

advice of both RMS and Council RMS (as per the 2004 agreement): also the speed, the type of pavement, the traffic were only known with any certainty when the EIS was released. We're still waiting for final designs for the interchanges which will also affect what some people are required to do.

Does that mean RMS got 50% of their recommendations to Council for the Conditions of Approval wrong?

What does that mean? Why are they, why are we being treated differently than the other residential subdivisions that adjoin the Bypass?

There are 7 (not 6) Subdivisions that will be severely impacted by the Bypasses, increased traffic and noise, they all should have pre-construction noise assessments done and if post-construction noise exceeds agreed levels then they surely have a right to at-property treatments.

Finally, Construction Noise and dust levels are very high, and that noise may go on for years. This appears grossly unfair because at no time homeowners and developers were warned about or required to treat their houses for excessive Construction Noise as part of the DA Conditions of Approval.

There is provision for at-property treatment for Construction Noise and dust, those identified for such should be prioritized and work commenced as a matter of urgency, to afford them some relief when Construction finally does get underway.

There needs to be an independent audit made of assessments made that assumes some subdivisions will have adequate at property treatment and some don't. Also ensuring that at-property treatment should get underway ASAP after prioritizing those effected by Construction Noise.

Thank you for the opportunity to comment
Yours sincerely

A handwritten signature in blue ink, appearing to read 'Victoria Pulman', with a long, sweeping horizontal line extending to the right.

VICTORIA PULMAN

I do not make political donations