical features such as use of readily cleaned surface materials and coatings. Management measures must be in place for rapid graffiti removal and correction of any other form of vandalism, should it be necessary

Summary comments:

- (1) Pedestrian access and safe design / crime prevention features must be a part of the precinct around the proposed Alfred St North overpass (or any alternative) – to ensure the precinct of the overpass is a safe environment for pedestrians, and to include anti-graffiti / anti-vandalism measures and monitoring.*
- (2) Any Warringah Freeway upgrade should ensure existing pedestrian access to North Sydney from the eastern side of Alfred St North via the Mount St overpass is maintained or enhanced.*

4.4 Noise abatement (operational) – more noise treatment needed

This in addition to dust/other particulate fallout is probably the issue that will affect all residents east of the expressway the most, both during construction and when operational.

We request better noise treatment for the overpass and bus lane than those that are shown in the images in the EIS. In particular, Alfred St North overpass and new bus lane – employ noise barriers along the eastern side of the overpass and lay quiet road pavement for the overpass and bus lane and ensure rapid uptake of electric buses in the northern Sydney bus fleet to minimize bus noise.

Noise barriers could include opaque noise walls on the eastern side which allow light but reduce road noise (example M7)

Summary comments:

- (1) Noise abatement measures (operational) - Alfred St North overpass and new bus lane – employ noise barriers along the eastern side of the overpass and lay quiet road pavement on the overpass and bus lane;*
- (2) Ensure rapid uptake of electric buses in the northern Sydney bus fleet to minimize bus noise.*

4.5 Construction phase - and its major prolonged and unacceptable impacts on our community

This is the aspect of the project that causes the most anxiety for residents of Kurraba Road. This is because of the potential impacts on amenity, lifestyle, health and the structure / fabric of our homes over a prolonged period of time (years). Effects on property values are also concerning, both during the construction phase and once the Freeway Upgrade is commissioned and operational.

For residents, the likely impacts of these issues, particularly construction noise and vibration including sleep deprivation and disturbance, reduced air quality (dust generation), nocturnal light spill and traffic disruption, are unknown and our fears are not allayed by assurances in the EIS or the public information sessions. The mental health impacts on residents of this uncertainty cannot be overstated.

Summary comment:

- (1) This aspect of the project causes the most anxiety for nearby residents in Kurraba Road – the mental health aspects of this cannot be overstated (uncertainty, sleep disturbance and disruption etc.).*
- (2) Construction noise and vibration impacts including sleep deprivation and disturbance, reduced air quality (dust generation), nocturnal light spill and traffic disruption, are unknown and any Kurraba Rd / Alfred St N. residents' fears are not allayed by assurances in the EIS or the public information sessions.*

4.5.1 Traffic management including car parking

- (1) We were advised at an EIS information session that Kurraba Rd may be designated local traffic only during the construction phase and that Alfred St North will effectively be closed to through traffic to allow access etc for the construction work. We support such a move and particularly support a traffic management outcome that will prevent any rat running down Kurraba Rd and Alfred St North, both during construction and once operational.
- (2) Close Alfred Street North to through traffic so that Kurraba Road down to Clark Road is local traffic only.
- (3) Ensure no increase in traffic including rat-running and truck movements down Kurraba Rd,

- (4) Manage and enforce parking limits in Kurraba Road because many residents only have on-street parking and must display parking zone exemption stickers.
- (5) As a linked comment to (4), avoid any net reduction of parking spaces in North Sydney Parking Precinct #1.

4.5.2 Pre-construction condition surveys of residences

- (1) Most houses in the precinct containing Kurraba Road and adjoining streets are heritage dwellings, many being 120 years old. Roof, wall, foundations and plaster render materials and construction date from the late 1890s or early 1900s. These materials do not have the strength and flexibility of more contemporary building materials. Therefore, undertake pre-construction works condition surveys, including documentation and photographic / video evidence for ceiling / wall / foundation cracks / fabric condition in nearby houses and undertake comparative post construction checks and surveys once the project is complete;
- (2) Prepare legally binding compensation clauses as part of pre-construction survey documentation ensuring full compensation is paid due to any property damage caused as a result of the development, noting the heritage and age of the housing.

4.5.3 Construction noise and vibration

This component of the construction phase will have significant impacts on residents as they go about their daily lives, particularly in the evening and at night.

- (1) Despite understanding the need to maintain use of the Warringah Freeway while construction takes place, rock breaking, rock excavating and other high noise generating construction activities for Mount St overpass, Alfred Street North overpass and new bus lane near Kurraba Rd to be done during the day/evening NOT during the night time.
- (2) It is unfortunate that the NSW Chief Medical Officer has not apparently made any comment or provided requirements regarding the possibility of 24 hr construction noise and effects on sleep deprivation and disturbance and other negative health effects because these are likely to be significant if 24-hour construction is proposed.
- (3) The prolonged timeframe for the project (4-5 years?) means that there could be construction fatigue and effects on health of residents over this prolonged time.
- (4) Provide adequate and timely pre-advice to residents of proposed particularly noisy activity works well in advance, such as rock breaking, rock excavating, rock drilling and piling, concrete cutting etc.

4.5.4 Air quality

Fall-out from air-borne dust and other particulates from the existing Warringah Freeway and from on-going construction activity in the North Sydney CBD are already impacting on down-wind residents such as those in Kurraba Road. It is unreasonable to expect that residents suffer an

additional air pollution and fall-out burden from construction and operation of the Freeway Upgrade.

- (1) Provide on-going air quality monitoring for downwind residents (i.e. Kurraba Road), particularly for construction dust and other particulates
- (2) No dust generating works during episodes of strong westerly winds to minimise fallout on residences in Kurraba Road, Alfred St North, Neutral Street, Darley Street and Bray Street
- (3) Heavy vehicles - all construction material including waste and fill to be adequately covered at all times
- (4) No loose potentially dust generating material to be left uncovered on roadways or construction sites at any time
- (5) Deploy adequate water sprays and related measures, as necessary, during dust generating works
- (6) Provide adequate and timely pre-advice to residents of proposed particularly dusty activity works well in advance

4.5.6 Stormwater and sediment runoff

- (1) Ensure no net increase in stormwater run-off down Kurraba Road from Alfred St North both during construction and when the development is completed. Kurraba Road has a steep inclined roadway with a high risk of flash flooding during storm events (see North Sydney Flood Study) and high volume and high velocity stormwater drainage events (example Sunday 9 February 2020 due to an East Coast Low pressure weather system)
- (2) Employ necessary stormwater and sediment control measures consistent with the Blue Book or equivalent.

4.5.7 Temporary minor construction sites

- (1) Temporary minor construction sites – we request that the location of these temporary sites closet to Kurraba Road are confirmed to be consistent with those identified in the EIS – i.e. High Street South, High Street North, Merlin Street, Berry Street East and Blue Street.
- (2) These sites must have adequate management conditions in place to minimise the impacts on nearby residents of noise, vibration, air quality (dust, odours) stormwater and sediments runoff, light spill, worker car parking and worker amenities (toilet / washing facilities).
- (3) There must be no storage of hazardous materials at any temporary minor construction site.
- (4) Sites must be secure to prevent vandalism and stealing offences.

Overall summary of submission issues and comments - Warringah Freeway Upgrade

We object to this project

Issue	Comments
<p>Overall comments and general design, including lack of project alternatives like mass transit metro; lack of specific consultation; lack of alternatives / justification re. Alfred St N overpass; overpass bulk and scale; proximity of overpass to existing housing – too close; impact on property values; pre-and post -construction housing condition surveys; visual amenity; vegetation and screening; pedestrian safety and access; construction impacts; noise abatement; air quality management; separation of local and through traffic; resident’s construction fatigue; and more...</p>	<ol style="list-style-type: none"> (1) We do not believe that this is an adequate solution for transport congestion, nor a wise use of government funds. While other world cities are moving toward clean mass transport options which move the maximum number of people efficiently whilst minimising impacts on the environment, climate and the community where they are located, these projects do the opposite, and are an outdated 1960s approach to transport planning. (2) Justification for the Warringah Freeway Upgrade is selective and inadequate in its current form. There is a lack of other transport options (i.e. alternatives) being fully discussed, particularly in relation to a mass public transport option such as metro rail to the northern beaches (and thereby reducing the need for the project) (3) The Warringah Freeway upgrade will encourage an increase in car use resulting in more road congestion over time including in the local road network, and therefore will be self-defeating. New roads encourage more car use. (4) Lack of adequate prior community consultation about the Warringah Freeway Upgrade in general. (5) Lack of any specific community consultation about the proposed Alfred St North overpass, bus lane, Mount St overpass upgrade and related development with the community that will be affected the most – adjoining and nearby residents of Alfred St North, Kurraba Road, Darley Street and Bray St. (6) Initiate a specific consultation process on the proposed Alfred St North overpass, bus lane, Mount St overpass upgrade and related development with the community that will be affected the most – adjoining and nearby residents of Alfred St North, Kurraba Road, Darley Street and Bray St. (7) Alfred St North overpass development effectively moves the eastern boundary of the freeway corridor tens of metres closer to existing houses - this is an objectional intrusion into an existing and livable residential community with heritage houses. The overpass is simply too close to these homes. (8) Lack of adequate discussion of justification or alternatives for the Alfred St North overpass and new bus lane alignment. (9) We request that any alternative design approaches that may have been made, including any alternatives to the Alfred St North overpass, be made available for review by residents. (10) Concerns about the effect of the project (especially the Alfred St North Overpass and related developments) on residential property values. (11) Visual amenity - request for an improved design of the proposed Alfred St North overpass – design to use slim form, more visually appealing and less intrusive support columns rather than the more brutalist pier design displayed in the EIS.

	<p>(12) Vegetation management and tree plantings – retain existing mature trees including Plane Trees in Alfred St N., all new plantings to be mature plants not the saplings indicated in the EIS. We request dense screening plantings including mature trees and shrubs to minimize visual impacts.</p> <p>(13) All vegetation must have adequate and ongoing maintenance. Any plants which perish such as due to lack of water or are vandalised must be replaced with some priority.</p> <p>(14) Pedestrian access and safe design / crime prevention features – to ensure the precinct of the overpass is a safe environment for pedestrians, and to include anti-graffiti / anti-vandalism measures and monitoring.</p> <p>(15) Ensure existing pedestrian access to North Sydney via the Mount St overpass is maintained or enhanced</p> <p>(16) Noise abatement measures (operational) - Alfred St North overpass and new bus lane – employ noise barriers along the eastern side of the overpass and quiet road pavement for the overpass and bus lane; ensure rapid uptake of electric buses in the northern Sydney bus fleet</p> <p>(17) Ensure that freeway / through traffic is kept separate from the local traffic network to reduce rat running, particularly in Kurraba Road.</p>
<p>Construction phase - general</p>	<p>(1) This aspect of the project causes the most anxiety for nearby residents in Kurraba Road – the mental health aspects of this cannot be overstated (uncertainty, sleep disturbance and disruption etc.)</p> <p>(2) Kurraba Rd to be local traffic only – no construction traffic including heavy vehicles or general rat running</p> <p>(3) Enforce current on-street car parking limits in Kurraba Road</p> <p>(4) No net reduction of on-street parking spaces in Parking Precinct #1</p> <p>(5) No Freeway Upgrade worker car parking or construction traffic parking in nearby residential streets.</p> <p>(6) Undertake pre-road construction and post construction condition surveys of residences in Kurraba Road, Alfred St North, Darley Street, Neutral Street and Bray Street to measure and monitor any structural or other damage due to the project, noting the heritage and age of the housing (many date from 1890s or early 1900s). To include photographic, video and engineering surveys.</p> <p>(7) The survey documentation re (6) above to contain binding compensation clauses in relation to any subsequent damage found to be due to the road development</p>
<p>Construction noise and vibration</p>	<p>(1) Rock breaking, rock excavation, rock drilling and piling and other high noise and vibration generating construction activities for Mount St overpass, Alfred St N overpass and new bus lane near Kurraba Rd to be done during the day/evening NOT during the night wherever possible. It is unfortunate that the NSW Chief Medical Officer has not apparently made any comment / requirements</p>

	<p>regarding the possibility of 24 hr construction noise and effects on sleep deprivation and disturbance and other negative health effects.</p> <p>(2) Timing (4-5 years?) – there will be construction fatigue and effects on health of residents over this period.</p> <p>(3) Provide adequate and timely pre-advice to residents of proposed particularly noisy activity works well in advance.</p>
Construction – air quality	<p>(1) Provide on-going air quality monitoring for downwind residents (i.e. in Kurraba Road), particularly for construction and demolition dust and other particulates</p> <p>(2) No dust generating works during episodes of strong westerly winds to minimise fallout on residences in Kurraba Road, Alfred St North, Neutral Street, Bray Street and Darley Street</p> <p>(3) Heavy vehicles – all construction material including waste and fill to be adequately covered at all times</p> <p>(4) No loose potentially dust generating material to be left uncovered on roadways and construction sites.</p> <p>(5) Deploy adequate water sprays and related measures, as necessary, during dust generating works.</p> <p>(6) Provide adequate and timely pre-advice to residents of proposed particularly dusty activity works well in advance.</p>
Stormwater and sediment runoff	<p>(1) Ensure no net increase in stormwater run-off down Kurraba Road from Alfred St North both during construction and when the development is completed.</p> <p>(2) Employ necessary stormwater and sediment control measures consistent with the Blue Book or equivalent</p>
Temporary minor construction sites	<p>(1) Confirm and ensure these temporary construction sites and related facilities will be located as discussed in the EIS, i.e. – in High Street South, High Street North, Merlin Street, Berry Street East and Blue Street, and that there will be NO additional sites.</p> <p>(2) Temporary minor construction sites must have adequate management conditions in place to minimise the impacts on nearby residents of noise, vibration, air pollution, stormwater and sediment runoff, light spill, worker car parking, worker amenity facilities (toilet / washing facilities). No worker car parking or construction traffic parking in nearby residential streets at any time.</p> <p>(3) There must be no storage of hazardous materials at any temporary minor construction site.</p>

