

Dear Westgate Tunnel Project

My name is (supplied). Brooklyn is a small community which is located 11km of the Melbourne CBD. It is currently known to be a suburb with a mix of residential and industrial dwellings which is fast gentrifying and becoming a new suburb of young families and professionals due to its proximity to the city. I myself moved to this area 7 years ago as I could see the change occurring before my eyes when working in the nearby suburb of Williamstown and made the decision it was an up and coming place to live and raise a family.

Together my wife and I have been reviewing information regarding this project since its conception through to the recent EES. We have attended many community sessions, Council meetings and I have even taken part in Transurbans "Community Liaison Group" as a representative for Brooklyn on one occasion. I am well informed of your design, how it has been carried out and what the result will be for the inner west.

A large part of the Westgate tunnel project's main objectives is to 'reduce freight and improve safety on local streets', to improve local air quality and a reduction of noise. Being a resident of Brooklyn, I and many of my fellow residents feel that 4 of the 5 objectives stated within the EES (Traffic and Transport, Physical Environment, Human health and amenity and Community) have been grossly overlooked when taking Brooklyn and Altona North into consideration. This project is now proving to be detrimental to the communities of the entire Inner West, including Brooklyn and Altona North.

Minister for Roads and Road Safety Luke Donnellan is quoted as saying "We've listened to the community every step of the way on this project, delivering the 24/7 truck bans that the Inner west has been calling for to make residential streets safer and quieter".

The EES states a reoccurring theme - 'designed to relieve traffic pressure' and 'remove trucks from residential areas'.

The impact that this project will have on Millers Road, Blackshaws Road, Hyde Street and a section of Geelong Road is contradictory of the objective which State Government/Transurban have publicised and vowed to adhere to.

As residents of the Inner West, we all recognise the need to provide better access to the CBD and Port of Melbourne, to reduce the negative impacts of heavy vehicle traffic on the Inner West residential areas and to improve the efficiency of freight movements for the better of the state/nation.

However, from the information and data released as part of the EES, we do not believe the Project meets those objectives. This project will not remove trucks from the Inner West as advertised, it will merely shift them from the City of Maribyrnong to the City of Hobsons Bay therefore failing its own objective.

Traffic & Transport

The Westgate Tunnel authority claims the project will remove 9,300 trucks per day off residential streets in the Inner West. However the EES contradicts this statement with the fact that 7,000 trucks per day will be

added to Millers Road alone (increase of 147%), additionally a heavy vehicle increase (trucks) of 271% to Blackshaws Road.

The EES states that currently there are 4,500 trucks per day on Millers Road which as a resident I can testify is at capacity. I try and cross Millers Road by car daily which has always been a dangerous

manoeuvre with the amount of vehicles including large heavy load trucks. I have at multiple times been in near miss situations with trucks and cars. This project will turn the probability of that near miss into a potential fatality given the increase of 7,000 trucks per day.

The increase to Millers Road, combined with an increase of 37,000 trucks to The Westgate Freeway, and a similar amount to Geelong road will completely gridlock the residents and box us in with no way out. We will be surrounded and entrapped by an endless stream of noise, pollution and vibration and be forced to pay a toll to use this road. Adding to this congestion will be the redevelopment of the Dons Small goods site on Blackshaws Road, and the Bradmills site in Francis Street, bringing an additional 12,000 homes (30,000 residents) whose main access to the West Gate Freeway will be Millers Road.

The proposed toll points will also add to this issue with trucks having no choice but to use Millers Road to avoid the additional toll between Grieve Parade and Millers Rd.

The project shows no dedicated bus lanes for a route that has multiple buses services transporting people from Brooklyn, Altona North, Altona Footscray and Sunshine. The project does show a new bike lane which will result in a high risk of fatality due to the amount of trucks that are to use that same road.

Millers Road is no different to the current docklands highway (Francis Street). As a resident, I ask that the design around the Brooklyn and Altona North region be reviewed in detail and a permanent truck ban be placed on Millers Road north and south with the exception of trucks that have a point of origin or destination within an appropriate radius. I also request for VicRoads and EPA data and opinion on the projects impacts to be available to the public.

Physical Environment

The loss of Lynch Reserve for the construction period of up to 6 years, and then a permanent reduction in size of 34% is unacceptable. Brooklyn already has a limited amount of open green spaces as it is. We see very little in terms of compensation for the theft of our cherished public spaces. Will the residents around Lynch reserve have to put up with 6 years of noise and disruption, only to be left with a smaller almost unusable reserve? What noise reduction strategies will be implemented to protect them? Will the work be carried out to EPA standards and who will police this?

The AusNet Services 220kV transmission towers have gone from being underground to now being overhead using a new "mono pole" configuration whilst the 66kV line will be underground. I ask why the 220kV line can't be underground. The project will result in large scale Civil works and with economies of scale the unit rate for boring/trenching should be reduced significantly resulting in undergrounding being a viable option give the amount of design required for the new tower configuration and then augmentation. Will the existing towers be removed? Whose unit rates were used to estimate the cost of undergrounding and were they checked against the cost of providing a new design. Being an Electrical Engineer working in the power

industry this is not a difficult or uncommon job. There is currently sufficient space within the existing Transmission easement for open trenching with ample amounts of space for two Transition Station (Cables to come out of ground). The HV 220kV cable to Brooklyn Terminal Station is the most complicated section which there are also options for.

Brooklyn and Altona North are gentrifying communities and with the delivery of this project I fear many people will be forced to leave their homes due to the vast negative impacts this project will result in.

Human Health and amenity

Brooklyn is Melbourne's most polluted suburb, and Australia's 8th most polluted suburb according to EPA records. Due to this fact the EPA has installed a permanent monitoring station to monitor the constant breaches by the industry North of Geelong road. Brooklyn residents have the most foul and disgusting air in Victoria. The addition of over 7,000 trucks per day will only add to this.

PM10 and PM2.5 air particles have been linked to reduced lung function, increased rates of asthma, cancer and a reduction in life expectancy. The EES states the project will increase the PM2.5 levels by 88% and PM10 levels by 87% on Millers Road alone. The Westgate Freeway itself is predicted to have an increase of 37,000 vehicles per day. The residents fear the WGTP will breach its own PM standards putting residents in immediate and inevitable danger with its own documented facts. There is a primary school 80 meters from Millers Road who will be the most unfortunate victim of this project give the predicted amounts of pollution.

The current noise level of certain streets in Brooklyn such as Primula Avenue and Richards Court according to the EES is approximately 61dBA to 65dBA which was measured in line to Vic Roads noise policy where measurements are to be taken with minimal wind conditions. As the wind direction is NW on most days, the sound level is far higher than what has been measured in a no wind environment.

Vic Roads policy states the maximum allowable noise is to be no more than 68dBA at which time the noise walls are due to be upgraded. As the Westgate Tunnel is a new project why have Transurban only designed the sound walls to 63dBA which the ESS states will be at their limit shortly after the project is completed in 2031? There is no future proofing for increased traffic or durations of certain sound levels.

Vic Roads state that their noise walls were designed to 69dB at a time where the level of noise was low (approximately 55dBA). This approach was taken to future proof the installation for an increase in traffic which is now over its life expectancy (25 years for wooden sound walls by manufacture).

On the other hand, EPA's noise criteria is 55dBA during daytime and 45dBA during night regardless of wind conditions. This is for construction noise and other forms of noise but why is there such a large difference in levels of permissible noise between EPA and Vic Roads? Given that decibels are logarithmic this is a large difference. Did Vic Roads come up with 68dBA as this is the average road traffic at 25m from a distributor road? State Government and Transurban have the ability choose to design at 55dBA if desired allowing for future proofing of the noise barriers which this servilely disadvantaged community needs.

As a resident I ask that the Westgate Tunnel project design the sound barriers to attenuate to 55dBA for our suburb give our unique situation.

Brooklyn is surrounded by 3 major roads: Millers Rd, Geelong Rd and the Westgate Freeway. No matter which direction the polluted wind blows we are surrounded by noise. The EES also states an increase in noise for residents on Millers Road of up to 4dBA due to the 7,000 additional trucks a day the project will funnel through Millers Rd. We feel the project has catered for many others and have disregarded Brooklyn and Altona North in the grand scheme of the design.

The EES has also not accounted for the increase in traffic for Geelong road which is a direct result of this project. I request the project to apply sound attenuation to Geelong road also due to the direct impact resulting from the project.

The EES indicates a large construction compound within Brooklyn located at Lynch Reserve however it has no detail on the noise generated, traffic route, if this compound will be bound to EPA requirements and how it will be mitigated and policed.

The residents ask that Transurban and the State Government rethink the design around the Brooklyn community which has been identified in your own documentation as a disadvantaged community.

The objective of the EES and the project itself is to take trucks off inner west local streets and improve the lives of the adjacent community's. What I have seen to date fails both those objectives and leaves Brooklyn as a waste land. Annunciation Primary is metres from Millers road. It is unacceptable for local children to study in noisy environment 5 days a week. Emmanuel college and Marina aged care will face the same problem in Blackshaws Road Altona North.

We do not believe that the impact of increased noise during operation and construction on the community has not been adequately assessed. The delivery of this project is a once in a lifetime chance to make a significant positive change for all involved and we believe there is a better solution.

Community

Council and community have worked very hard in recent years to increase the social wellbeing and community spirit in Brooklyn. Council have shown much support and are assisting with bringing resident together which I am personally grateful for. The Hobsons Bay area is increasing in population given the new proposed developments named Precinct 15 and Bradmill which will introduce an additional 10,000-15,000 residents which the WGTP has not taken into consideration when undertaking traffic modelling well knowing this is imminent in the near future. We feel that all the hard work community and council have undertaken in the past few years will all be in vain on the delivery of the WGTP and ask for a detailed study and an extended EES process to capture these affects.

Conclusion and Recommendations

As a resident of Brooklyn and the inner west who will have to live with the outcome of this project for a lifetime which will then be passed onto my children, I have a great interest on the projects design and impacts. Being a professional in the engineering, large scale program management, project management and financial forecasting and planning industry, I believe all aspects of the design and its impacts have not been reviewed or worked through to a level which is acceptable when it comes to Brooklyn and Altona North. I understand the difficulties of times verses budget verses quality and advise that detailed consultation with

councils, VicRoads, EPA and community are required.

I request that the design be revised due to traffic and health impacts to Millers Road and Blackshaws Road within the Brooklyn and Altona North community which contradicts the projects much publicised objectives.

I request the sound engineering methodology be revised to provide areas such as Brooklyn with an improved quality of life by tailoring a sound solution to meet the complicated issues we face. The correct solution would provide a vast improvement to the community's amenity, health and future prosperity. This is a once in a lifetime opportunity to rectify a significant issue within the bounds of the current budget.

I request that major components of the design such as the augmentation of the electrical transmission lines be looked at in detail with estimated budgets by the 3 chosen consortiums being scrutinised to ensure the tax payer's dollar is being used at its full potential. There are multiple smaller contractors approved who would be undertake the scope of works for the principal which should be investigated.

I request the construction impacts be fleshed out and mitigation plans be developed which are to be approved by the applicable council. It is evident that this has not occurred give future plans for Blackshaws Road residential development verses construction heavy vehicle routes.

We all understand the need for greater accessibility to the Melbourne CBD and the Port. We were all excited for this project to make a significant improvement to our lives and communities and have been disappointed to see the negative impacts this will have on our community. As a resident I merely ask for you not to ruin my home and family environment by undertaking further due diligence on this project.

Kind Regards
