

My property is currently shown to be above a tunnel associated with the project. I live in Naremburn between Willoughby Road and Flat Rock Drive.

I object to the follow aspects of the Project (Submission SUB-9798 – Western Harbour Tunnel & Warringah Freeway Upgrade)

1. There is no business case presented for the Project. A business case the properly addresses options must provided prior to committing to the project.
2. Insufficient time has been allowed for individuals to fully review the thousands of pages of documents. This issue has been compounded by the COVID-19 pandemic. A further period of community consultation on the EIS should be provided
3. Lack of filtration on the ventilation stacks
 - a. There does not appear to be any cost benefit analysis of not filtering the stacks, that addresses the cost vs health and other risks of no filtration.
 - b. Recommendation 13 63 of the Public Accountability Committee into *The impact of the WestConnex Project* that states “*That the NSW Government install, on all current and future motorway tunnels, filtration systems in order to reduce the level of pollutants emitted from ventilation stacks*” has not been adopted.
 - c. **As a formal condition of approval** the ventilation stacks must be filtered
4. Dilapidation reports
 - a. Zone of influence has not been extended to 100 metres as suggested for consideration in the abovementioned Public Accountability Committee review
 - b. the dilapidation survey process has not been made a compulsory process or opt-out
 - c. there is no process to ensure no conflicts of interest in the provision of dilapidation reports
 - d. **As a formal condition of approval**, independent dilapidation reports must be required for all properties within a zone of influence of at least 100m unless a property owner opts-out.
5. Vibration and noise monitoring
 - a. Section 10.9 discusses environmental management measures and makes extensive reference to “*feasible and reasonable measures*”, without addressing who determines what is ‘feasible and reasonable’.
 - b. A process has not been provided addressing how the public will be compensated should it be accepted by stakeholders that there are no ‘feasible and reasonable’ mitigations possible.
 - c. There must be a process outlined on the steps will be taken should actual noise and vibration levels exceed acceptable limits
 - d. There needs to be a requirement for continuous monitoring of construction noise and vibration that is publicly reported in near real time over the internet to demonstrate average and peak levels are within the acceptable limits for public health and property integrity.
 - i. As a minimum, vibration monitoring must be provided for properties within 100m of any tunnel; and ideally, tilt meters also installed for monitoring of ground movement.
 - e. An independent party, like an ombudsman, is required to ensure that public interests are protected from the impact of noise and vibration, with powers to

enforce timely property damage repair, stop work orders, and require other compensation provided to individuals.

- f. The traumas faced by resident impacted by the WestConnex projects due to noise and damage, some of which is reported to be still unresolved, must not be repeated with the Project and in the absence of acceptable process in place for compensation, I strongly object to the Project commencing.
- g. **As a formal condition of approval** the following must be included:
 - i. During the construction phase continuous vibration monitoring must be installed within at least 100m of the zone of influence, at heritage properties, and at locations found to be impacted by vibration with real time reporting publicly available over the internet. Monitoring must be capable for recording impacts from blasting.
 - ii. Continuous noise monitoring is to be installed at locations that have the potential to be impacted by noise
 - iii. At least three months of base line vibration and noise surveys are required prior to the start of construction
 - iv. Where vibration and noise level are found to exceed limits during construction, construction activities must be suspended until affected parties agree to construction recommencing.
 - v. An independent complaints commission / ombudsman process must be provided to ensure residents affected by noise and / or property damage due to the Project can have complaints dealt with expeditiously at no cost to the resident and compensation or repairs completed in a reasonable time frame.

6. Traffic

- a. The impact of construction and operation traffic on exiting Slade St into Brook Street has not been addressed.
- b. Garland Road and Slade St are the only roads into the area of Naremburn and exiting Slade St can face extensive delays during peak hour due to the lack of traffic lights at this intersection.
- c. The EIS only refers to Brook Street south of Merrenburn Avenue (Chapter 8), but should also address traffic along Flat Rock Drive
- d. **As a formal condition of approval:** a traffic study is required to address the impacts of traffic during the construction and operational phases on Garland Road and Slade St. The study needs to address potential growth from future residential development in the number of residents within this area of Naremburn and consider installation of traffic lights at Slade and Brook Street.