

Sydney Metro Network Stage 1 (Central to Rozelle)

Submissions Report

Date: 13 November 2009

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- Appendix B** Project design alignment
- Appendix C** Station plan elements delivered by Sydney Metro
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- Appendix E** Acoustic assessment
- Appendix F** Shadow assessment





1 Introduction

1.1 Background

1.1.1 Project background

The Sydney Metro Network Stage 1 (Central to Rozelle) would be a seven-kilometre long underground metro railway from RailCorp's Central Station to Rozelle, with new stations at Central, Town Hall Square, Martin Place, Barangaroo-Wynyard, Pyrmont and Rozelle, and the provision of infrastructure at White Bay for a future metro station (see Figure 1.1). The Sydney Metro Network Stage 1 (Central to Rozelle) would deliver a fast, frequent and reliable public transport service for Sydney's CBD and inner west, running every two to three minutes from Central Station to Rozelle during peak periods.

Sydney Metro is the NSW Government agency responsible for planning, delivering and commissioning the Sydney Metro Network Stage 1 (Central to Rozelle) and any potential future extensions. In the long term, it would oversee the ongoing metro operations and manage the service delivery standards of the private operator.

The NSW Government has committed to delivering Australia's first metro rail system, as part of a major investment in Sydney's sustainable growth and prosperity, with the Sydney Metro Network Stage 1 (Central to Rozelle) (Sydney Metro Network Stage 1) being the first step of a broader Sydney network. The project is a critical part of the government's investment plan to make Sydney's transport network more efficient which will, in turn, contribute not only to its liveability, but also to its economy.

The Environmental Assessment (EA) has been prepared in accordance with Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and to satisfy the Director-General's requirements issued by the Director-General of the NSW Department of Planning.

1.1.2 Purpose of this report

In accordance with section 75H of the *Environmental Planning and Assessment Act 1979*, the Department of Planning has requested Sydney Metro to prepare a response to submissions received during public exhibition of the Environmental Assessment of the Sydney Metro Network Stage 1 (Rozelle - Central) project.

Together with a revised Statement of Commitments (SoCs) (**Appendix A**) that reflect any refinements / improvements to mitigation measures associated with the project, Sydney Metro's responses to the issues raised in the submissions received form the basis of this report.

This submissions report is separated into the following sections:

- Chapter 1 – provides an overview of the project, purpose of this report, and an overview of the consultation activities undertaken as part of the environmental assessment process.
- Chapter 2 – provides a summary of the submissions process and a summary of the key issues raised in submissions.
- Chapter 3 – provides a summary of the Government issues raised in the submissions received and provides a response to each issue.



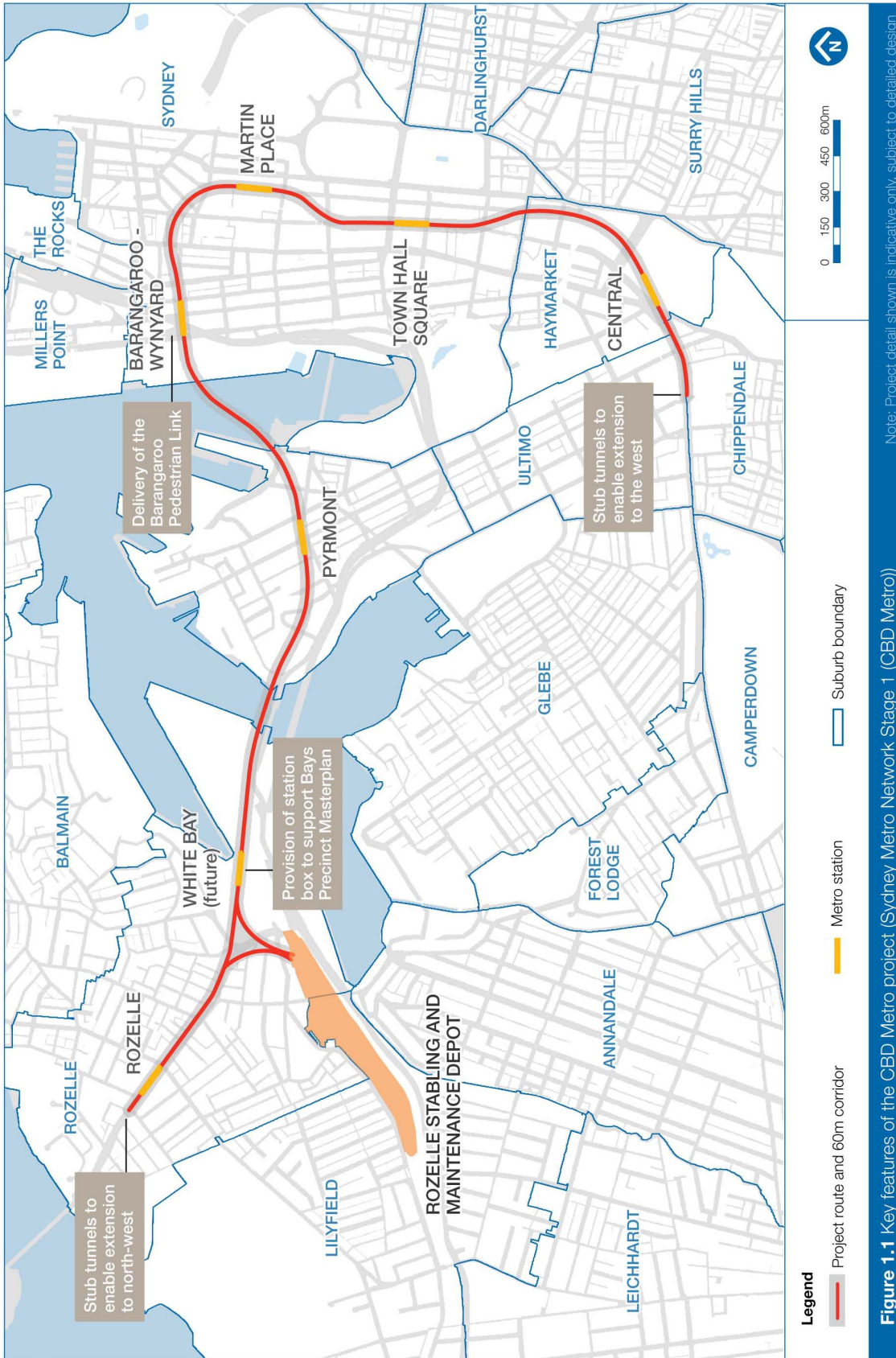


Figure 1.1 Key features of the Sydney Metro project (Sydney Metro Network Stage 1 (CBD Metro))

Note: Project detail shown is indicative only, subject to detailed design

Figure 1.1 Key features of the Sydney Metro Network Stage 1 (Central to Rozelle)



- Chapter 4 – provides a summary of the community and key non-government stakeholder issues raised in the submissions and provides a response to each issue.
- Chapter 5 – outlines changes to the preferred project Sydney Metro seeks approval for, including any revisions and /or improvements to the project.
- Chapter 6 – includes a set of revised Final Statement of Commitments.
- Chapter 7 – provides conclusions and next steps in the process.

1.1.3 The determination process

The project has been assessed and will be determined in accordance with Part 3A of the EP&A Act. Sydney Metro has considered and responded to the issues raised by submissions on the Environmental Assessment in this Submissions Report. Chapters 3 and 4 provide the issues raised in the submissions by government agencies, key non-government stakeholders and members of the general public, and the associated responses to the issues raised.

Following lodgement of this Submissions Report with the Department of Planning, the Director-General of the Department of Planning will prepare an environmental assessment report for the project (under Section 75I of the EP&A Act). The Director-General's report, which would include a copy of the Environmental Assessment, this Submissions Report and any advice provided by public authorities on the project, will be submitted to the Minister for the purpose of the Minister's consideration. The Minister will consider the Director-General's report and whether to grant approval for the project, and any conditions of approval that may apply to the approval. The Minister for Planning's determination and the Director-General's report will be published on the Department of Planning website, following the determination of the project.

1.2 General description of the project

1.2.1 Corridor design and operation

The Sydney Metro Network Stage 1 (Central to Rozelle) would comprise a seven-kilometre underground railway within twin tunnels, each about six metres in diameter. It would traverse the City of Sydney and Leichhardt local government areas. It has been designed to enable a future extension to Westmead from Central Station and extensions to the north-west from Rozelle.

Sydney Metro is seeking approval for a 60-metre wide rail corridor within which to construct these tunnels, the rail track alignment, stations, station complexes and other metro infrastructure.

This corridor is shown on plans provided within **Appendix B** of this report. The route alignment within this corridor, presented in this Environmental Assessment, is subject to further refinement during the detailed design development phase (prior to construction).

Sydney Metro Network Stage 1 (Central to Rozelle) services would operate every two to three minutes, with a daytime maximum waiting time of five minutes in off-peak times. Hours of operation would be Monday to Thursday from 5.30am to midnight, Friday and Saturday from 5.30am to 1.00am and Sunday from 6.00am to midnight.

The metro trains would be single deck made up of five carriages, but a sixth carriage could be added if required at a later date. Each train would accommodate 1065 passengers. Each carriage would be air conditioned, and would have at least three bi-parting doors on each side to allow easy entry and exit.



An initial fleet of 13 trains would be stabled and maintained at a new, purpose-built depot at the former Rozelle Marshalling Yard, adjacent to the City West Link Road. A pedestrian and cyclist bridge would be provided over the depot from Lilyfield Road to White Bay to provide pedestrian and cyclist access to the Rozelle foreshore and also to the Light Rail station, and the project would include delivery of the Barangaroo Pedestrian Link.

1.2.2 Station precinct design

New stations would be built at Central, Town Hall Square, Martin Place, Barangaroo-Wynyard, Pyrmont and Rozelle, with infrastructure at White Bay for a future station.

At each station, access to the Sydney Metro Network Stage 1 (Central to Rozelle) would be via entrances that are integrated with the existing and planned urban environment, including other transport modes. Changes to footpaths, bus stops and roads are expected in the vicinity of all stations, as well as public domain improvements around station entrances. Commercial and/or retail activities within the station complex would be constructed and operated within station precincts.

These changes are to be constructed as part of the Sydney Metro Network Stage 1 (Central to Rozelle) project and have been considered in the Environmental Assessment. They are further described by the Station Planning process, as detailed in Chapter 2 of the Environmental Assessment.

Other development, for example on surplus areas of construction sites or above service facilities, would be viable at some locations. Such development is not part of the project and would be subject to the relevant planning approvals. The Sydney Metro Network Stage 1 (Central to Rozelle) project would be designed and constructed to accommodate future development (by providing structural support, servicing and access).

The station precinct plans were placed on public exhibition concurrently with the Environmental Assessment. The elements that form part of the Sydney Metro delivery plan and scope for the project are provided at **Appendix C** of this report.

1.2.3 Construction

Subject to planning approval, construction is expected to start in 2010 and continue over the next four-year period. This would be followed by a period of testing, commissioning and preparation for operation. It is expected that the first Sydney Metro Network Stage 1 (Central to Rozelle) services would be operational from the end of 2015.

Construction sites would be located at each station location, at the site of the proposed Rozelle stabling and maintenance depot and at White Bay.

While the majority of surface construction would be undertaken within standard daytime construction hours, some surface works and the majority of underground works would need to be undertaken on a 24-hour, seven-days-per-week basis to meet the planned start of service in 2015.

General construction activities at the station work sites would include:

- Enabling works, such as demolition, temporary power supply for construction, relocation of utilities and services.
- Establishment of the work site with site offices, amenities, materials/plant storage areas, and spoil handling facilities.
- Excavation of shafts for entrances and services (such as vent shafts and emergency access).



- Below-ground station cavern excavation using roadheaders and rock breakers via the access shafts and the removal of spoil
- Construction of underground pedestrian concourse areas by a combination of mining methods (to minimise disturbance of the road surfaces) and cut and cover.
- Station building works and fitout.

Two tunnel boring machines (TBMs) would be used to excavate the tunnels between White Bay and Central, and roadheaders would be used to excavate tunnels between White Bay and Rozelle, including the connections to the depot.

The construction program and methodologies would be further developed and potentially modified by the contractors selected by Sydney Metro during the detailed construction planning phase.

The construction of the project includes the tunnels and station boxes, station fitout works (lifts, escalators, ticketing facilities, ventilation and emergency exit stairways) and the stabling and maintenance depot. It does not include or seek approval for the fitout of any over-site development beyond the station complex – these would be subject to further approvals as described within Chapter 6 of the Environmental Assessment.

1.3 Consultation

1.3.1 Environmental Assessment exhibition

The Environmental Assessment was publicly exhibited by the Department of Planning from 9 September 2009 to the 12 October 2009. In addition to this statutory period required by Part 3A assessments under the EP&A Act, the Department of Planning accepted submissions for the project up to and including the 26 October 2009, given the large amount of interest generated on the project. This report addresses all issues raised in submissions including all government stakeholder submissions received up to the 28th of October 2009.

1.3.2 Advertising

The Department of Planning placed four advertisements in the following newspapers to inform the community of the public exhibition and the submissions process:

- Sydney Morning Herald (Wednesday 9 September).
- Daily Telegraph (Wednesday 9 September).
- Inner West Courier (Thursday 10 September).
- The Central Courier (Wednesday 9 September).

In addition to the advertisements placed by the Department of Planning, Sydney Metro placed a number of large public advertisements in prominent local papers:

- MX (14, 16, 21 and 23 September)
- Inner West Courier (15 and 22 September)
- Central Magazine (16 and 23 September)



- City News (15 and 22 September).

1.3.3 Exhibition support and activities

The Environmental Assessment was placed on public exhibition from 9 September to 12 October 2009. The Environmental Assessment was exhibited at the following display locations:

- Department of Planning Information Centre, 23-33 Bridge Street, Sydney.
- Nature Conservation Council of NSW, Level 2, 301 Kent Street, Sydney.
- City of Sydney Council, Town Hall House, Level 2, 456 Kent Street, Sydney.
- Pyrmont Community Centre, Corner of John and Mount Streets, Pyrmont.
- Ultimo Community Centre, 40 William Henry Street, corner Harris Street, Ultimo.
- Leichhardt Municipal Council Citizen's Service Centre, 7-15 Wetherill Street, Leichhardt.
- Leichhardt Library, Italian Forum, Piazza Level, 23 Norton Street, Leichhardt.
- Balmain Library, 370 Darling Street, Balmain.
- Rozelle Neighbourhood Centre, 665a Darling Street, Rozelle.

During the exhibition period, the public was able to review the Environmental Assessment and send submissions to the Department of Planning. Submissions received by the Director-General of the Department of Planning were provided to Sydney Metro.

Letters were sent directly to residents and property owners within the 60 metre project corridor. Extensive letterbox drops were also undertaken.

1.3.4 Stakeholder meetings to support the exhibition period

During the exhibition of the Environmental Assessment Sydney Metro met with the following key stakeholders and non-statutory organisations to discuss the project:

- | | | |
|---------------------------------------|---|--|
| • 10,000 Friends of Greater Sydney | • Hill Thalys | • Planning Institute Australia |
| • Annandale Precinct Committee | • Infrastructure Partnerships Australia | • Pyrmont Community Group |
| • ANZ Bank | • KPMG | • Pyrmont Ultimo Chamber of Commerce |
| • Australian Constructors Association | • Leichhardt Municipal Council | • RailCorp |
| • Australian Institute of Architects | • Leichhardt Precinct Committee | • Rozelle/Lilyfield Precinct Committee |
| • Birchgrove Precinct Committee | • Lord Mayor of City of Sydney | • Road and Traffic Authority |



- Bus and Coach Association NSW
- NRMA
- Colonial First State
- Commercial Travellers Association
- Councillors of City of Sydney
- Dexus Property Group
- Future Plus Financial Services
- Gwynville Group
- Hastings Funds Management
- Henry Davis York
- Sydney Harbour Foreshore Authority
- Sydney Ports
- Metro Transport Sydney
- MLC Centre / GPT
- Moretons' Hotel
- City of Sydney Council
- National Trust
- Navitas Pty
- NSW Commuter Council
- NSW Property Council
- NSW Taxi Council
- Pedestrian Council of Australia
- NSW Maritime
- Star City Pty Ltd
- Members of the Bays Precinct community group
- Sydney Chamber of Commerce
- TAFE NSW, Sydney Institute
- Taxi Council
- TOGA Group
- University of Technology Sydney
- Urban Taskforce
- Warren Centre for Advanced Engineering
- Westpac Bank
- State Transit Authority (Sydney Buses)
- Barangaroo Delivery Authority

These meetings were designed to supplement the formal Department of Planning exhibition process. Agency reference meeting groups were also held during the exhibition period, attended by representatives from NSW Transport and Infrastructure (NSWTI), the Roads and Traffic Authority (RTA) and the Department of Environment, Climate Change and Water (DECCW). These meeting provided a project discussion forum for these agencies and Sydney Metro.

1.3.5 Community information sessions

Community information sessions were held during the exhibition period. The purpose of the information sessions was to provide an opportunity for residents, business owners and other stakeholders to discuss the Environmental Assessment with members of the Sydney Metro project team and provide comments. The location and dates of the sessions were as follows:

- Balmain Town Hall – 370 Darling Street, Balmain (19 September 2009).
- Sydney Masonic Centre – Level 1, 66 Goulburn Street, Sydney (24 September 2009).
- Australian National Maritime Museum – 2 Murray Street, Darling Harbour (26 September 2009).

Sessions included a public display providing information on the project, with large posters showing the route overlaid on aerial photographs. The sessions were advertised in local newspapers as detailed in section 1.3.2.



2 Summary of submissions process

2.1 Overview of process

During the exhibition period of the Environmental Assessment of 34 days from 9 September 2009 until the 12 October 2009, approximately 1800 submissions were received by the Department of Planning. Following the extension of the submissions period the total number of submissions received was 2539. A breakdown of submissions, detailing submission number and a summary of issues raised by each submission is provided in **Appendix D**.

A copy of all submissions received by the Department of Planning was provided to Sydney Metro for review. The Department of Planning gave each submission a unique number so to allow tracking of the submission from therewith. Upon receipt, Sydney Metro analysed each submission to determine the specific issues it raised and a summary of the specific issues was created. Details of the submission and the issues raised were then entered into a database. The specific issues were then analysed further and a response to the issues raised was prepared. Summaries of the issues raised by government agencies, key non-government organisations and the community (including individuals, businesses and community groups) is provided in section 2.2.

Sydney Metro's response to the government submissions is provided in Chapter 3 of this report and the response to key non-government and community submissions is provided in Chapter 4. The categories of issues that each respondent raised and the allocated submission numbers are provided at **Appendix D**.

To clearly identify the origin of the submissions, government agency submissions have been addressed separately from key non-government submissions and business/community submissions (see chapters 3 and 4 respectively).

Submissions that raised issues associated with the draft Station Plans are addressed in section 4.88. These issues will also be incorporated into the Station Plans as relevant.

Sydney Metro is continuing to meet with affected stakeholders and has made direct contact with individuals and organisations in response to their submissions, particularly focused on detailed issues related to property, business operations and mitigation of potential impacts.

2.2 Summary of issues raised

2.2.1 Government agencies

The State agencies that made a submission to the project during the exhibition period and the key issues raised in the submissions are provided below (submission number noted in brackets).

NSW Industry and Investment [1149]

- Spoil management.
- Surface water quality management.



NSW Maritime Authority [1150]

- Water transportation of spoil.
- Occupations on or below NSW Maritime's land and the need for consent.

Roads and Traffic Authority [1274]

- Approvals for traffic management plans and road occupancy licences.
- Construction traffic congestion.
- Construction traffic modelling.
- Consultation with stakeholders.
- Operation of the traffic network.
- Impact on other RTA developments.
- Spoil transportation traffic.

Barangaroo Delivery Authority [1300]

- Design of the Barangaroo Pedestrian Link.
- Construction worksite at Barangaroo.
- Station plans for the Barangaroo-Wynyard Station and the public domain enhancements.
- Cumulative impacts associated with Barangaroo and the need for coordination.

State Transit Authority [1319]

- Road network reconfiguration impacts to bus services.
- Pedestrian flows and safety.
- Reallocation of bus routes within the CBD.
- Changes to parking restrictions.
- Construction traffic at Rozelle.
- Station plan changes suggested at Barangaroo-Wynyard Station
- Proposed bus bay at Rozelle.

Department of Environment Climate Change and Water [1320]

- Need for environmental protection licences.
- Water pollution and management.
- Potential for ground or groundwater contamination.
- Approvals, consultation and general construction management issues.
- Construction noise and vibration impacts.



- Operational noise and vibration.

Sydney Ports Corporations [1823]

- Need for further assessment relating to barge and rail transportation.
- Construction traffic and impacts on Port users.
- Noise and vibration impacts on Port tenants.
- Impacts on Sydney Ports' heritage items.
- Changes to land use at Barangaroo and White Bay.
- Contamination issues at White Bay.

Housing NSW [2532]

- Land use and supporting higher densities and mixed use development around Metro stations.
- The need for integrated transport networks.
- The need for an integrated ticketing system.

NSW Rail Corporation [2538]

- The need for ongoing consultation.
- The strategic need.
- The project development and alternatives.
- Construction impacts (including on the CBD West Corridor).
- Heritage issues (Railway Square overbridge).
- Integration of metro and CityRail services.
- Involvement in the detailed design process.

Casino Liquor and Gaming Control Authority [972]

- Concerns over various aspects noise and vibration impacts during construction of Pyrmont Station.
- Impact to property and loss of trade and business during construction.



2.2.2 Local government

Both the City of Sydney Council and the Leichhardt Municipal Council made a submission to the Department of Planning regarding the project. In addition, Liverpool City Council also made a submission.

The key issues raised by the authorities were as follows:

City of Sydney Council [1806]

- Consideration of project alternatives.
- Robustness of the project justification (patronage, and traffic and pedestrian modelling).
- General construction impacts (traffic and pedestrians).
- Operational transport impacts (network integration).
- Socio-economic and land use impacts (operating hours, ticketing, preferred station designs).
- Heritage impacts.
- Sustainability.

Leichhardt Municipal Council [1294 / 2535]

- Project justification.
- Costs and benefits of the project.
- Social impacts.
- Need for an integrated transport plan.
- Impacts on land use.
- Construction traffic impacts.
- Noise and vibration impacts and assessment.
- Heritage impacts.
- Other environmental issues (flooding and stormwater, ecology, waste)
- Sustainability.
- Integration with other modes of transport (cycling and buses).
- Cumulative impacts with the Tigers development.
- Station and depot designs.
- Traffic around the depot site.

Liverpool City Council [1293]

- Funding mechanisms for the project.
- Need for the South West and North West Rail Link projects.



2.2.3 Other

Two submissions were received from Clover Moore MP in her roles as Lord Mayor of Sydney and State Member for Sydney. The key issues raised by Clover Moore MP were as follows:

State Member for Sydney [1870/ 2539]

- Public domain improvements and consideration of relevant design principles and consultation.
- The need for the Transport Blueprint to be finalised.
- Consideration of facilities for cyclists.
- Need for an integrated ticketing system.
- Renewable energy.
- Construction issues (including property damage, compensation, community liaison and mitigating impacts).
- Consideration of alternative station locations at Pyrmont.

2.2.4 Key non-government stakeholders

The following Table 2.1 includes all key non-government stakeholders or non-statutory agencies that made a submission to the project during the exhibition period (submission number noted in brackets) and the summary of the key issues they raised.

Table 2.1 Key non-government stakeholder issues raised

Organisation	Key issues	Section addressed in
Western Sydney Regional Organisation of Councils [1139]	<ul style="list-style-type: none"> • Need for an integrated transport plan for Sydney • Insufficient consideration of alternatives • Consultation wasn't adequate • Need for public transport initiatives in other areas of Sydney, including North West Rail Link / South West Rail Link • The project is proposed in an area already serviced by public transport • Inadequate justification for staging of the network with CBD section first • Concern over use of the Metro Pitt corridor • Project funds could be used more effectively elsewhere • Tunnelling is expensive and should be avoided 	4.11 4.6 4.4 4.6 4.7 4.10 4.12 4.9 4.8
NSW Taxi Council [1209]	<ul style="list-style-type: none"> • Project integration with taxi services 	4.54
EcoTransit Sydney [1263]	<ul style="list-style-type: none"> • Concern over use of the Metro Pitt corridor • Patronage • Cost of tunnelling • Stations are too deep • Extension of light rail / monorail as an alternative 	4.12 4.7 4.8 4.8 4.6



Organisation	Key issues	Section addressed in
	<ul style="list-style-type: none"> • Waste of money • Project funding mechanism • Integrated ticketing and cost of fares • Need for public transport initiatives in other areas of Sydney, including North West Rail Link / South West Rail Link • Heavy (Commuter) rail as an alternative 	<p>4.9</p> <p>4.9</p> <p>4.16</p> <p>4.6</p> <p>4.6</p>
<p>Property Council of Australia [1265]</p>	<ul style="list-style-type: none"> • Support for a metro network • Need for an integrated transport plan for Sydney and consistency with Sydney Integrated Transport Strategy and the Metropolitan Strategy • Support the application of Part 3A to the project • Insufficient duration of the exhibition period • Concern over use of the Metro Pitt corridor • Project integration with CityRail and bus network plans • Justification for the project in terms of low patronage • Concern regarding loss of pedestrian access at station construction sites • Comments regarding Pyrmont, White Bay station locations • Favour plans for improving cyclist/pedestrian facilities as part of the project • Comments regarding potential land use changes and introduction of high-density commercial and residential development • Interest and suggestions for the future consultation process 	<p>4.11</p> <p>4.1</p> <p>4.86</p> <p>4.12</p> <p>4.54, 4.55</p> <p>4.7</p> <p>4.38</p> <p>4.13</p> <p>4.20</p> <p>4.75</p> <p>4.5</p>
<p>Leichhardt Bicycle Users Group [1267]</p>	<ul style="list-style-type: none"> • Transportation of spoil • Sustainability of materials used • Air quality regarding construction vehicle / plant emissions • Enhancing cyclist access to metro stations and allowing bicycles on the metro and use at the depot • Favour plans for improving cyclist/pedestrian facilities as part of the project • Concern over size and location of station entrances • Provision of green space and public initiatives at depot site for cyclists • Ongoing consultation with councils to ensure their requirements are met and integration with council plans and visions 	<p>4.32</p> <p>4.31</p> <p>4.79</p> <p>4.57</p> <p>4.20</p> <p>4.17</p> <p>4.20</p> <p>4.5</p>
<p>Australian Institute of Architects [1286]</p>	<ul style="list-style-type: none"> • Support for the project with extensions of the metro • Need for an integrated transport plan for Sydney • Concern regarding the sufficiency of assessment • Concern regarding loss of heritage value at Pyrmont • Project integration with CityRail and bus network plans • Making the metro more sustainable in terms of energy use • Concern regarding energy used for a tunnelled / 	<p>4.10</p> <p>4.11</p> <p>4.83</p> <p>4.49</p> <p>4.54,4.55</p> <p>4.30</p>



Organisation	Key issues	Section addressed in
	<ul style="list-style-type: none"> underground system • Need for integrated ticketing • Enhancing cyclist access to metro stations and allowing bicycles on the metro and use at the depot • Favour inclusion of the White Bay station as operational upon opening of the metro • Concerned over the size of Martin Place station entrance 	<p>4.8, 4.30</p> <p>4.16</p> <p>4.57</p> <p>4.13</p> <p>4.17</p>
Bicycle NSW [1302]	<ul style="list-style-type: none"> • Need to integrate the metro service with cycling, including station access and using bicycles on the metro • Insufficient emphasis given to assessment of pedestrians and cyclists • Need for public transport initiatives in other areas of Sydney, including North West Rail Link / South West Rail Link • Concern over use of the Metro Pitt corridor 	<p>4.57</p> <p>4.83</p> <p>4.6</p> <p>4.12</p>
Planning Institute of Australia [1318].	<ul style="list-style-type: none"> • Need for an integrated transport plan for Sydney • The application of Part 3A to the project • Establishment of a single authority for Sydney transport and land use planning • Support for a metro network • Project integration with CityRail and bus network plans • Need for public transport initiatives in other areas of Sydney • Heavy (Commuter) rail as an alternative • Comments regarding potential land use changes and introduction of high-density commercial and residential development 	<p>4.11</p> <p>4.1</p> <p>4.11</p> <p>4.54, 4.55</p> <p>4.6</p> <p>4.6</p> <p>4.75</p>
Star City Pty Ltd [1295]	<ul style="list-style-type: none"> • Concerns over various aspects noise & vibration impacts during construction of Pyrmont Station. • Project design and integration. • Damage to property from construction. • Question the energy efficiency credentials of the project. • Concern regarding transportation of spoil. • Construction traffic management at Pyrmont. • Loss of trade and business during construction. • Hazardous construction dust. • Concern regarding ground subsidence. 	<p>4.41</p> <p>4.89</p> <p>4.66</p> <p>4.27</p> <p>4.32</p> <p>4.34</p> <p>4.64</p> <p>4.81</p> <p>4.79</p>
Metro Transit (Light Rail) [1859]	<ul style="list-style-type: none"> • Possible extension of light rail / monorail as an alternative • Sufficient consideration of alternatives • Combination of possible initiatives to deliver project objectives • Comparison of using metro versus bus from Rozelle to CBD 	<p>4.6</p> <p>4.6</p> <p>4.6</p> <p>4.54</p>



2.2.5 Community stakeholders

Community groups represented by these submissions included:

- The Southern Thunderer.
- 10,000 Friends of Greater Sydney.
- Rozelle Public School P&C Association.
- Rozelle Public School.
- Rozelle Residents Action Group.
- Darling Street Anglican Church.
- Pyrmont Community Group.
- Evolve Owners Corporation.
- Residents of Justin Street.
- Rozelle Neighbourhood Centre.
- Gallipoli Memorial Club.
- St Thomas Child Care.
- Pyrmont Action Inc.
- Residents of Waterloo Street (Rozelle).

It is noted that, of the individual submissions received, a majority of them were form letters. Table 2.2 below provides a breakdown of the 10 most frequently raised issues for all non-form submissions. Each number represents the number of submissions that raised the issue at least once.

Table 2.2 Most frequently raised issues (non-form letters)

Key issues	Sub issues
The need for alternative projects	<ul style="list-style-type: none"> • Possible extension of light rail / monorail as an alternative. • Commuter heavy rail as an alternative. • Need for public transport initiatives in other areas of Sydney. • Combination of possible initiatives to deliver project objectives.
Project cost	<ul style="list-style-type: none"> • Loss of funding for other projects. • Justification for expenditure.
The need for an integrated transport plan for Sydney	<ul style="list-style-type: none"> • Consistency with existing planning strategies. • Need for a transport blueprint.
The justification / need for the project	<ul style="list-style-type: none"> • Project proposed in an area already well serviced by public transport. • Patronage estimates.
Socio-economic impacts at Rozelle	<ul style="list-style-type: none"> • Impact on the Rozelle Public School and neighbourhood centre. • Impact on character of Rozelle.
Business impacts during construction	<ul style="list-style-type: none"> • Loss of trade / business. • Compensation. • Property acquisition.
Construction noise and vibration at station sites	<ul style="list-style-type: none"> • Noise at Rozelle and Pyrmont stations. • Vibration and its management.
Issues relating to the project design	<ul style="list-style-type: none"> • Station locations. • Entrance designs.
The metro network	<ul style="list-style-type: none"> • Extension of the metro. • Need for a metro network. • Selection of Rozelle as an end point.



Key issues	Sub issues
Project route development and station locations	<ul style="list-style-type: none"> • Use of the Metro Pitt corridor. • Pymont Station location. • Use of the Star City site as a station.

2.2.6 Form letters

Of the 2539 submissions, a majority were form letters. A submission was considered as a form letter if many (~more than five) of the same letters were received. Table 2.3 below provides a summary of the issues raised in each of the form letter submissions.

Table 2.3 Issues raised within form letters by type

Form and origin	Issues raised	Section addressed in
Type 1 (from an Eco Transit newsletter and a variation of same form)	<ul style="list-style-type: none"> • Project cost - loss of funding for other projects • Metro network - allowing for future metro networks and extensions • Need for an integrated transport plan for Sydney • Project route – use of the Metro Pitt Corridor 	4.9 4.10 4.11 4.12
Type 2 (from the “Save Union Square” community group)	<ul style="list-style-type: none"> • Pymont Station heritage – protection of heritage at Union Square and general loss of heritage value • General business impacts (construction) – loss of trade, business, productivity • Socio-economic issues at Pymont – impact on the character of the area • Sufficiency of assessment • Station locations – alternative locations in Pymont 	4.49 4.64 4.69 4.83 4.13
Type 3 (Statement on a Sydney Metro feedback form)	<ul style="list-style-type: none"> • Other design issues - provision of green space at the depot 	4.20
Type 4 (from the Pymont Community Group)	<ul style="list-style-type: none"> • Pymont Station heritage – protection of heritage at Union Square and general loss of heritage value • Sufficiency of assessment – socio-economic impacts • Justification for the project - patronage • Need for an integrated transport plan for Sydney • Station locations – alternative locations in Pymont 	4.49 4.83 4.7 4.11 4.13



3 Consideration of Government agency submissions

This chapter provides a complete set of the summaries of the key issues raised by each government agency and Sydney Metro’s response.

3.1 Department of Industry and Investment submission

I&I NSW Issue	Sydney Metro response
Spoil Management (Minerals)	
I&I NSW supports the spoil management strategy in the EA which seeks to maximise the proportion of spoil used as in construction materials and to recover any accessible resources of 'Yellow Block' sandstone encountered during constructions.	Noted
Water Management (Fisheries)	
I&I NSW has noted that stormwater runoff from construction sites and runoff from the proposed train wash facilities could negatively impact upon the water quality and aquatic habitat of the nearby waters of Sydney Harbour. However, these impacts should be adequately mitigated by the measures proposed in section 12.4 and the draft SoCs.	Noted



3.2 NSW Maritime Authority submission

NSW Maritime Issue	Sydney Metro response
Drainage works at Rozelle Bay	
<p>NSW Maritime was advised of proposed drainage works at the head of Rozelle Bay that are required to service the Rozelle Bay that are required to service the Rozelle holding yards. We suggest that a more detailed assessment of this aspect be included.</p>	<p>The proposed drainage and related structural works at Rozelle Bay will be assessed during the detailed design stage of the project when drainage aspects such as volume and flow rates of pipes into Rozelle Bay will be identified.</p> <p>Detailed design of drainage infrastructure and the stormwater outfall structure will be developed in consultation with NSW Maritime, including the need for seabed protection. Sydney Metro will obtain the necessary approval from NSW Maritime.</p> <p>Sydney Metro acknowledges that the project would be undertaken (in part) on land owned by NSW Maritime. Sydney Metro or it's contractor would obtain relevant consents and exemptions required under the Maritime Services Act. Sydney Metro has commenced the process of seeking NSW Maritime approval for works on Maritime land. An agreement between the two agencies is being developed to ensure relevant issues between the agencies are addressed in a timely manner.</p> <p>Sydney Metro also acknowledges that works that disturb the seabed .require approval from NSW Maritime.</p>
Navigation	
<p>The navigation impacts of on-water activities such as the mooring of barges should be considered as part of any assessment.</p>	<p>The Spoil Management Technical Paper in the EA concludes that “A review of transport alternatives for spoil removal indicated that removal of spoil from CBD construction sites would be via truck. From White Bay, however, removal by truck, rail or barge would all be logistically feasible. Removal by barge from Darling Harbour would also be feasible.</p> <p>Truck removal provides the greatest flexibility in terms of destination for the spoil. For barge removal a practical destination has to be established.</p> <p>Further assessment of spoil transport alternatives will be undertaken through the Sydney Metro procurement process to determine opportunities for removal of spoil by barge. The results of that assessment would form part of the contract obligation during construction.</p> <p>Statement of Commitment No. 45 in the EA provides that a Spoil Management Sub-Plan will be developed and implemented in accordance with the CEMP. It states that this Sub-Plan will include, as a minimum, a number of things including an alternative transport investigation to reduce road traffic movements.</p> <p>In the event that barging of spoil is a viable option, NSW Maritime would be consulted and the navigation impacts of on-water activities such as the mooring of barges would be considered as part of a more detailed assessment at that time.</p>



NSW Maritime Issue	Sydney Metro response
Consents/exemptions	
<p>As the project involves various occupations on or below NSW Maritime’s land, it will be necessary for the proponent to obtain relevant consents or exemptions under the Maritime Services Act and to enter into appropriate tenure agreements with the NSW Maritime prior to construction.</p>	<p>Noted</p>

3.3 NSW Roads and Traffic Authority submission

RTA Issue	Sydney Metro response
Construction Traffic	
<i>Approvals</i>	
Any proposed changes to traffic signals or their operation will require submission of plans to the RTA for specific approval and project management.	The design of local road works (including proposed changes to traffic signals or their operation) must comply with the Australian Standards, RTA requirements and the applicable local council requirements. Plans for proposed changes will be submitted to the RTA for approval, as required.
Road Occupancy Licences will be required where street or lane closures affect traffic.	Sydney Metro will require the contractor to complete Construction Traffic Management Plans, Construction Traffic Control Plans, and Road Occupancy Licences (ROLs). These will be submitted to the RTA for approval, as required.
The RTA should endorse and support any site traffic management plans and construction management plans prior to any activity commencing.	Noted see above
<i>Traffic congestion during construction</i>	
The RTA does not support construction traffic operating between 7am and 7pm due to adverse impacts on peak period traffic and also the precedent this will set for other developers in the CBD.	<p>The project is critical infrastructure for NSW, with operations required to start in 2015. The project represents a significant public investment and has been given priority over other developments in the city. No such concession or precedent is proposed for other types of development.</p> <p>In order to meet the construction program, truck movements and construction activities would occur during and outside normal daytime construction hours. Some activities will require truck movements during peak periods.</p> <p>The general policies of <i>no construction traffic between 7am and 7pm and no construction traffic during peak periods</i> would not be feasible for this project.</p>
While the traffic modelling indicates that there will only be a relatively small increase in total CBD congestion, local impacts will cause congestion at each construction site, causing delays to traffic generally and to buses particularly.	PARAMICS modelling being undertaken by the RTA has indicated that the proposed truck movements could be accommodated provided effective Construction Traffic Management Plans are implemented, including, as identified at some construction sites, restrictions on truck movements during certain times having regard to local conditions.
The EA generally indicates that construction truck traffic will not result in significant deterioration in overall traffic conditions.	<p>Sydney Metro will require contractors to complete Construction Traffic Management Plans, Construction Traffic Control Plans, and Road Occupancy Licences (ROLs). These will be submitted to the RTA for approval (via TTLG), as required.</p> <p>The TMPs & TCPs will address the following:</p> <ul style="list-style-type: none"> Measures to protect pedestrians and maintain surface public transport services during the
This would be true for any individual construction project	

RTA Issue	Sydney Metro response
<p>and hence the RTA and Sydney City Council have a general policy of no construction traffic during peak periods.</p>	<p>works.</p> <ul style="list-style-type: none"> Measures to manage traffic flows through and surrounding the construction routes, including regulatory and direction signposting, line marking and variable message signs. Identify any mitigation measures to improve the efficiency of traffic and pedestrian movement and conditions. Take into account both local and regional traffic impacts. <p>Monitoring of construction traffic management is proposed throughout construction and delivery phases, to manage and respond appropriately to adverse impacts.</p> <p>There is scope to scrutinise some locations more closely such as the intersections on the City West Link and Victoria Road at Rozelle.</p>
<p>Traffic modelling has identified that at some sites there would be an impact on traffic signal operation and traffic flow efficiency during the PM peak. No alternatives or suggestions to improve the situation are offered. The RTA agrees that options need to be revisited and further analysis undertaken.</p>	
<i>Cumulative traffic impacts</i>	
<p>Cumulative impact descriptions are vague and not supported by detailed traffic modelling. While there is detailed information relating to truck movements and site access, information relating to supporting works and required lane closures to undertake utility relocations, kerb extensions and site activities is vague and generic. The combination of truck movements, traffic control and lane closures from other projects has the potential to be extreme when considering all sites.</p>	<p>Both Sydney Metro and the RTA have acknowledged the difficulties in attempting to model the cumulative impacts of other construction projects that could possibly be taking place during the constructing time period of the project, especially in the CBD. Sydney Metro notes that the RTA has agreed that, for the purpose of environmental assessment, it would be preferable to address this matter external to the Paramics Model by both identifying the potential other construction projects and addressing the likely impacts and associated mitigation measures as part of the broader traffic impact assessment. This approach is consistent with the Director-General's requirements for the project and was adopted for Chapter 18 of the EA.</p> <p>The impacts of road closures, kerb extensions and the like will be examined by the Contractor in the next round of TMPs and TCPs development.</p> <p>Further, Sydney Metro proposes two stakeholder liaison groups: the Central Project Coordination Committee (CPCC) and the Traffic and Transport Liaison Group (TTLG) to ensure that on-going Stage 1 works are coordinated with other development and public works and that construction traffic accommodates pedestrians, public transport and traffic.</p>
<i>Consultation with stakeholders</i>	
<p>Sydney Metro should liaise with Sydney Council and Leichhardt Council regarding traffic issues effecting local roads and approval of traffic signage via Traffic Committee.</p>	<p>Implementing a project of this scale involves significant interaction between Sydney Metro, various other organisations and the general public. Effective communication and coordination would be fundamental to delivering the metro. Proactive management by Sydney Metro and its delivery partners would reduce issues over the long term and support the effective delivery of the project.</p> <p>Based on previous experience, Sydney Metro proposes two stakeholder liaison groups be established – the Central Project Coordination Committee (CPCC) and the Traffic and Transport</p>
<p>Sydney Metro should liaise with State Rail and Sydney Buses regarding any effect on their services.</p>	
<p>Sydney Metro should liaise with the Taxi Council regarding any changes to taxi ranks.</p>	



RTA Issue	Sydney Metro response
<p>Sydney Metro will need to consult with RTA, Sydney City Council and others prior to work commencing.</p> <p>Full detailed concerns are available for all sites and will be supplied directly for discussion as part of the ongoing consultation process.</p> <p>Any Conditions of Approval should include reference to ongoing dialogue with the RTA to resolve the final proposals to the satisfaction of the RTA.</p>	<p>Liaison Group (TTLG).</p> <p>The Central Project Coordination Committee would:</p> <ul style="list-style-type: none"> • Provide a strategic and tactical forum for ensuring the project works are coordinated with other development and public works. The CPCC would be concerned with longer term plans such as the end-state arrangements, and would coordinate with other existing groups and initiatives, to ensure an integrated planning approach before, during and after the metro is constructed. • Aim to mitigate impacts on local business, residents and CBD visitors by ensuring that construction impacts arising from the project are integrated and balanced against the construction impacts of wider redevelopment and other changes occurring within the CBD. <p>The Traffic and Transport Liaison Group would:</p> <ul style="list-style-type: none"> • Ensure that all relevant traffic management authorities affected by construction traffic are aware of the proposed construction activities, upcoming works and related transport implications and have the opportunity to comment on the mitigation measures proposed prior to the start of construction. • Possibly undertake the consultation functions, which would otherwise occur at forums such as the Council Traffic Committee, when determining traffic management measures to be put in place to manage construction activities. <p>The TTLG participants may vary depending on the construction site and potential issues and areas affected. However, the core group may consist of Sydney Metro, RTA, Police, Fire and Ambulance, City of Sydney and Leichhardt Municipal Council traffic officers, State Transit Authority, RailCorp, NSW Transport and Infrastructure, Taxi Council, Bus and Coach Association, Metro representative and the Contractor's Traffic Manager.</p>
<i>Traffic networks and management plans</i>	
<p>A comprehensive TMP is needed for each construction site.</p> <p>Trucks must not be permitted to queue on street and dedicated off road truck waiting areas will be needed.</p>	<p>Sydney Metro will require the contractor to complete Construction Traffic Management Plans, Construction Traffic Control Plans, and Road Occupancy Licences (ROLs). These will be submitted to the RTA for approval.</p> <p>Due to restricted space with the worksites there may be requirements for some on road parking / waiting / unloading by construction traffic. The contractor will be required to complete a Road Occupancy Licences (ROLs) for any dedicated street truck queuing areas if necessary.</p> <p>This will be submitted to the RTA for approval, as required.</p> <p>During times of continuous construction traffic activity, it is likely that a trucks will use a truck call forward areas, and a truck call-up system be used to assist construction traffic management and minimise disruption to road users.</p> <p>The design of works (including proposed changes to footpaths, traffic signals, carriageways, and line markings) must comply with the Australian Standards, RTA requirements and the applicable local council requirements. The contractor will submit plans for proposed changes to the RTA for approval, as required.</p>



RTA Issue	Sydney Metro response
The RTA has specific concerns related to the operation of the traffic network at the following site: Central Station - Eddy Ave/Elizabeth St - reduction in lane capacity	Construction works at Eddy Ave/Elizabeth St are not proposed.
The RTA has specific concerns related to the operation of the traffic network at the following site: Barangaroo-Wynyard - any closure or capacity restrictions in Margaret St	Widening of the footpaths on the southern side of Margaret Street, between York Street and Kent Street will improve pedestrian access and connectivity and accommodate also additional pedestrian demand. Footpath widening will require the reconfiguration of existing traffic lanes.
The RTA has specific concerns related to the operation of the traffic network at the following site: Rozelle Station - Victoria Rd/Wellington St/access to the Tigers site - introduction of a 4th leg and provision of right turns	Sydney Metro is working with Sydney Buses and RTA officers to refine the proposal to provide for outbound buses at the Rozelle station site. RTA concerns in relation to the right turning traffic from Victoria Road into the new access road are now being examined. The introduction of a fourth leg at the Victoria Road / Wellington Street intersection is considered to be consistent with the planning instruments in place in this locality.
The RTA has specific concerns related to the operation of the traffic network at the following site: White Bay depot access - City West Link/The Crescent - right turn access from the site for construction stage only. End stage to be via James Craig Road.	The RTA's concerns in relation to Depot access following construction are acknowledged, however, Sydney Metro prefers to retain the flexibility of longer term right term access for Depot access purposes and to minimise James Craig road impacts.
<i>Managing construction traffic</i>	
All traffic, pedestrian, bicycle and public transport issues need to be addressed throughout construction.	<p>Sydney Metro is committed to minimising the impact of construction on the community and road users, including pedestrians, cyclists, public transport and traffic. All construction activity undertaken will comply with the objectives and principles set out in the Framework Traffic Management Plan. The hierarchy of access adopted for construction traffic management planning is: Incidents; events; pedestrians; service vehicles; cycles; public transport; taxis; and private vehicles.</p> <p>Sydney Metro will require contractors to complete Construction Traffic Management Plans, Construction Traffic Control Plans, and Road Occupancy Licences (ROLs). These will be submitted to the RTA for approval, as required.</p> <p>The TMPs & TCPs will address the following:</p> <ul style="list-style-type: none"> • Measures to protect pedestrians and maintain surface public transport services during the works. • Measures to manage traffic flows through and surrounding the construction routes, including regulatory and direction signposting, line marking and variable message signs.

RTA Issue	Sydney Metro response
	<ul style="list-style-type: none"> Identify any mitigation measures to improve of traffic and pedestrian movement and conditions. Take into account both local and regional traffic impacts. <p>Monitoring of construction traffic management is proposed throughout construction and delivery phases, to manage and respond appropriately to adverse impacts.</p>
<i>Spoil removal</i>	
<p>The operating times for spoil removal trucks needs to be further considered.</p> <p>Truck movements should be kept off the road network during both morning and evening peaks Monday to Friday.</p>	<p>The project is critical infrastructure for NSW, with operations required to start in 2015. The project represents a significant public investment and has been given priority over other developments in the city. No such concession or precedent is proposed for other types of development.</p> <p>As noted earlier, in order to meet the construction program, truck movements and construction activities would occur during and outside normal daytime construction hours. Some activities will require truck movements during peak periods.</p>
<p>Spoil removal trucks should be limited to rigid single-tray trucks for construction sites in areas with high pedestrian activity (e.g. Barangaroo-Wynyard, Pyrmont and Rozelle).</p>	<p>To minimise the number of truck movements the largest vehicle possible will be used, taking into account constraints of access routes, safety and site constraints. It is proposed that the standard truck vehicle would be single rigid tipper truck able to carry up to 8m³ or 20-22 tonnes. Longer vehicles could be appropriate at some locations where access to the arterial road network is reasonably direct. It is proposed that the standard vehicle at White Bay construction site would be either a truck and dog or semi trailer able to carry up to 12m³ or 32 tonnes. The use of larger vehicles reduces the total number of trucks thereby mitigating truck traffic impacts.</p>
Additional assessment	
<p>The justification for and impacts of ancillary projects such as footpath widening, lane closures and bus route relocations have not been sufficiently documented to consider the potential impacts on traffic.</p>	<p>The justification for and impacts of various projects and initiatives has been documented in the TMPs, the Technical Paper 1 Transport and Traffic (6) and through Paramics modelling. Sydney Metro had identified works within each precinct to integrate each metro station with the current and future urban context and public transport infrastructure networks, to facilitate interchange; encourage walking, cycling and public transport usage; and create a customer journey that is seamless and intuitive from trip origin to destination.</p> <p>The hierarchy of access adopted for planning of metro stations gives priority to the most efficient and sustainable transport modes. The rationale for precinct works is discussed within Technical Paper 1 Transport and Traffic (6).</p> <p>The design of works (including proposed changes to footpaths, traffic signals, carriageways, and line markings) must comply with the Australian Standards, RTA requirements and the applicable local council requirements. The contractor will submit plans for changes to the RTA for approval.</p>



RTA Issue	Sydney Metro response
Other RTA developments	
<p>The location where the Lilyfield Pedestrian Link crosses the City West Link Road is not acceptable taking into account future road proposals in this area. While discussions have taken place, a resolution has not yet been found.</p> <p>Further consultation on this issue should be a condition of approval to ensure the link does not prevent future RTA road proposals being implemented without major adjustments to the bridge.</p>	<p>Considerable consultation with the RTA has been undertaken to inform the design and construction activities associated with the Rozelle stabling and maintenance depot, including reservation of land to account for future road proposals in this area. The location of the Lilyfield Pedestrian Link would not preclude future RTA road proposals, although minor adjustments may be necessary. If and when proposals are put forward, Sydney Metro would be in a position to resolve any conflict.</p> <p>The shared pedestrian and bicycle bridge provides a significant opportunity to reduce severance for residents of two Leichhardt Municipal Council suburbs: Lilyfield and Annandale. In addition to providing safe access across the metro depot, the link crosses the busy City West Link and provides access to the Lilyfield Light Rail station. This shared path brings forward the delivery of a missing link in the existing RTA Regional Bicycle Network and provides a connection to recreational bicycle routes as well.</p>
<p>The construction of the project may impact on existing major road infrastructure, including the Western Distributor and Cross City Tunnel. Sydney Metro should obtain specific approval to any proposed impacts on RTA related infrastructure and deeds with motorway operators.</p>	<p>The design process has recognised existing structures and underground services and key constraints and has endeavoured to minimise impacts on these assets. This is evidenced by the horizontal and vertical alignment of the metro and the preference for utilising existing road alignments as far as possible for that alignment.</p> <p>Significant technical consultation has been undertaken with infrastructure asset owners to ensure the long-term protection of existing and proposed infrastructure, including but not limited to:</p> <ul style="list-style-type: none"> • RailCorp, particularly with regard to existing and protected rail corridors through the CBD. • RTA, particularly with regard to protection of existing road tunnels through the CBD (such as the Cross City Tunnel) and safeguarding potential future road infrastructure. • EnergyAustralia, particularly with regard to existing and proposed cable tunnels and facilities. • Building owners where deep basements occur, or are proposed. <p>The tunnel alignment, interface agreements and/or design reflect the outcomes of this ongoing consultation.</p>

3.4 Liverpool City Council submission

LCC Issue	Sydney Metro response
Project Cost	
<p>Council believes that Sydney Metro should be predominantly funded through private capital in a PPP, enabling the MREP to be constructed in parallel using entirely public funding from the State. This would enable both projects to proceed as well as provide a foundation for more sustainable transport within Sydney.</p>	<p>The NSW Government has committed to fully funding Stage 1 of the Sydney Metro Network (Rozelle to Central). This will include redeveloping part of Central Station, which has significant capacity for strong connections with CityRail services.</p> <p>Council's support for a Privately Financed Project (PFP) model is noted.</p> <p>Other projects would be subject to separate funding and approvals.</p>

3.5 Barangaroo Delivery Authority submission

BDA Issue	Sydney Metro response
Barangaroo Pedestrian Link	
The BPL should not be considered in isolation. There is a need to also implement on-surface pedestrian enhancements along the multiple street networks as part of the strategy to enhance pedestrian connectivity between the western edge of the CBD (including the Barangaroo site), Wynyard and surrounds.	<p>In discussion with BDA and key government stakeholders, including the City of Sydney (CoS) and Roads and Traffic Authority (RTA), Sydney Metro has sought to facilitate the inclusion of surface pedestrian enhancements works as part of the Stage 1 project. These are as illustrated within Sydney Metro’s Station Plans and the EA Volume 4 Reference Scheme plans for the BPL.</p> <p>The implementation of plans for the reconfiguration of surface streets (such as Margaret and Napoleon Streets) and associated crossings and intersections, whilst illustrated within the Sydney Metro Station Plans, is a matter for the RTA and CoS. Sydney Metro will undertake surface pedestrian enhancements works directly associated with the construction and operation of the Sydney Metro and BPL as illustrated within the EA.</p>
The BPL design should provide the most direct tunnel link to Wynyard in the interest of cost efficiencies.	<p>It is intended that the Barangaroo Pedestrian Link (BPL) should be on the shortest and most direct route that can be practicably achieved. The closure of the existing Kent Street tunnel as a result of the Sydney Metro works provides an opportunity to consider a BPL on this alignment rather than the current Margaret Street alignment.</p> <p>A new Statement of Commitment (No.11C) provides a process to explore the feasibility of an alternative alignment for the BPL along the alignment of the existing Kent Street tunnel.</p>
The BPL design should consider connections to other buildings and enhancements of the retail nodes along the tunnel.	<p>The design of the BPL as illustrated within the EA and Station Plans is subject to further detail regarding the provision of:</p> <ul style="list-style-type: none"> • retail at the nodal points of the plaza created east of Morton’s Hotel and adjoining Westpac, and at the intersection under Margaret and Clarence Streets; and • wider design development in accordance with the safety in design principles (CPTED principles) for the bridge, tunnel and nodal components. <p>With regard to the proposed bridge over Sussex Street, it is confirmed that the design allows for a 5.5 metres clearance.</p>
Construction site – Barangaroo-Wynyard Station	
Need to preserve amenity in the Sydney Metro construction compound (litter, dust, noise, odour, safety, traffic, etc).	In accordance with the Statements of Commitment, (items: 9 Cumulative impacts and interactions; 44 heritage; 50 Construction waste management; 51 Construction Traffic and Transport; 53 -61 Construction noise and vibration; 62-63 Construction air quality; 64 Construction waste management; 65 Construction carbon and energy management), Sydney Metro has undertaken to manage and mitigate the impacts of construction and preserve the amenity of the Sydney Metro construction compounds and impacts on adjoining properties and parties during construction.



BDA Issue	Sydney Metro response
Pedestrian connectivity	
Need to maintain public access on all sides (Shelley Street, harbour foreshore and Hickson Road).	<p>Sydney Metro understands the BDA aspiration to maintain public access to the waterfront, and will undertake to provide a 3 metre wide public access route along the southern boundary of its work site adjoining Shelley Street, allowing for access to the waterfront and maintaining the western pavement along Sussex Street during construction.</p> <p>Sydney Metro will continue to work with the BDA to facilitate the return of the Barangaroo construction site, and in particular that part of the site on the corner of Sussex Street and Margaret Street West.</p>
Kent Street tunnel	
Potential closure of the Kent Street tunnel	<p>In addition Sydney Metro notes BDA's comments regarding the proposed closure of the Kent Street tunnel during construction of the Sydney Metro works.</p> <p>Sydney Metro recognises that, whilst the existing Kent Street tunnel is not accessible to all (not being compliant with the Federal Disability Discrimination Act 1992), it does provide an important pedestrian link for many of the office workers in the western corridor of the CBD, including Westpac to the Wynyard transport precinct and wider CBD.</p> <p>Sydney Metro will further develop construction methodologies, including investigating options for the staging of works (new Statement of Commitment No.11C). This will seek to maximise the opportunity to keep open for as long a period as can practicably be achieved, that section of the Kent Street tunnel from Kent Street to Clarence Street. This plan will be a key input to the Construction Traffic Management Plan and Traffic Control Plans as per the SOC 51.</p>
Barangaroo-Wynyard Station Plan	
Need to include requirements of Barangaroo into the master planning and urban design around the stations and entrance portals.	<p>Sydney Metro will incorporate details of the BDA proposed Barangaroo development within the Station Precinct Plans. However, as the BDA tender process is underway, these details will not be publicly available for some time. It is currently intended that the Station Plans would be submitted for approval to the Department of Planning and will reflect work to incorporate BDA requirements into the master planning and urban design around the stations and entrance portals.</p> <p>Sydney Metro has committed to consultation with the BDA to develop the design and configuration for the proposed Sydney Metro structures located on the Barangaroo site, as well as the integration of these structures and the BPL within BDA's planning of its public domain.</p> <p>It is considered that potential impacts associated with operation noise can be managed to mitigate any impacts of ground borne noise levels on future building on the site. Refer to Chapter 15 of the EA and Statement of Commitment No. 22.</p> <p>Sydney Metro is committed to ensure consultation is undertaken in the development of the Station Plans, in accordance with its Statement of Commitment No. 11.</p>



BDA Issue	Sydney Metro response
Broad level only public domain enhancements within the EA. Detailed plans are only indicative. Station Plan, exhibited concurrently, also does not provide firm detail in relation to surface works. BDA is unclear what, if any, above ground water Sydney Metro is seeking consent for and requests clarification. BDA requests the opportunity to comment on any subsequent detailed designs prior to determination. No development should be approved within the Barangaroo site or associated with the BPL without BDA's prior approval.	<p>Sydney Metro will continue to work collaboratively with the BDA in the development of detailed design for the Sydney Metro project on the Barangaroo site and with regard to the development of the BPL.</p> <p>Any development on the Barangaroo site or associated with the BPL would not be undertaken without prior consultation with BDA, subject to achieving the NSW Governments stated commitments in terms of the successfully and timely delivery of the Sydney Metro.</p>
Cumulative construction impacts	
Cumulative impacts associated with Barangaroo development, particularly traffic movements in the vicinity from both developments.	Sydney Metro confirms, that in accordance with its Statement of Commitments (item 9 Cumulative impacts and interactions; 45 Spoil Management; 48 Minimisation of impacts from transporting spoil; 49 Protection of the environment, workers and public and 51 Construction Traffic and Transport), that issues associated with any contaminated spoil, options for barging and cumulative impacts during construction will be addressed.
Need to ensure coordination during construction with Sydney Metro and Barangaroo.	In addition under Statement of Commitment No.9 and No.52, a Traffic and Transport Liaison Group is to be formed to ensure that all relevant agencies, including the BDA, are aware of the proposed construction activities, upcoming works and related transport implications and have the opportunity to comment on the mitigation measures proposed.
Suggest a Joint Spoil Management Plan and/or Joint Construction Management Plan for both developments (Metro and Barangaroo).	
Statement of Commitments	
BDA have reviewed the following draft SoCs: # 9, 10, 11, 45, 48, 49, 51 Detailed comments in Attachment 1.	In order to address the issues raised by the BDA, a new Statement of Commitment (No.11C) is proposed with regards to the Barangaroo Pedestrian Link that will ensure that the detailed environmental and pedestrian management issues are identified and managed to enable the successful construction and delivery of the Barangaroo Pedestrian Link.

3.6 State Transit Authority submission

STA Issue	Sydney Metro response
Consultation	
The STA asks that it be included in any further discussions regarding the Sydney Metro or any associated works. State Transit welcomes the inclusion of our organisation in the Traffic and Transport Liaison Group.	STA is a recommended member of the TTLG.
Construction Traffic	
<i>Central Station</i>	
Timeframe for construction is unclear.	Chapter 7 of the EA sets out the construction timeframe overall and at each construction site.
The EA states relocation of UNSW shuttle services out of Eddy Ave to Pitt St and Chalmers St. There is insufficient kerb space and passenger waiting facilities on these two streets.	<p>The metro is a significant infrastructure commitment and will have construction traffic. Delays to the travelling public (including students) may occur; however, contract documentation includes the requirement to accommodate safe movement of pedestrians, cyclists, public transport users and operators (as well as road traffic) during construction and fit out.</p> <p>The Central Project Coordination Committee (CPCC) will provide a strategic and tactical forum for ensuring works are coordinated with other works and mitigating impacts during construction. This will include management of bus flows and relocation of UNSW shuttle services to an appropriate location.</p> <p>Chalmers Street is an option for the relocated UNSW buses. Scope also exists to accommodate some of these relocated services in Elizabeth Street between Eddy Avenue and Albion Street (western side).</p>
Closing of the slip lane from Pitt Street into Eddy Avenue which will delay buses which is unacceptable. STA also question the Paramics model of the intersection.	The proposed closure of the slip lane from Pitt Street into Eddy Avenue is not critical to the project in its early stages and can be subjected to further scrutiny during the further development of Traffic Management Plans and Traffic Control Plans.
What measures will be used to manage bus flow and services due to lane closures on Eddy Avenue?	There are no lane closures proposed in Eddy Avenue during construction with the exception of the kerbside closures required to accommodate truck ingress and egress at the Belmore Park worksite. These lane occupancies will have no more impact than current kerbside UNSW bus operations.
Further information required on impacts of construction on Railway Square due to construction at forecourt and	Traffic Management Plans (TMPs) are being further developed in consultation with RailCorp which

STA Issue	Sydney Metro response
changes to kerb side restrictions.	examines in more detail the traffic, coach and pedestrian needs of the western forecourt.
Western forecourt will be reduced to 3.5 metres which will reduce pedestrian flows and compromise pedestrian safety.	Provision will be made for pedestrian access around the southern and eastern boundary of the worksite via a 3.5 metre wide pedestrian footpath. This will be external to the worksite itself and will not compromise pedestrian safety.
<i>Town Hall</i>	
Construction of the Town Hall Square station will impact on bus services using the Park Street interchange (Mid-City interchange).	In view of the much higher number of bus services using George Street compared with Park Street and the Mid-City interchange, the indicative Construction Traffic Management Plans (Technical Paper 1) recommends a left-out to Park Street rather than to George Street. Inconvenience to waiting bus passengers and delay to buses at Park Street is expected to be minimal as there are no bus stops in this location between George and Pitt Streets. A Construction Traffic Management Plan is required for this location. CTMPs address construction traffic impacts to pedestrians, cyclists public transport users as well as traffic.
An off-road transport interchange is required to accommodate up to twelve rigid buses, potentially in the old Woolworths site.	The Woolworths site is the proposed station construction site and its use as a bus interchange is considered incompatible with the proposed City of Sydney's proposed end-state use for this site (Technical Paper 1).
STA does not support the reallocation of kerb space in Bathurst Street (between Kent and George Streets) and proposes Kent Street (between Liverpool and Bathurst streets).	No reallocation of kerb space in Bathurst Street between Kent and George Streets is proposed.
STA suggests a dual northbound bus lane on Elizabeth Street between Liverpool and Market streets be provided 24 hours a day, 7 days a week.	As with the provision of surface bus layover, the provision of dual northbound bus lanes on Elizabeth Street is not within the scope Sydney Metro Line 1 Stage 1 project. The merits of dual northbound bus lanes could be revisited by NSWTI, the RTA and the City of Sydney, potentially within the CBD Bus Strategy; however it is not within the scope Sydney Metro Stage 1 project.
<i>Martin Place</i>	
STA does not support the removal of the bus zone on the eastern side of Castlereagh St, east of Hunter St as a number of bus services start at Martin Place. An alternate location may be possible, but not suggested.	The removal of the bus zone in Castlereagh Street is consistent with proposals in the on-going implementation of the CBD Bus Strategy. The proposed removal of Castlereagh Street bus services to George and Elizabeth Streets as part of the CBD Bus Strategy does not preclude the starting of bus services from Martin Place at Elizabeth Street.
STA does not support the truck access to Chifley Arcade site via Castlereagh St (southbound) and Elizabeth Street (northbound) due to bus operations at Martin Place.	With the proposed 2010 implementation date for the NSWTI CBD Bus Strategy, truck access at Chifley Arcade, via Castlereagh Street, will not interfere with bus operations, as there will be no buses in Castlereagh Street.



STA Issue	Sydney Metro response
What impacts will construction have on pedestrians and passengers waiting for the bus on Castlereagh Street?	
<i>Barangaroo</i>	
What measures will be used to manage impacts on bus services at Wynyard?	Construction Traffic and Transport Management Plans and Construction Traffic Control Plans are proposed for each Road Occupancy Licence and traffic change. The metro is a significant infrastructure commitment and will have construction traffic. Delay to the travelling public will occur at Wynyard; however, contract documentation includes the requirement to accommodate safe movement of pedestrians, cyclists, public transport users and operators (as well as road traffic) during construction and fit out.
Removal of the 'no right' turn prohibition from Margaret into Clarence Street will impact bus services. This restriction should remain in place, contrary to the EA.	These matters can be considered by the Traffic and Transport Liaison Group (TTLG) and/or Network Coordination Liaison Group (NCLG) in the context of consideration of the mitigation and management of construction impacts, as well as potential end state arrangements.
Closure of Margaret Street will cause numerous traffic problems and a possible solution may be to provide dual westbound lanes along Jamison and Lang streets.	The closure of the Kent Street pedestrian tunnel is considered further in Chapter 5 of the Submissions Report.
Vehicular traffic should be prohibited from turning right from Erskine Street into Clarence Street.	
STA does not support the removal of parking restrictions in Erskine Street (between York and Clarence streets).	The EA working papers assessed a range of options. The reference design for Barangaroo-Wynyard does not include any changes to parking restrictions in Erskine Street.
<i>Rozelle</i>	
Truck movements would affect Victoria Road buses.	Truck movements into and out of the worksites may result in some delay to bus movements inbound along Victoria Road. Truck ingress and egress will be controlled by traffic controllers to ensure that delays are minimised.
No truck movement to and from site should occur between 3:30 to 7pm, Monday to Friday.	Truck ingress and egress into and out of the Victoria Road worksites will result in some traffic delays and some reduction in performance at the intersection of Darling Street and Victoria Road. PM peak hour operation Rozelle requires further scrutiny.
Truck routes may impact on city bus services and alternate routes should be considered.	Trucks will be restricted primarily to Victoria Road. Alternate routes via lower order roads would not be appropriate.



STA Issue	Sydney Metro response
Operational traffic	
<i>Barangaroo</i>	
Footway closures between York and Sussex Street will impact the York Street bus set down area, particularly during the morning peak period.	Construction Traffic Management Plans and Construction Traffic Control Plans are proposed for each Road Occupancy Licence and traffic change.
Mitigation measures should be considered including a number of changes to the road system must be considered such as partial/full closure of Margaret Street, control flow in York Street (between Margaret Street and the Harbour Bridge) and dual carriageway between Land and Jamison Street.	The proposal to reduce carriageways widths along sections of Margaret Street has been addressed in the EA and is now being subjected to closer scrutiny. Contra flow bus options in York Street are also now being examined by Sydney Metro as a means of mitigating traffic and pedestrian impacts.
Mitigation measures should be considered including a number of changes to the road system must be considered such as partial/full closure of Margaret Street, control flow in York Street (between Margaret Street and the Harbour Bridge) and dual carriageway between Land and Jamison Street.	
The closure of Kent Street tunnel will affect pedestrian movement. Changes to bus services required prior to construction, and creation of bus lanes between Barrack and Jamison streets.	The proposed closure of the Kent Street pedestrian tunnel and the means of mitigating these impacts are now being examined by Sydney Metro. The proposed widening of the Margaret Street footpaths will assist in this regard. This matter can be considered by the Traffic and Transport Liaison Group (TTLG) and/or Central Project Coordination Committee (CPCC) in the context of consideration of the mitigation and management of construction impacts, as well as potential end state arrangements.
Any proposed loss of bus parking for York Street must be off-set. STA suggests in Clarence Street (between Margaret and Jamison streets).	Two bus spaces would be lost in York Street (western side) if the as a result of the proposed southern extension of the kerb blister along York Street. However, the Stage 1 project provides the opportunity to implement upgraded Wynyard Bus Interchange bus operations. The creation of bus lanes between Barrack and Jamison has not been examined and is outside the project scope.
STA does not support the loss of any bus zone on the western side of York Street.	
Consultation with Sydney Metro needed for relocation of bus zone on western side of Clarence Street before any changes are made.	Sydney Metro will consult with Sydney Buses in relation to the bus bay impacts on the western side of Clarence Street. This matter will be considered by the Traffic and Transport Liaison Group (TTLG) and/or Central Project Coordination Committee (CPCC) in the context of consideration of the mitigation and management of construction impacts, as well as potential end state arrangements.

STA Issue	Sydney Metro response
Inclusion of dual bus lane on Clarence Street between Druitt Street and the Harbour Bridge should be included as a condition of consent.	The provision of dual bus lanes on Clarence Street is not within the scope Sydney Metro Line 1 Stage 1 project. The merits of dual bus lanes at Clarence Street could be revisited by NSW Transport and Infrastructure, the RTA and the City of Sydney, potentially after the implementation of the CBD Bus Strategy. However it is not within the scope Sydney Metro Line 1 Stage 1 project.
<i>Rozelle</i>	
STA does not support the proposed Rozelle bus bay, with a preference to continue the use of the existing kerbside stop and pick-up. Other infrastructure such as shelter and real time information could be included. STA suggests an outbound bus lane between White Bay and Lyons Road during peak periods.	<p>Sydney Metro is working with Sydney Buses and RTA officers to refine the proposal to provide for outbound buses at the Rozelle station site. The design of the proposed bus bay at Rozelle has been developed to address a number of issues including RTA / Sydney Buses safety requirements for safe sight distances from the crest at Darling Street, and the need for a deceleration lane for access to the proposed Balmain Leagues Club redevelopment and safe bus ingress / egress. The facility is also being designed to provide an adequate passenger waiting area and facilitate access from the metro station.</p> <p>Several options have been investigated in consultation with the RTA and Sydney Buses acknowledging the constraints at this site. Opportunities to reduce vehicle / bus conflict will continue to be investigated, with a view to minimising (undesirable) property impacts. Alternatives, such as changes to (or removal of) the bus lane arrangement or signalling solutions will also continue to be investigated, acknowledging that these may slightly reduce bus travel times. Finally, a bus transfer solution with fewer bus stops will also be investigated.</p> <p>The merits of a bus lane from White Bay to Lyons Road is outside the scope of the Sydney Metro Line 1 Stage 1 project, though this could potentially be revisited by the RTA to augment the Inner West Busway project.</p>
STA does not support the additional inbound stop prior to Darling Street as the existing bus arrangements are satisfactory and safe.	The second inbound bus stop is proposed to provide additional set down kerbspace for bus to unload passengers and to facilitate safe access to the metro station entrance.
A layover facility (capable of handling up to 12 rigid buses) need to be provided if STA do not agree to terminate bus services.	A range of sites has been considered for a possible short stay layover facility. The Leichhardt Bus Depot, approximately 1.8 kilometres from the Rozelle Station, is considered the most suitable location for such a facility.
Network operations	
Bus bay design at Rozelle Station is inappropriate. An entrance to a private car park has been located within the bus bay which could cause a number of difficulties for bus access into the bus bay.	The design of the proposed bus bay at Rozelle has been developed to address a number of issues including RTA safety requirements for safe sight distances from the crest at Darling Street, and the need for a deceleration lane for access to the proposed Balmain Leagues Club redevelopment. It has also been designed to provide an adequate passenger waiting area and facilitate access from the metro station.



STA Issue	Sydney Metro response
<p>The inclusion of real time information, improved passenger waiting facilities and associated improvements to bus stop signage are included as a requirement. Inclusion of off-road interchange facilities for bus services need to be considered for Rozelle, White Bay, Town Hall and Barangaroo.</p>	<p>Included in Technical Paper 1. The NSW Government has reaffirmed it will not be providing a bus interchange at the Rozelle station site. Provision of off-road bus interchange facilities are not proposed as part of this project.</p>

3.7 Department of Environment, Climate Change and Water submission

DECCW Issue	Sydney Metro response
Environmental Protection Licence	
An Environment Protection Licence (EPL) will be required under the POEO Act for land-based extractive activities that involve the extraction, processing or storage of more than 30,000 tonnes per year of extractive materials for the removal of 1.27 million cubic metres of spoil.	Agreed. It is Sydney Metro's intention that the Contractors will apply for and hold the EPL. The EPL strategy will consider that there will be two Contractors, for PRI-1 and IMO. Sydney Metro notes DECCW's advice that an EPL for the operation of Stage 1 is not required.
An EPL is also required for concrete works as 323,100 cubic metres of concrete is required for the construction of the project.	As above.
Should groundwater require treatment as part of remediation activities, a licence will be required for contaminated groundwater treatment, should more than 100ML/year require treatment.	As above.
A EPL may also be required for crushing, grinding or separating if more than 30,000 tonnes of material per year or 150 tonnes of material per day are processed as part of the project.	Agreed, the PRI-1 contractor will make an assessment as to the EPL requirements for crushing, grinding or separating.
During the construction works, the project will be licensed by DECCW and construction hours will need to be specified by the EPL. When excavation works are complete, and therefore no longer licensed, the construction hours will only be specified by the Ministerial Conditions of Consent issued by DoP.	As noted by DECCW an EPL is required for extractive industries and concrete works. Working hours will be provided in the EPL and SM will not be looking to relax working hours solely as extractive activities cease.
Noise and vibration – General	
DECCW notes that the noise assessments for the project are based on a reference design that will be refined through the detailed design process. Furthermore, construction methods have not been finalised at this stage of the project. Therefore, DECCW's comments focus on performance requirements and post approval processes to allow for consideration of detailed design	The noise assessments are based on the Reference Design and the potential noise and vibration impacts, mitigation measures and management approaches are based on the proposed construction methodologies. Technical Paper 3 notes the following on Page 36: <i>"Should circumstances arise that result in minor changes to the Reference Design, the noise and vibration impacts as a result of the project would not be expected to be greater than those described and assessed within this report. If the detailed design phase does result in significant</i>

DECCW Issue	Sydney Metro response
<p>information and proposed construction methods.</p>	<p><i>changes, these will need to be assessed and approved on a case by case basis in consultation with the affected community. It is also noted that the project noise and vibration design goals are unlikely to change throughout the project, and that the successful tenderers would be required to comply with the SoC described in this report.”</i></p> <p>Whilst the Reference Design will be refined through the detailed design process, the construction contractor will be required to demonstrate that the potential noise and vibration impacts are not significantly different than what is documented within the Environmental Assessment. If there are significant changes, the construction contractor is required to seek approval and consult with the community. Furthermore, the Sydney Metro Construction Noise and Vibration Strategy requires the construction contractor to identify all feasible and reasonable measures to reduce potential impacts on the community and consult with the community.</p>
<p>Given the nature of the project, the proximity of sensitive receivers to construction sites, the duration of construction and the prediction that construction will be required to occur outside standard construction hours, the project is likely to have a significant noise impact during construction. However noise and vibration impacts from operation of the project are amenable to mitigation measures.</p>	<p>During construction, noise and vibration levels are anticipated to exceed the management levels at some locations even after implementation of all feasible and reasonable measures. Accordingly the Sydney Metro Construction Noise and Vibration Strategy requires the management of noise and vibration issues.</p> <p>During operations, the proposed mitigation measures are anticipated to be sufficient to achieve the design goals at all receivers.</p>
Construction Noise and Vibration	
<p>DECCW recommends that a post approval process be applied for out of hours construction activities so that noise impact assessments can consider the detailed design, construction methods and noise mitigation measures proposed.</p>	<p>The Environmental Assessment highlights that certain construction activities will be required outside the standard construction hours to ensure that the project is completed in a timely and cost-effective manner and minimises long-term impacts on the community. This includes, but is not limited to construction activities such as tunnel excavation using TBM's and roadheaders, excavation of the station entries, underground stations and ventilation shafts and spoil removal by trucks.</p> <p>Figure 2.1 in the Sydney Metro Construction Noise and Vibration Strategy illustrates the procedure for applying the Strategy and identifying all feasible and reasonable mitigation measures - and undertaking community consultation. This process also includes a requirement for the construction contractor to consider potential mitigation measures in the DECCW's Interim Construction Guideline and AS 2436:1981.</p> <p>Where noise and/or vibration issues have been identified after all feasible and reasonable mitigation measures have been implemented, the construction contractor is required to produce a Noise and Vibration Management Plan.</p> <p>The Sydney Metro Construction Noise and Vibration Strategy requires that the noise and vibration</p>



DECCW Issue	Sydney Metro response
	management plan to be prepared by an ACCC accredited acoustical consultant and liaison with DECCW is required.
DECCW recommends that out of hours construction be assessed on a case-by-case basis by DECCW (where the activity is covered by an EPL) and DoP (in the absence of an EPL).	<p>Worksites are only required to be fully enclosed where night-time construction works are proposed over an extended period and where the potential noise impacts requires a full enclosure to be constructed to reduce noise levels. At this stage of the design process, it is agreed that it is not appropriate to provide a commitment to fully enclose specific work sites. This provides flexibility to the successful contractor to identify alternative work practices or scheduling to reduce noise impacts by other means.</p> <p>As discussed in above, the Sydney Metro Construction Noise and Vibration Strategy defines the proposed procedure for assessing the potential noise impacts for out of hours works and identifying feasible and reasonable mitigation measures. It is noted that this process already includes a requirement to consult with DECCW as part of the noise and vibration management plan process</p>
DECCW recommends consultation in the preparation of the Construction Noise and Vibration Management Plans and Environmental Noise Construction Method Statements.	<p>Construction Noise Management Plans describe in detail the methods that will be implemented for the whole project to minimise the noise impacts. Construction Method Statements describe in detail the methods that will be implemented at a specific site to minimise a range of impacts from the works.</p> <p>The Sydney Metro Construction Strategy includes a requirement to prepare Noise and Vibration Management Plans where noise and/or vibration issues have been identified after all feasible and reasonable mitigation measures have been implemented. The Noise and Vibration Management Plans are project specific and cover all aspects for all sites. The Sydney Metro Construction Noise and Vibration Strategy will be updated to more clearly describe the methods that will be implemented at each site to mitigate noise and vibration levels.</p> <p>As discussed in above, the Sydney Metro Construction Strategy already includes a requirement to consult with DECCW as part of the noise and vibration management plan process.</p>
DECCW does not accept the proposed vibration criteria for PCF techniques in the EA. The number of PCF initiations in an assessment period is not defined in the EA.	<p>The proposed peak vibration criteria of 2 mm/s to 4 mm/s during the night-time period are based on the Impulsive vibration levels in the DECCW guideline <i>Assessing Vibration: a technical guideline</i> (DEC, 2006).</p> <p>As such, a maximum of three PCF events will be undertaken during the night-time period at specific work sites. If more than three PCF events are required during any assessment period, appropriate vibration design goals will be negotiated in consultation with DECCW.</p>



DECCW Issue	Sydney Metro response
Operational Noise and Vibration	
DECCW recommends that surface facilities be subject to a detailed design assessment against the provisions of the INP.	The Statements of Commitments adopt the NSW Industrial Noise Policy for these activities.
DECCW recommends ground-borne noise and vibration limits for in-tunnel train operations and additional assessment of the detailed design for the track bed form and rail fixing requirements against the limits.	Refer to response given for 'Draft conditions of approval' for operational noise No.2 (Pg 56)
DECCW recommends that operational noise assessment be carried out for the surface track design and breakout from ventilation shafts, to determine if noise trigger levels in the IGANRIP are met.	Refer to response given for 'Draft conditions of approval' for operational noise No.3 (Pg 57)
<p>In-tunnel track maintenance activities have not been assessed in the EA and should be further considered. The impacts associated with track running surface maintenance need to be considered.</p>	<p>Section 17 of Technical Paper 3 details the requirements for the proposed Operational Noise and Vibration Management Plan (ONVMP) for the project. The following quotation is provided in Technical Paper 3:</p> <p><i>“The ONVMP is to address noise and vibration from all aspects of the project operations, not limited to ground-borne noise and vibration from train passbys, airborne noise from train operations between the stabling facility and tunnels, airborne noise from the train stabling and maintenance facilities, car park noise and airborne noise from other ancillary facilities including stations and tunnel ventilation shafts.”</i></p> <p>The ONVMP will also address in-tunnel maintenance activities and consider impacts associated with track running surface maintenance. Preliminary comments are provided below:</p> <p>In-tunnel track maintenance activities: As described in Section 15.1 of Technical Paper 3, maintenance activities will be confined to night-time periods when train operations have ceased. These activities will include routine track inspections, loading of equipment onto hi-rail vehicles, entering tunnels and operation of a diesel or battery powered maintenance locomotive for track inspections and maintenance. It is likely that the maintenance will be undertaken during the weekdays, except for the emergency works. Track maintenance vehicles operating within the tunnels will be subject to the same noise and vibration requirements for train operations and track-based monitoring equipment will be utilised to identify wheel defects that may result in exceedances of the design goals. On the basis that hi-rail vehicles and maintenance locomotives will operate at reduced speeds compared with normal operations, noise and vibration levels are anticipated to be lower than during normal operations.</p> <p>Surface maintenance activities (eg rail grinding): An assessment of the potential noise impacts associated with normal maintenance activities is provided in Section 15 of Technical Paper 3. In</p>

DECCW Issue	Sydney Metro response
	relation to rail grinding activities, Technical Paper 3 notes that rail grinding will not be undertaken frequently (eg every week). Whilst the frequency of rail grinding operations is not currently known, it is likely that rail grinding will be required at the same location at periods exceeding six months. Because of the infrequent nature of these operations, it is likely that the ONVMP will require community notification prior to undertaking rail grinding on surface track to inform residents of the timing and duration of the proposed works. The potential noise impacts for these operations are not anticipated to be significant.
The potential ground-borne noise and vibration associated with 'rail grinding' should be considered in the track bed form and rail fixing analysis.	Given the infrequent nature of rail grinding operations, it is not feasible or reasonable for the track mitigation measures to be designed to achieve operational ground-borne noise limits. Experience on the Epping to Chatswood Rail Line indicates that ground-borne noise and vibration levels are not anticipated to be significantly different to normal operations. Should these works result in the ground-borne noise and vibration design goals being exceeded, then the ONVMP will require community notification prior to undertaking rail grinding within the tunnels to inform residents of the timing and duration of the proposed works.
DECCW recommends that the DoP consider imposing specific compliance assessment requirements in the conditions of approval, similar to those in the Epping to Chatswood Rail Link approval.	Whilst not stated in the DECCW submission, it is assumed that the relevant Epping to Chatswood rail Link condition is Condition 80 which is shown below: <i>“80. A detailed impact assessment report on operational airborne and regenerated noise and vibration shall be undertaken in accordance with the Operational Noise Management Sub Plan after two and seven years from the opening the project and at any other time as required by the Director-General. The Report shall have regard to compliance with the criteria specified in Conditions, 70, 71, 73, 74, and 76 and specific areas to be identified in consultation with the EPA. Should assessment indicate a clear trend for noise and/or vibration levels to exceed the criteria established under the ONVMP, the Proponent shall implement further reasonable and feasible mitigation measures in consultation with affected landowners and/or occupiers.”</i> Sydney Metro does not object to the inclusion of a similar condition relating to compliance assessments.
Contamination	
DECCW recommends that prior to commencement of construction; Remediation Action Plans should be prepared and implemented with Site Auditor Approval. Waste Classification Assessments are required for spoil that is not VENM.	Agreed. Section 3.2 of Appendix A, technical 2 identifies a strategy for engaging a Site Auditor and preparing and updating RAPs.
Further investigation into groundwater quality at White Bay will be required should dewatering works be required to construct White Bay Station. The extent of lead contamination in the soil at White Bay should be delineated prior to commencement of construction and	Agreed. It is noted that Sydney Ports Corporation have indicated the removal of contaminated material at this location.



DECCW Issue	Sydney Metro response
remediated if required.	
At Rozelle Marshalling Yards and the former Millers Point Gasworks site, for all areas requiring dewatering, the groundwater quality and any potential impacts of dewatering on surrounding contaminated sites must be assessed to determine management and treatment requirements including potential reuse of groundwater.	Agreed, where dewatering is required in potential or known contaminated sites the groundwater quality will be assessed prior to identifying potential discharge, reuse or treatment options.
Water Management	
The Construction Water Management Plan should indicate whether any treated water is intended to be disposed of by the sewer or by stormwater. Any discharges to the environment are required to comply with s.120 of the POEO Act.	Agreed
The CWMP should estimate the quantity of water that is likely to be generated by the inflows of surface or groundwater into the caverns and whether these temporary water treatment plants will be adequate for this purpose.	The temporary water treatment plants will be sized and operated to accommodate the water in flow into the tunnels and caverns – where necessary water quantities will be estimated.
The EMS should determine the requirements for ongoing capture, treatment and discharge of groundwater and surface water ingress into the stations and tunnels	Agreed
Ecology	
DECCW notes that appropriate micro-bat surveys have been conducted.	Agreed.
Any buildings which may be used as habitat by bats will not be demolished.	Disagree, the demolition of buildings and structures is required in order to construct the project. The EA notes that targeted survey detected no micro-bats. The project is not considered to pose a significant impact on threatened insectivorous bats, as no building structure likely to be habitable for bat would be demolished as part of the project.
Sustainability	
DECCW supports the incorporation of sustainable development into the governance of the project including development of a Sustainability Plan and audit program to ensure sustainability is integrated into all phases of the project.	Noted

DECCW Draft Statements of Commitments	Sydney Metro response
Aboriginal cultural heritage	
<p><i>SoC 18 Public Art Plan</i> - DECCW recommends that the SoC relating to public art should include a commitment to include an interpretation of Aboriginal cultural heritage (traditional and contemporary) in design and layout of rail infrastructure such as stations, signage and pedestrian access ways. The suitability of these proposals should be discussed with relevant Aboriginal communities.</p>	<p>As per Statement of Commitment No. 18 a Public Art Plan will be developed in consultation with local councils, local community, local Aboriginal stakeholders, the business community and key stakeholders and the Arts Council of NSW.</p>
<p>The following SOC should be included: The relevant Aboriginal communities should be consulted regarding any sites of cultural significance that may be impacted by the proposal for the purposes of assessing the impact of the proposal and exploring options to avoid or mitigate cultural heritage impacts.</p>	<p>Consultation has already been undertaken no sites have been identified</p>
Consultation.	
<p><i>SoC 35 - Stakeholder and the community are well informed about the project.</i></p> <p>The SOC should include a requirement for the proponent to notify the public of the existence and purpose of the 24 hour complaints line.</p>	<p>Agreed. Statement of Commitment unchanged</p>
Spoil management	
<p><i>SoC 45 - The Spoil Management Sub Plan needs to include:</i></p> <ul style="list-style-type: none"> • Methodologies for on-site spoil handling, including measures to minimise the environmental impacts of spoil management such as dust and sediment laden runoff; • A requirement to undertake assessments of acid sulfate soils (ASS) in areas identified as posing a potential ASS risk based on the risk maps, and 	<p>Agreed. Minor amendment to Statement of Commitment.</p>

DECCW Draft Statements of Commitments	Sydney Metro response
<p>managed in accordance with relevant guidelines; and</p> <ul style="list-style-type: none"> • A requirement to undertake detailed Waste Classification Assessments to allow appropriate waste classification of spoil that is not virgin excavated natural material (VENM). 	
<p><i>SoC 49 - The SOC states that “further assessment of potential contamination will be undertaken”. The SOC should also include a requirement to prepare and implement Remediation Action Plans with Site Auditor approval prior to the commencement of construction activities.</i></p>	<p>Agreed where required. Statement of Commitment unchanged.</p>
<p>Water quality</p>	
<p><i>SoC 64 - No impact on the water quality of surrounding surface or underground water courses</i></p> <p>This SOC should include a requirement to assess the groundwater quality and any impacts of dewatering on surrounding contaminated sites, to determine the requirement to treat contaminated groundwater and its potential for reuse.</p>	<p>Agreed. Minor amendment to Statement of Commitment.</p>
<p><i>SoC 74 – A high level of environmental performance and continually improve</i></p> <p>This SOC should include is a requirement to develop a sub plan for the ongoing management of groundwater and surface water ingress into the stations and tunnels.</p>	<p>Statement of Commitment No. 74 makes provision for the development of strategies to manage water quality and groundwater and a water resource sub-plan which will address this issue. SoC unchanged.</p>
<p>Air quality</p>	
<p><i>SOC# 63 Identification and management of air quality impacts during construction</i></p> <p>The Environmental Construction Method Statements should include mitigation measures for dust emissions from spoil stockpile areas and from haulage routes.</p>	<p>Agreed. Statement of Commitment unchanged.</p>
<p>Operational noise and vibration</p>	
<p><i>SOC#21 Vibration levels during train passby do not cause disturbance to building occupants</i></p> <ul style="list-style-type: none"> • Reference to ‘goal’ should be changed to ‘limit’ 	<ul style="list-style-type: none"> • The proposed change from ‘goal’ to ‘limit’ is acceptable. • The vibration design limits proposed by DECCW are inconsistent with the DECCW guideline ‘Assessing Vibration: a technical guideline’ (DEC, 2006). If DECCW requires the continuous



DECCW Draft Statements of Commitments	Sydney Metro response
<ul style="list-style-type: none"> It is recommended that the residential ground-borne vibration 'limit' be amended to 103dB_v (0.14mm/s) to reflect the continuous RMS level for the night time period in the former DEC guideline 'Environmental Noise Management - Assessing Vibration: a technical guideline' (DEC, 2006). Additional text indicating that the ground-borne vibration goals are based on the maximum 1s RMS vibration level, not to be exceeded by more than 5% of train pass-bys over any 24hr period, is needed. <p>Ground-borne vibration goals for other sensitive land uses need to be included in the SoC, for example commercial, educational, office and places of worship (refer NIA Table 77).</p>	<p>RMS levels to be applied to underground railway operations, then the guideline should be amended - as it currently nominates that the intermittent vibration 'goals' apply for railway projects.</p> <ul style="list-style-type: none"> Vibration design limits will be amended to 103dB_v (0.14mm/s) for the night-time period and 106dB_v (0.2mm/s) for the daytime period at residential receiver locations. These are based on the maximum 1s RMS vibration level, not to be exceeded by more than 5% of train passbys over any 24hr period. It is noted that it is the intention of Sydney Metro that 100% of train passbys comply with the design goals and that continuous monitoring systems will be implemented to identify and rectify trains that exceed the design goals. SOCNo.21 will be updated to provide design limits for other sensitive land uses. Refer also to Item 16 in relation to ONVMP requirements.
<p><i>SOC#22 Minimisation of ground-borne noise levels at nearby sensitive receivers</i></p> <ul style="list-style-type: none"> The wording of this condition excludes a residential daytime ground-borne noise limit. It is recommended that a daytime limit be included. Text needs to reflect that; 'LA_{max} refers to the maximum noise level not to be exceeded by 95% of rail passby events over any 24hr period and is measured using the slow response setting on a sound level meter'. The level for retail areas should be 50dB(A). 	<p>The proposed modifications are generally acceptable, however: SOCNo.22 will be updated to include a residential noise design limit of LA_{max}(slow) 40 dBA during the daytime period.</p> <p>It is noted that it is the intention of Sydney Metro that 100% of train passbys comply with the design goals and that continuous monitoring systems will be implemented to identify and rectify trains that exceed the design goals.</p> <p>A retail design goal of 50 dBA is acceptable.</p>
<p><i>SOC#23 Minimisation of ground-borne noise levels at nearby sensitive receivers</i></p> <ul style="list-style-type: none"> Text should be changed from 'ground-borne noise design goals' to 'ground-borne noise and vibration design limits'. It is recommended that the proponent commit to engaging an independent design verifier for the track form design, to ensure, to the greatest extent practicable, that the final design will achieve the ground-borne noise and vibration limits committed to. <p>NOTE: The ECRL project included the use of an independent design verifier, and also adopted a 5dB design buffer to account for modelling and engineering performance uncertainties.</p>	<p>The proposed change from 'goal' to 'limit' is acceptable.</p> <p>Sydney Metro agrees that the contractor should be obligated to appoint an independent design verifier for the track form design, similar to ECRL. At this stage, it is not appropriate to specify a blanket 5dB design buffer approach to overcome modelling and engineering performance uncertainties. The contractor may choose to adopt an alternative risk management strategy to achieve compliance with the design limits.</p> <p>Consistent with Conditions of Approval 80 and 81 of the ECRL Project, it will be necessary for the operator to prepare an Operational Noise and Vibration Management Plan (ONVMP) which provides an assessment of the ground-borne noise and vibration levels after opening and nominally 2 years and 7 years after opening. Should any of these assessments indicate a clear trend for noise and/or vibration levels to exceed the design limits, reasons for these exceedances shall be identified and the operator shall implement further feasible and reasonable mitigation measures.</p>



DECCW Draft Statements of Commitments	Sydney Metro response
<p><i>SOC#24 Minimisation of airborne noise levels at nearby sensitive receivers</i></p> <p>Text 'residential receivers, schools, educational institutions, and places of worship' needs to be amended to include 'hospitals, passive and active recreation areas' for completeness.</p>	Noted
<p><i>SOC#25 Minimisation of general train curve noise and any curve squeal noise (which may be generated from the curved underground sections)</i></p> <p>Additional text at end of sentence recommended; 'to ensure, to the greatest extent practicable, that the airborne noise limits in SoC 24 are achieved'.</p>	Noted
<p><i>SOC#28 & 30 Minimisation of airborne noise levels</i></p> <p>Recommended the following additional text after 'Industrial Noise Policy (DECCW) ',, 'and applicable INP Application Notes'.</p>	Noted
Construction noise and vibration	
<p><i>SOC#32 Identification of the environmental and transport management measures that will enable demolition and early works to progress in advance of the works</i></p> <p>The proposed demolition and early works strategy needs to reference the Interim Construction Noise Guideline (DECCW, 2009).</p>	They do via the Construction Noise and Vibration Strategy and Statement of Commitment No. 55
<p><i>SOC#35 Stakeholders and the community are well informed about the project</i></p> <p>The proposed stakeholder and community involvement strategy needs to reference the Interim Construction Noise Guideline (DECCW, 2009).</p>	It does Statement of Commitment No. 55
<p><i>SOC#36, 38 & 55 Environmental management</i></p> <p>The Environment Management Plan, Construction</p>	They do via Statement of Commitment No. 55

DECCW Draft Statements of Commitments	Sydney Metro response
Environment Management Plan, Environmental Construction Method Statements and Construction Noise and Vibration Management Sub Plan need to reference, and be guided by, the Interim Construction Noise Guideline (DECCW, 2009).	
<p><i>SOC#51 Minimisation of disruption to traffic and pedestrian environment during construction</i></p> <p>Noise management should be included in the Construction Traffic Management Plan.</p> <p>Alternatively, DoP may wish to consider imposing a Traffic Noise Management Plan requirement that seeks to mitigate against traffic noise impacts during construction.</p>	Disagree. Noise and Vibration addressed via Statement of Commitment No. 38 and 55
<p><i>SOC#56 Minimisation of potential ground-borne noise impacts at sensitive receiver locations</i></p> <p>After 'LAeq' insert '15minutes' i.e. LAeq,15minutes.</p>	Ok
<p><i>SOC#57 Guidelines to provide safe vibration levels for occupants</i></p> <p>Use appropriate descriptors when quoting vibration limits i.e. RMS or Peak.</p>	Ok
<p><i>SOC#61 Minimise the potential of sleep disturbance as a result of noise from construction activities</i></p> <p>DECCW sleep disturbance screening level criteria should be stated.</p>	Noted
<p><i>SOC#'s 78-80 Noise and Vibration Management, goals and compliance</i></p> <p>Whilst the detection and reparation of wheel and track condition that may increase ground-borne noise and vibration is essential, it is also necessary to consider the impacts associated with in-tunnel track rectification. The potential ground-borne noise and vibration associated with 'rail grinding' should be considered in the track form and rail fixing analysis with the objective of satisfying operational limits during grinding.</p>	Refer to response to 5 th issue raised under operational noise and vibration above.



DECCW Draft Conditions of Approval		Sydney Metro response																												
Operational noise and vibration																														
<p>1. The following facilities shall be designed and operated to satisfy project specific noise levels (PSNL) derived from the NSW Industrial Noise Policy (INP, DECCW, 2000) and acceptable vibration levels in the Assessing Vibration: a technical guideline (DECCW, 2006):</p> <ul style="list-style-type: none"> • Rozelle Stabling & Maintenance Depot • Metro Stations at Rozelle, White Bay, Pyrmont, Barangaroo – Wynyard, Martin Place, Town Hall Square and Central Station (excluding rail operations). • Mechanical plant noise associated with ventilation shafts and ancillary facilities. <p>Prior to operational commissioning of the above facilities, the proponent shall submit to, and have approved by, the Director General, an operational noise and vibration impact assessment based on detailed design. The assessment shall identify the PSNL and acceptable vibration levels applicable to each facility and the means by which the noise and vibration levels will be satisfied. Where the noise and vibration levels cannot be achieved, the assessment shall present an analysis of feasible and reasonable noise and vibration mitigation measures, and the 'best practice' achievable noise and vibration outcome for each facility.</p>		<p>Sydney Metro does not believe that this is specifically required however Sydney Metro has no objection to this proposed condition as it is consistent with the noise and vibration technical paper and Statement of Commitment No.s 28-31.</p>																												
<p>2. Ground-borne noise and vibration from in tunnel metro train operations shall not exceed the following levels:</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Time of day</th> <th>Ground-borne noise Limit LAmax(slow) dB(A)¹</th> <th>Vibration (velocity) mm/s RMS²</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Residential</td> <td>Day (7am to 10pm)</td> <td>40 LAmax (slow)</td> <td>0.2mm/s</td> </tr> <tr> <td>Night (10pm to 7am)</td> <td>35 LAmax (slow)</td> <td>0.14mm/s</td> </tr> <tr> <td>Schools, educational institutions, places of worship</td> <td>When in use</td> <td>40-45 LAmax (slow)</td> <td>0.4mm/s</td> </tr> <tr> <td>Retail areas</td> <td>When in use</td> <td>50 LAmax (slow)</td> <td>0.4mm/s</td> </tr> <tr> <td>General office area</td> <td>When in use</td> <td>45 LAmax (slow)</td> <td>0.4mm/s</td> </tr> <tr> <td>Private offices and conference rooms</td> <td>When in use</td> <td>40 LAmax (slow)</td> <td>0.4mm/s</td> </tr> </tbody> </table>		Receiver	Time of day	Ground-borne noise Limit LAmax(slow) dB(A) ¹	Vibration (velocity) mm/s RMS ²	Residential	Day (7am to 10pm)	40 LAmax (slow)	0.2mm/s	Night (10pm to 7am)	35 LAmax (slow)	0.14mm/s	Schools, educational institutions, places of worship	When in use	40-45 LAmax (slow)	0.4mm/s	Retail areas	When in use	50 LAmax (slow)	0.4mm/s	General office area	When in use	45 LAmax (slow)	0.4mm/s	Private offices and conference rooms	When in use	40 LAmax (slow)	0.4mm/s	<p>Column heading 4 should be changed from 'Vibration' to 'Vibration Limit'.</p> <p>Notes 1 and 2 to the table should both refer to 'not to be exceeded by more than 5% of train passbys over any 24hr period' as 'not to be exceeded by 95% of rail pass by events over any 24hr period' means exactly the same thing and including both versions may cause confusion.</p> <p>In relation to uncertainties in the design process, conservatism and safety factors, please refer to Item 16. Sydney Metro has no objection to providing a report which addresses how these concerns have been addressed in the detailed design.</p> <p>However it is not considered necessary given Statement of Commitment No. 22.</p>	
Receiver	Time of day	Ground-borne noise Limit LAmax(slow) dB(A) ¹	Vibration (velocity) mm/s RMS ²																											
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DECCW Draft Conditions of Approval				Sydney Metro response								
Theatres	When in use	35 L _{Amax} (slow)	0.2mm/s									
Critical working areas	Any time	-	0.1mm/s									
<p>1. L_{Amax} refers to the maximum noise level not to be exceeded for 95% of rail pass-by events over any 24hr period and is measured using the slow response setting on a sound level meter.</p> <p>2. Vibration limits are the maximum 1s RMS vibration level, not to be exceeded by more than 5% of train pass-bys over any 24hr period.</p> <p>Prior to commencement of works associated with track bed installation and rail running surface fixing, the proponent shall submit to, and have approved by, the Director General, a train operational noise and vibration impact assessment based on detailed design. The assessment shall identify the proposed measures to be used in the project to satisfy the ground-borne noise and vibration limits identified in this condition. All uncertainties in the design process (e.g. engineering performance tolerances, modelling assumptions, transmission path assumptions etc) shall be identified and conservatively quantified. Appropriate safety factors or margins of error shall be adopted in the design process to account for design uncertainties.</p>												
<p>3. Ventilation shafts, service facilities and metro stations, where breakout noise from in tunnel train operations may occur, shall be designed and operated to satisfy a level of L_{Amax}(fast) 55dB(A) during train pass-bys, when assessed at 1 metre from the façade of residential receivers and L_{Amax}(fast) 65dB(A) when assessed at commercial receivers. Prior to operational commissioning of the above facilities, the proponent shall submit to, and have approved by, the Director General, an operational noise and vibration impact assessment that demonstrates how this limit will be satisfied.</p>				<p>The recommended noise design goals for breakout noise are provided in Table 102 of the noise and vibration report (copy below). For residential receivers, the L_{Amax} design goal is 55dBA to 60dBA and is dependent on the ambient noise level. A noise design goal of 55dBA in an existing high ambient noise environment (eg CBD) is considered to be too stringent and would add unnecessary additional cost to the project and provide a negligible noise benefit.</p> <p>Table 102 Train Passby Noise Goals</p> <table border="1"> <thead> <tr> <th>Usage</th> <th>Existing Noise Level L_{Aeq}(period)¹ (dBA)</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Residential</td> <td>≤ 50</td> </tr> <tr> <td>50-55</td> </tr> <tr> <td>> 55</td> </tr> <tr> <td>Commercial</td> <td>Not applicable</td> </tr> </tbody> </table> <p>Note 1: Noise goals for residential receivers are based on the existing daytime noise levels. However, the night-time noise goals are envisaged to be</p>	Usage	Existing Noise Level L _{Aeq} (period) ¹ (dBA)	Residential	≤ 50	50-55	> 55	Commercial	Not applicable
Usage	Existing Noise Level L _{Aeq} (period) ¹ (dBA)											
Residential	≤ 50											
	50-55											
	> 55											
Commercial	Not applicable											
<p>4. Surface rail operations outside the Rozelle Stabling and Maintenance Depot shall be designed and undertaken to satisfy the noise trigger levels in the Interim Guideline for the Assessment of Noise from Rail</p>				<p>Sydney Metro has no objection to this proposed condition, however it is not</p>								



DECCW Draft Conditions of Approval	Sydney Metro response
<p>Infrastructure Projects (DECCW / DoP, 2007). Prior to commencement of works associated with track bed installation and rail running surface fixing, the proponent shall submit to, and have approved by, the Director General, a train operational noise and vibration impact assessment for surface operations. The assessment shall identify the proposed measures to be used in the project to satisfy the noise trigger levels in the noted guideline.</p>	<p>required given Statement of Commitment No. 24.</p>
Construction noise and vibration	
<p>1. The Proponent shall only undertake construction works associated with the project, other than tunnelling activities using Tunnel Boring Machines (TBMs), during the following hours:</p> <ul style="list-style-type: none"> • 7:00 am to 6:00 pm, Mondays to Fridays, inclusive; • 8:00 am to 1:00 pm on Saturdays; and • at no time on Sundays or public holidays. 	<p>Sydney Metro objects to this proposed condition.</p> <p>Whilst the majority of noise and vibration intensive activities will be restricted to the standard daytime construction hours wherever possible, some activities will be required to be undertaken outside standard hours. Where the predicted noise and vibration levels are anticipated to exceed the relevant noise and vibration management levels, the potential impacts will be mitigated and managed in accordance with the Construction N&V Strategy which has been prepared for this purpose in accordance with DECCW <i>Interim Construction Noise Guideline</i>.</p>
<p>2. Blasting (including penetrating cone fracturing) associated with the construction of the project is only permitted during the following hours:</p> <ul style="list-style-type: none"> • 9:00 am to 5:00 pm, Mondays to Fridays, inclusive; • 9:00 am to 1:00 pm on Saturdays; and • at no time on Sundays or public holidays . <p>This condition does not apply in the event of a direction from police or other relevant authority for safety reasons.</p>	<p>Sydney Metro accepts the proposed condition in relation to blasting but objects to the proposed condition for the penetrating cone fracture technique. The proposed condition is contrary to the proposed DECC vibration criteria discussed in Item 7 which allows for up to three impulsive vibration events during each assessment period (including the night-time period).</p>
<p>3. Tunnelling activities may be undertaken 24 hour seven days per week provided the construction ground-borne noise and vibration levels below are met.</p> <ul style="list-style-type: none"> • Evening (6pm to 10pm – Internal LAeq(15min) 40dB(A) • Night-time (10pm to 7am) – Internal LAeq(15min) 35dB(A) <p>Where these ground-borne noise levels are exceeded, tunnelling activities may still be undertaken where all reasonable and feasible noise mitigation measures approved by the Director General are implemented.</p>	<p>Sydney Metro has no objection to this proposed condition. It is assumed that the tunnelling activities include TBM, roadheader and station cavern operations.</p>

DECCW Draft Conditions of Approval	Sydney Metro response
<p>These mitigation measures will be detailed in the CNVMP and ENCMS required under conditions 12 and 13.</p>	
<p>4. Notwithstanding condition 1, construction works associated with the project may be undertaken outside the hours specified under that condition in the following circumstances:</p> <ul style="list-style-type: none"> (a) the works do not cause construction noise (as measured by LA10(15minutes) descriptor) to exceed the background LA90 noise level by more than 5dB(A) at any sensitive receiver; or (b) for the delivery of materials required by the police or other authorities for safety reasons; or (c) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or (d) as approved through the process outlined in condition 3 of this approval. 	<p>Sydney Metro objects to this condition.</p> <p>Sydney Metro has proposed to undertake out of standard hours construction works in accordance with the Sydney Metro Construction Noise and Vibration Strategy, which has been prepared in accordance with the DECCW's Interim Construction Noise Guideline. An onerous approval process is not acceptable.</p> <p>In accordance with the DECCW's Interim Construction Noise Guideline, the applicable assessment parameter is the LAeq(15minute), rather than the LA10(15minute).</p>
<p>5. The hours of construction activities specified under condition 1 and 2 of this approval may be varied through an environment protection licence or, where the works are not covered by an environment protection licence, with the prior written approval of the Director-General. Any request to alter the hours of construction shall be:</p> <ul style="list-style-type: none"> (a) considered on a case-by-case or activity-specific basis; (b) accompanied by details of the nature and justification for activities to be conducted during the varied construction hours; (c) accompanied by written evidence to the Director-General that appropriate consultation with potentially affected sensitive receivers and notification of relevant Council(s) (and other relevant agencies) has been and will be undertaken; (d) all reasonable and feasible noise mitigation measures have been put in place; and, (e) accompanied by a noise impact assessment consistent with the requirements of the Interim Construction Noise Guideline (DECCW, 2009). 	<p>Sydney Metro objects to this condition. An onerous approval process is not acceptable. As discussed in Item 4, the Sydney Metro Construction Strategy defines the proposed procedure for assessing the potential noise impacts for out of hours works and identifying feasible and reasonable mitigation measures.</p> <p>It is noted that this process already includes a requirement to consult with DECCW as part of the noise and vibration management plan process.</p> <p>The strategy also outlines the proposed community consultation measures for out of hours works and has been prepared in accordance with the DECCW's Interim Construction Noise Guideline.</p> <p>It is noted that one of the main purposes of the Sydney Metro Construction Noise and</p>



DECCW Draft Conditions of Approval	Sydney Metro response						
	<p>Vibration Strategy is to streamline the assessment process and provide assurance to the community that potential noise and vibration impacts will be assessed and managed in an open manner. The Sydney Metro Construction Noise and Vibration Strategy has been placed on exhibition and will continually be made available to the public for comment throughout the project.</p> <p>Due to the number of activities proposed during out of hours periods, Sydney Metro considers it unreasonable to seek approval for out of hours work on a case-by-case basis.</p>						
<p>6. Construction Noise Management Levels (CNML) shall be established using the Interim Construction Noise Guideline (DECCW, 2009). Vibration criteria shall be established using the Assessing Vibration: a technical guideline (DEC, 2006). Any construction activities identified as exceeding the CNML and/or vibration criteria shall be managed in accordance with the Construction Noise and Vibration Management Sub Plan (CNVMSP) and Construction Work Method Statements (CWMS) required by this approval. The Proponent shall implement all reasonable and feasible noise mitigation measures with the aim of achieving the CNMLs and vibration criteria.</p> <p>NOTE: The ICNG (DECCW, 2009) identifies ‘particularly annoying’ activities that require the addition of 5dB(A) to the predicted level before comparing to the CNML.</p>	<p>These items are addressed in the Sydney Metro Construction Noise and Vibration Strategy and the noise and vibration assessment.</p> <p>Condition of Approval is not required</p>						
<p>7. The Proponent shall ensure that air blast overpressure generated by blasting associated with the project does not exceed the criteria specified in Table 1 when measured at any affected residence or other sensitive receiver.</p> <p>Table 1 - Airblast Overpressure Criteria</p> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Airblast Overpressure (dB(Lin Peak))</th> <th>Allowable Exceedence</th> </tr> </thead> <tbody> <tr> <td>115</td> <td>5% of total number of blasts over a 12 month period</td> </tr> <tr> <td>120</td> <td>Never</td> </tr> </tbody> </table>	Airblast Overpressure (dB(Lin Peak))	Allowable Exceedence	115	5% of total number of blasts over a 12 month period	120	Never	<p>These levels are provided in Section 4.5 of the Sydney Metro Construction Noise and Vibration Strategy and the noise and vibration assessment.</p> <p>Condition of Approval is not required</p>
Airblast Overpressure (dB(Lin Peak))	Allowable Exceedence						
115	5% of total number of blasts over a 12 month period						
120	Never						
<p>8. The Proponent shall ensure that ground vibration generated by blasting associated with the project does not exceed the criteria specified in Table 2 when measured at any affected residence or other sensitive receiver.</p>	<p>These levels are provided in Section 4.5 of the Sydney Metro Construction Noise and Vibration Strategy and the noise and vibration assessment.</p>						

DECCW Draft Conditions of Approval	Sydney Metro response						
<p>Table 2 - Peak Particle Velocity Criteria</p> <table border="1" data-bbox="333 293 1512 475"> <thead> <tr> <th data-bbox="333 293 701 376">Peak Particle Velocity (mms⁻¹)</th> <th data-bbox="701 293 1512 376">Allowable Exceedence</th> </tr> </thead> <tbody> <tr> <td data-bbox="333 376 701 424">5</td> <td data-bbox="701 376 1512 424">5% of total number of blasts over a 12 month period</td> </tr> <tr> <td data-bbox="333 424 701 475">10</td> <td data-bbox="701 424 1512 475">Never</td> </tr> </tbody> </table>	Peak Particle Velocity (mms ⁻¹)	Allowable Exceedence	5	5% of total number of blasts over a 12 month period	10	Never	Condition of Approval is not required
Peak Particle Velocity (mms ⁻¹)	Allowable Exceedence						
5	5% of total number of blasts over a 12 month period						
10	Never						
<p>9. Production blasts shall be limited to one single detonation in any one area potentially affecting residents on any one day, unless otherwise agreed by the Director General through the Construction Noise and Vibration Management Sub Plan Process.</p>	This proposed Condition of Approval is ambiguous. Refer to item 7. Any proposed blasting would be undertaken in consultation with DECCW.						
<p>10. For any section of the tunnel construction where blasting is proposed, or individual work site, a series of initial trials at reduced scale must be conducted prior to production blasting to determine site-specific blast response characteristics and to define allowable blast sizes to meet the airblast overpressure and ground vibration limits in this approval.</p>	Sydney Metro has no objection to this proposed condition.						
<p>11. Prior to commencement of works, the proponent shall undertake a detailed land use survey to identify potentially critical working areas (e.g. hospital operating theatres, precision laboratories etc) that are sensitive to vibration and ground-borne noise impacts. A specific plan of management shall be submitted to, and approved by, the Director General outlining the proposed mitigation for both construction and operational impacts.</p>	Purpose of this condition of approval is unclear.						
<p>12. Construction Noise and Vibration Management Plan Prior to commencement of construction, the Proponent shall submit to, and have approved by, the Director General, a Construction Noise and Vibration Management Plan consistent with the guidelines contained in the Interim Construction Noise Guidelines (DECCW, 2009) to detail how construction noise and vibration impacts would be minimised and managed across the project. The Plan shall be developed in consultation with the DECCW.</p>	The Sydney Metro Construction Noise Strategy requires that the noise and vibration management plan to be prepared by an ACCC accredited acoustical consultant and liaison with DECCW is required.						
<p>13. Environmental Noise Construction Method Statements Environmental Noise Construction Methods Statements (ENCMS), based on the detailed design and finalised work methods, shall be prepared for each of the following distinct work sites to detail noise mitigation and management measures:</p> <ul style="list-style-type: none"> • Rozelle Stabling & Maintenance Depot • Metro Stations at Rozelle, White Bay, Pyrmont, Barangaroo – Wynyard, Martin Place, Town Hall Square and Central Station. • Ventilation shafts and ancillary facilities. 	<p>Information on how this condition will be addressed is contained in 3rd item under construction noise and vibration response above.</p> <p>Sydney Metro objects to this condition. Statement of Commitment 38 covers these issues.</p> <p>The proposed Condition of Approval is too</p>						



DECCW Draft Conditions of Approval	Sydney Metro response
<ul style="list-style-type: none"> • Tunnelling activities. <p>The ENCMS shall include, but not be necessarily limited to:</p> <ul style="list-style-type: none"> (i) Identification of sensitive noise receivers likely to be impacted by construction noise and vibration; (ii) Identification of applicable Construction Noise Management Levels (CNML), vibration criteria and ground-borne noise levels; (iii) details of construction activities and a schedule for construction works for each site; (iv) identification of construction activities that have the potential to generate noise and/or vibration levels exceeding the relevant criteria; (v) a detailed description of what feasible and reasonable actions and measures would be implemented to ensure, to the greatest extent practicable, that these works would comply with the relevant noise and vibration criteria/ guidelines or impacts mitigated by other means; (vi) procedures for notifying residents of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints; and (vii) a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be conducted, how the results of this monitoring would be recorded; and, corrective preventative actions if any non-compliance is detected. 	<p>detailed. Much of this detail is better placed within the Construction Noise and Vibration Management sub Plan and in Statement of Commitment No. 55</p>

3.8 Sydney Ports submission

Sydney Ports Issue	Sydney Metro response
Consultation	
<p>Sydney Ports requests that it be included as a member of the Traffic and Transport Liaison Group for matters relating to the White Bay and Barangaroo sites and other matters which have the potential to impact on truck and vehicular access to those sites.</p>	<p>Participation of Sydney Ports officers in the TTLG is welcomed. TTLG participation will vary depending on the construction site and potential issues and areas being examined.</p>
Transportation of Spoil	
<p>The EA did not adequately address barge related impacts and therefore the potential impacts on the water quality of Sydney Harbour. It should be noted that Sydney Ports is the responsible agency for vessel related spills in Sydney Harbour and Botany Bay. As a minimum, the CEMP should address: spillage of spoil during loading/movement of barges, procedures in the event of an incidents (such as fuel spill or collision with structures/vessels on the water) and provide details regarding reporting of any incidents on the water.</p>	<p>The Spoil Management Technical Paper in the EA concludes that “A review of transport alternatives for spoil removal indicated that removal of spoil from CBD construction sites would be via truck. From White Bay, however, removal by truck, rail or barge would all be logistically feasible.”</p> <p>The alternative transport investigation is further detailed in Statement of Commitment No. 48</p> <p>Statement of Commitment No. 45 in the EA provides that a Spoil Management Sub-Plan will be developed and implemented in accordance with the CEMP. It states that this Sub-Plan will include, amongst other things, an alternative transport investigation to reduce road traffic movements. Sydney Ports would be consulted with regard to vessel related spills.</p>
<p>The availability of rail windows and restrictions on rail movements in peak hours will affect the rate at which spoil can be moved off site by train. A more detailed assessment of volumes to be moved by rail is required to ensure that truck numbers for spoil disposal have not been underestimated.</p>	
Construction Traffic	
<i>CBD</i>	
<p>The EA has not considered traffic related movements from cruise ship and function/event operations at DH8 nor has it considered the impact that road closures and construction trucks/vehicles will have on vehicular access and operations for the DH8 Cruise Passenger Terminal Facility on ship days or for functions/events held at the facility. Sydney Ports requests that restrictions be placed</p>	<p>Sydney Metro notes that the required cruise ship operations traffic management will require a reconfiguration prior to April 2010 to allow construction traffic to have sole access from Shelly Street. The reconfiguration principles have been established with Sydney Ports Corporation officers based upon the development of a traffic management plan for bus and taxi access from Sussex Street only. A passenger entry portion of the passenger terminal building will be demolished and modified for continued use. The Metro related trucking activities will need to take into account the reconfigured access and operational needs of the DH8 Cruise Passenger</p>



Sydney Ports Issue	Sydney Metro response
<p>on truck movements on cruise ship or event/function days. This could be addressed in the site specific TMP for the site which should be agreed with Sydney Ports prior to construction works commencing.</p>	<p>Terminal Facility. These needs will be addressed in the Contractor TMPs and TCPs with every effort made to avoid disruption and vehicular conflict during passenger ship operations.</p> <p>The TMPs & TCPs will address the following:</p> <ul style="list-style-type: none"> • Measures to protect pedestrians and maintain surface public transport services during the ship operation days and non-ship day operations for functions/events. • Measures to manage traffic flows through and surrounding Darling Harbour Wharf 8, including regulatory and direction signposting, line marking and variable message signs. • Identify any mitigation measures with Sydney Ports Corporation to improve the efficiency of traffic and pedestrian movement and conditions. • Take into account both local and regional traffic impacts. • Monitoring of construction traffic and potential general traffic impacts is proposed throughout construction and delivery phases, to manage and respond appropriately to adverse traffic impacts.
<p>Sydney Ports requests that the TMPs for White Bay and Barangaroo construction sites be reviewed and agreed to by the Corporation prior to construction works commencing.</p>	<p>Sydney Ports officers will have the opportunity to input into the Construction Traffic Management Plans, Construction Traffic Control Plans, and Road Occupancy Licences (ROLs) proposed by the Contractor through participation in the TTLG on a site by site basis.</p>
White Bay and depot	
<p>Truck and vehicles access to White Bay construction site is proposed via James Craig Road. The roads within the port are owned, operated and maintained by Sydney Ports as private roads for the benefit of port tenants. Sydney Ports is concerned that access/egress to/from and queuing of construction traffic on James Craig Road will adversely impact on existing port tenant operations. Sydney Ports prefers all construction vehicles to access and exit White Bay construction site via the proposed road from Rozelle Marshalling Yards.</p> <p>To further mitigate traffic and operational impacts on port users at the Glebe Island Port area, Sydney Ports suggests that employee parking, coach pickup/drop off points and truck queuing for the project be located at Glebe Island rather than along James Craig Road, Sommerville Road and White Bay construction site. Sydney Ports would be willing to enter an agreement with Sydney Metro to lease an area at Glebe Island, near the old Glebe Island Bridge, for the purpose of parking and truck queuing.</p>	<p>Sydney Metro has endeavoured to mitigate truck impacts on James Craig Road by providing for direct vehicular access to and from the City West Link at the Depot site and by providing for truck access via the former rail access under Victoria Road. Traffic modelling shows that there could be some queuing of trucks along James Craig Road at peak times but the above access alternatives will mitigate any impact.</p> <p>The use of the suggested James Craig Road for truck call forward places the trucks nearer the worksite and the intersection with the Crescent and is a preferred truck management approach. The feasibility of the use of roads within Glebe Island could be considered as part of the Contractor TMPs and TCPs.</p> <p>Traffic impacts have been assessed in both the EA main report and the White Bay and Depot Worksites TMP. Table 4.3 of the TMP indicates that about 40 two way trips per hour can be expected to be generated by the worker population at the White Bay work site. The bulk of these trips will be made outside the am and pm peaks and as such will not impact intersection operation.</p>

Sydney Ports Issue	Sydney Metro response
<p>The EA has not adequately addressed the traffic impacts the proposal will have on port operations at Glebe Island, nor has it addressed the impact of worker/employee parking at White Bay. This includes the predicted construction workforce that will park at White Bay in 2012 not being factored into the intersection modelling for the area.</p>	
<p>Sydney Ports requests that the TMPs for White Bay and Barangaroo construction sites be reviewed and agreed to by the Corporation prior to construction works commencing.</p>	<p>Sydney Ports officers will have the opportunity to input into the Construction Traffic Management Plans, Construction Traffic Control Plans, and Road Occupancy Licences (ROLs) proposed by the Contractor through participation in the TTLG on a site by site basis.</p>
<i>Internal access</i>	
<p>The project is proposing to provide Sydney Ports with a 10-15m wide access road to provide internal vehicle access between Glebe Island and White Bay Port areas during construction works. Sydney Ports requires this road allocation is all on the paved area behind the top of the existing sea wall at White Bay 1 (not clearly shown in EA). Further, the former intake canal for White Bay Power Station (on Sydney Ports Heritage Register) enters the harbour at White Bay 1. Any activities on the land or above or adjacent to the intake canal structures, such as loaded trucks traversing area or spoil stockpiles above head, may overload the canal structures. The impact on these structures will need to be assessed and appropriate mitigation measures implemented</p>	<p>The preferred carriageway location in relation to the existing sea wall will need to be agreed with Sydney Ports in developing the construction lease.</p> <p>The presence of the former intake canal traversing the worksite leased from SPC is noted. The impact of work activities on and adjacent to the canal will be assessed for mitigation requirements to ensure the canal structural integrity is maintained.</p>
<i>Truck queuing</i>	
<p>Truck queuing is proposed along James Craig Road and also along Sommerville Road to access the port. This would significantly impact on port and other usage of these roads. At present, port trucks queue along Sommerville Road and use of this road for queuing by Sydney Metro would present a conflict and congestion during the construction period. The suitability of James Craig Road for queuing is also questionable as it was not designated for truck queuing and raises safety issues with trucks and vehicles using the two way road with a single lane in each direction. Sydney Metro recommends that</p>	<p>The use of the suggested James Craig Road for truck call forward places the trucks nearer the worksite and the intersection with the Crescent and is a preferred truck management approach. The feasibility of the use of roads within Glebe Island would be considered as part of the Contractor TMPs and TCPs.</p> <p>The project is providing alternative access and egress points to the White Bay site via entry and exit points from the City West Link.</p>



Sydney Ports Issue	Sydney Metro response
truck queuing be undertaken at Glebe Island.	
<i>Pedestrian access</i>	
The project is proposing to provide pedestrian access along James Craig Road and Sommerville Road. Sydney Ports is concerned with the provision of pedestrian access along Sommerville Road due to the narrowness of Sommerville Road, safety concerns with mixing vehicles/trucks with pedestrian movements and the need to cut into the existing rock face to provide access.	Pedestrian access is currently possible along sections of James Craig Road via the existing footpaths. Sydney Metro does not envisage that there will be any need to cut into the existing rock face in order to provide pedestrian access
<i>Bridge shipping access</i>	
The project is proposing to use the Old Glebe Island Bridge as a truck/vehicle access route during construction. The bridge would need to be opened as required to provide shipping access to Blackwattle Bay. At present, shipping movements occur approximately three times per day	It is not proposed that the Old Glebe Island Bridge will be required for truck or vehicle access during Metro construction.
Noise and vibration	
The EA did not provide an assessment of the noise impacts on Sydney Ports' operation and tenants at Barangaroo and the Glebe Island and White Bay Port area during both construction and operation. The EA did not consider all existing commercial receivers such as the DH8 Cruise Passenger Terminal, function/event activities held at DH8 and port operations at White Bay and Glebe Island.	<p>The noise and vibration technical paper sets out the applicable noise and vibration management levels for construction and noise and vibration design goals for operations. The management levels and design goals cover all receiver types including tenants at Barangaroo and the Glebe Island and White Bat Port area, and the DH8 Cruise Passenger Terminal.</p> <p>For the construction phase, Sydney Metro has developed a "Construction Noise and Vibration Strategy" to manage the potential noise and vibration impacts and implement all feasible and reasonable mitigation measures.</p> <p>For operations, Sydney Metro has made commitments to achieve the noise and vibration design limits.</p>
Sydney Ports is concerned about the potential for vibration impacts on Sydney Ports' structures in close proximity to the proposed Metro tunnels particularly structures at Glebe Island during construction and operation of the project. Sydney Ports considers it necessary for Sydney Ports to undertake a dilapidation survey of the Glebe Island Silos and the ballast banks and wharf structures at Glebe Island 7&8 as well as a multi beam scan of the ballast banks to establish the condition of these structures prior to construction works	Vibration damage criteria for the project have been established based on British Standard BS 7385 Part 2-1993. Where there is a risk that vibration levels will exceed the structural damage vibration limits, detailed assessments and vibration monitoring will be undertaken to ensure that construction vibration levels do not cause damage to nearby structures. The potential for damage to structures during train operations is negligible.

Sydney Ports Issue	Sydney Metro response
<p>commencing.</p> <p>Sydney Ports also considers that Sydney Metro should be required to undertake vibration/settlement monitoring of these structures during both construction and operation to monitor impacts of the works and for action to be taken by Sydney Metro should impacts be evident.</p>	<p>Sydney Metro, through it's tunnelling contractor will perform pre-construction surveys of structures along the tunnel alignment, including those identified by the SPC. The scope of instrumentation monitoring and the extent of the building condition surveys will be determined through a risk assessment process that will consider the concerns of the third party asset owner.</p>
White Bay	
<i>Heritage</i>	
<p>It should be noted that the Great Sydney Dyke is exposed on the existing rock face and would be impacted by works proposing to cut into the existing rock face. The Dyke is listed on Sydney Ports' Section 170 Register and the Register of the National Estate.</p>	<p>According to the Sydney Ports Corporation Heritage Inventory data sheet on the Glebe Island Dyke Exposures, the best exposure of the dyke is on the northern side of Victoria Road. It is understood that the only metro works to the railway cutting are on the south side of Victoria Road, more than 100 metres to the west of the under bridge, where the cliff face is lower and heavily overgrown. It therefore appears that much of the significant exposed face of the dyke will be unaffected by the works.</p>
<ul style="list-style-type: none"> Impact of the proposal on Sydney Ports' heritage items listed below and which are listed on the s170 Heritage Register and are in the vicinity of the proposed construction works and/or sites requires further assessment. These items are: <ul style="list-style-type: none"> - White Bay Power Station Canal (northern canal) - Glebe Island Bridge Approach - Glebe Island Dyke Exposure (also known as the Great Sydney Dyke) - Glebe Island Silos. <p>Please note that the identified location of the Glebe Island silos is incorrect, with the silos being located to the south of the current location identified in Figure 8.1 of Technical Paper 5.</p>	<p>White Bay Power Station Canal (northern canal)</p> <p>Although part of the northern canal is within the worksite area, no excavation is proposed within this part of the worksite. Significant elements within the worksite will be recorded and protected before construction works commence.</p> <p>Glebe Island Bridge Approach</p> <p>The remains of the Glebe Island Bridge Approach are outside the White Bay worksite area.</p> <p>Glebe Island Silos.</p> <p>The presence and correct location of the Glebe Island Silos are noted. The impact of work activities in the vicinity of the Silos will be assessed for mitigation requirements to ensure the structural integrity of the silos is maintained.</p>
Construction and land use impacts	
<p>The EA did not address or consider the requirements of the Customs Act 1901 and the Maritime Transport and Offshore Facilities Security Act 2003 and how the project will ensure existing port operations at Barangaroo, Glebe Island and White Bay can continue to meet the legislative requirements.</p>	<p>The Maritime Transport and Offshore Facilities Security Act 2003 requires that maritime security plans are in place for No.8 Darling Harbour, and Glebe Island / White Bay.</p> <p>Section 15 of the Customs Act 1901, identifies all the wharves at Glebe Island and White Bay, as "Customs Areas", ie. a secure zone with authorised access only. The Passenger Terminal at Wharf 8 Darling Harbour is subject to a 30 m exclusion zone which is enforceable during ship berthing days.</p>

Sydney Ports Issue	Sydney Metro response
<p>This includes consideration of the projects cohabitation, specifically from a construction perspective, with meeting/achieving maritime security zones, Customs and AQIS requirements as well as port operational requirements at these port facilities.</p>	<p>Sydney Ports Corporation will be consulted on all aspects of the Stage 1 project that may affect the operation of the Wharf 8 Passenger Terminal, port security and port operations generally.</p>
<p>A 'domestic' Cruise Passenger Terminal is proposed at White Bay rather than an 'international' Cruise Passenger Terminal. The current international cruise passenger terminal is located at Circular Quay and is not being proposed to be relocated.</p> <p>It should also be noted that the international cruise season occurs from October to April and not November to March (pg 173 of the EA). The domestic cruise season, which is catered for at DH8, occurs all year round.</p>	<p>In two places in the Traffic and Transport Technical Paper (s. 5.7 and s. 6.7.1) the cruise passenger terminal which currently operates at DH8 is referred to as an "International Passenger Terminal". It is noted that this terminal is actually a domestic cruise passenger terminal which operates all year round. This error does not impact the assessment presented in the EA.</p> <p>It is also noted that the Overseas Passenger Terminal (OPT) is located at Circular Quay and that international cruise season occurs from October to April and not November to March as stated in section 7.13 of the Traffic and Transport Technical Paper. This slight variation in OPT operating periods does not impact the assessment presented in the EA.</p>
<p>Lighting required for construction activities at Glebe Island and/or White Bay needs to be downward facing to ensure no horizontal light spill occurs, which could impact on ships/vessels navigating the approaches to the Glebe Island Berths.</p>	<p>Section 19.1.3 of the EA states that "The construction lighting would be designed to comply with the provisions of AS 4282-1997 Control Of The Obtrusive Effects Of Outdoor Lighting, where applicable. Lighting around construction work sites would be specifically designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings and to reduce light spill to nearby residents, or constitute a road, shipping or rail hazard, while still meeting public and worker safety requirements and maintaining visibility."</p> <p>This would mitigate any impact of lighting on ships/vessels navigating the approaches to the Glebe island berths.</p>
Dust issues relating to spoil handling	
<p>There is a limited assessment of dust on neighbouring operations at Barangaroo, Glebe Island and White Bay including potential impacts on Sydney Ports' tenant and port operations from spoil storage and spoil loading/handling activities. Sydney Ports' operations can be sensitive to dust impacts</p>	<p>Sydney Metro recognises that significant spoil handling activities would occur at White Bay and Wharf 8 at Darling Harbour. It is considered that the provisions already included in the EA are adequate to manage the impacts of construction dust. Statement of Commitment No. 36 and 38 address this.</p>





Sydney Ports Issue	Sydney Metro response
Contamination	
It should be noted that lead contamination stated in the EA as being present at White Bay was removed by Sydney Ports via excavation and offsite disposal approximately 10 years ago.	The removal of lead contamination from White Bay is noted.

3.9 Housing NSW submission

Housing NSW Issue	Sydney Metro response
Land Use	
<i>Development around metro stations</i>	
The strategy of providing opportunities for future development around Metro stations for higher densities is supported by Housing NSW (HNSW), however it is felt that densities will not dramatically change if developments are left to be assessed under the current local planning controls	As noted in Chapter 17 of the EA, the interface of the Sydney Metro Network Stage 1 project with both current and potential future land uses is analysed through the station master planning process. The Draft Station Plans recognise the broader land use planning and development issues that shape and influence each affected project location.
It is understood that the areas around Rozelle Station are to maintain a generally lower-scale residential character due to the constraints of heritage conservation areas and sites. It is felt that this approach will greatly restrict the benefits of the larger strategic objectives of TOD and smart growth.	For Stage 1 (Central to Rozelle), four of the new metro stations will be located within the CBD context where opportunities for increasing densities are limited due to the existing high density of the area. Where there is the potential for development to occur at station sites after construction has finished (residual development), metro facilities would be designed to allow future development by other parties. Development of these sites would not be directly related to delivery of the project and approval would be sought in accordance with the Environmental Planning & Assessment Act 1979 and/or the City of Sydney Act 1988 at a later date. Relevant planning controls, including relevant LEPs and DCPs (e.g. zoning, floor space ratios (FSR), height and setback controls) would apply.
In the Station Plan for Rozelle Station the floor space ratios (FSR) applying to the area surrounding the station are as per the Leichhardt LEP 2000. These controls will restrict development. Leichhardt Council is currently preparing to undertake a FSR review. It would be advantageous if Sydney Metro were involved in this review.	
It is felt that strategically increasing densities would not necessarily negatively impact the heritage value of the area (as some have claimed) and would greatly improve the viability of the metro network in the Rozelle area.	Rozelle and Pyrmont stations have been proposed in reference to the future extension of the metro network to the north-west and in considering the location of existing town centres. In preparing the Draft Station Plans, the existing land use, potential development opportunities as well as heritage conservation controls have been analysed to inform the orientation and design of each station entrance and their integration with their surrounding precincts.
The metro project and associated TOD principles need to be promoted as part of a broader, long term strategic investment strategy.	The viability of a metro station at Rozelle is not dependent on increased floor space ratios / higher density development. The advantages of Transport Oriented Development and integration of mixed use and affordable housing development are acknowledged. Sydney Metro also acknowledges there are further planning opportunities for Transport Orientated Development as part of Stage 2 (Central to Westmead).



Housing NSW Issue	Sydney Metro response
It is understood that teams of experts and representatives from community groups and councils will be selected to discuss design ideas for Pyrmont and Rozelle stations. As HNSW owns a number of properties in proximity to these stations, HNSW would appreciate being involved in these meetings.	Sydney Metro has recently undertaken a consultation exercise focussing on refining design principles for the station entrances and public domain at Rozelle and Pyrmont. These Design Principles Workshops have focussed on the design and integration of station architecture, urban design and public art and were not undertaken to determine land use changes. As such, involvement was limited to representatives of community groups, relevant government agencies and professional bodies concerned with heritage, architecture, urban design, and planning.
Mixed use development at transport hubs is an integral part of TOD. The construction of new transport centres presents significant opportunities to retain ownership of land around stations and provide residential development on top of and around station facilities at a later stage. This should be considered.	Sydney Metro will undertake further consultation with Housing NSW with regards to Station precinct planning and Transport Oriented Development.
Operational Transport	
<i>Integrated transport networks</i>	
Making the metro compatible with other transport modes is essential to achieving a seamless and integrated transport network in the Sydney CBD and inner city areas.	Agree.
<i>Integrated ticketing</i>	
Sydney Metro's cooperative work with the Public Transport Ticketing Corporation is supported and it is considered that the initiative outlined in section 6.8.4 of the EA is to be commended: " <i>It is intended that the ticketing system would be part of an integrated electronic ticketing system for Sydney and would be interoperable with other transport modes</i> ".	Support for integrated ticketing is noted.

3.10 State Member for Sydney submissions

State Member for Sydney Issue	Sydney Metro response
Public Domain Improvements	
<p>Design excellence principles must be applied to all development associated with the metro including ancillary structures such as entrances and ventilation shafts.</p>	<p>The retention and enhancement of public spaces adjacent to the Sydney Metro Stage 1 stations is a key objective of the Station Plans. Each Station Plan is focused on integrating public spaces and surrounding land uses with transport interchange facilities to maximise public domain utility.</p> <p>A Design Review Panel has been established to review the design of stations and associated precinct works. The Design Review Panel comprises independent specialist expertise in architecture, urban design, transport and sustainability, including representatives from the Government Architects Office and UNSW Built Environment (Architecture).</p> <p>All designs would be subject to review by the Design Review Panel (Statement of Commitment No. 10).</p>
<p>Incorporating [Council's] vision [for Town Hall Square] should be a condition of consent, with Sydney Metro working with the City of Sydney to achieve quality urban design and to reflect the important public legacy of a new civic square at the heart of our global city.</p>	<p>Statement of Commitment No. 13 establishes a joint design group that would include Council, to ensure that the metro project will facilitate a quality urban design outcome reflecting the important public legacy of a new civic square at the heart of our global city. Sydney Metro will continue to work with Sydney City Council to ensure an integrated solution for the Metro station and planned Square at Town Hall.</p>
<p>If Sydney Metro is to locate an entry at Union Square, then I support "Alternative 2" of the EA that will retain the existing buildings and ensure their activation.</p>	<p>Sydney Metro's preferred design for Pyrmont Station will minimise impacts on Union Square by retaining the front of the existing buildings (which would have been demolished under previous alternatives). Following construction, the terraces will be available to reopen as shops, reinforcing Union Street as a local commercial hub. The project also includes extension of the existing pedestrian space at Union Square between Paternoster Row and Pyrmont Street. This would create a social benefit for the local community through the extension of available space within the centre.</p>
<p>Changes to Central Station to accommodate the metro will result in the loss of the West Forecourt Garden and associated open space.</p>	<p>Statement of Commitment No. 12 establishes a joint design group to resolve issues at Central Station, including changes to the Western Forecourt. With respect to the garden, it is noted that significant consultation has been undertaken (and will continue) with RailCorp, the Heritage Branch and the Heritage Council.</p>
<p>Sydney Metro must provide green landscaping in all pedestrian plazas to reduce noise pollution and improve open space and visual amenity.</p>	<p>Sydney Metro has provided benchmarks of quality of design for landscaping and public domain works in the contract documentation and has referred to Sydney City Council's public domain treatments (eg paving type) to ensure consistency with Council's approach.</p>



State Member for Sydney Issue	Sydney Metro response
Transport Integration	
The Sydney Transport Blueprint must be finalised before Sydney Metro is approved.	NSW Transport and Infrastructure is the transport super agency of the NSW Government, with responsibility for all transport policy, planning and coordination functions as well as oversight of infrastructure delivery and asset management. Connecting NSW: The Transport Blueprint is the NSW Government's 25 year plan for integrating the delivery of transport services and land use planning in NSW. Further detail on this issue is provided in the main body of this report.
It is crucial that Sydney Metro maximise the convenience of this new transport mode for cyclists (including metro carriages with bike spaces and allowing bikes on trains).	Sydney Metro has and will continue to ensure that the design and operation of the Sydney Metro Network Stage 1 (Rozelle to Central) is integrated with all modes including bicycles. At all times, folded bicycles are allowed in Metro stations and on Metro services, in the folded condition. Further detail on this issue is provided in the main body of this report.
An integrated ticketing and fare system is a key component of any modern transport system.	Timetables for the metro would not be required given the high frequency of services (arriving every 2-3 minutes during peak periods and at high frequencies through the day). Information regarding Metro operating times would be displayed on the Sydney Metro website. The metro system would be part of a fully-integrated ticketing system if one is available at the time (refer section 6.8.4 of the Environmental Assessment).
Minimise the impact of any Pyrmont station entry on pedestrian and cycle links.	Reinstatement of Union Square, including the provision of the cycleway in Union Square between Paternoster Place and Pyrmont Street will be delivered as part of Metro project.
Sustainability	
Sydney Metro must purchase 100 per cent renewable energy or build green transformers (tri-generation) or use local renewable energy.	Sydney Metro has committed to 100 per cent renewable energy being purchased to off-set consumption of energy for the operation of Sydney Metro Network Stage 1. Further details are provided in the main part of this report.
Construction	
Ensure that homes and businesses are not damaged by construction, but also ensure if it does there is adequate compensation	Statement of Commitment No. 72 describes a property risk management plan for property damage will be implemented. An Independent Property Impact Assessment Panel, approved by the Director-General, will be established. Any damage to property resulting from the construction of the project will be rectified at no cost to the owner in a timely fashion.
Compensation for property acquisition	Any acquisitions required to construct the project are undertaken in accordance with Land Acquisition (Just Terms Compensation) Act 1991.



State Member for Sydney Issue	Sydney Metro response
Local businesses displaced at Union Square (3-9) should be guaranteed the option to buy or lease the premise back. Properties must remain freehold for the promotion of independent, local small businesses	The EA has documented significant mitigation measures to minimise potential impacts to businesses in the vicinity of construction activities and proposes an extensive range of standard mitigation measures that would reduce impacts on local businesses. In addition, Sydney Metro has committed to innovative and proactive strategies including a Construction Noise & Vibration Strategy and a Small Business Owners Support Program .
Establishment of a community liaison group and 24 hour complaint service during construction (with the authority to immediately cease work to address problems)	Statement of Commitment No. 72 describes the proposed strategy for stakeholder and community involvement during construction, which includes but is not limited to procedures for: <ul style="list-style-type: none"> • The regular dissemination of information to the community regarding the progress of the project and notifying stakeholders and community of upcoming project activities and impacts (particularly with regard out of hours work and potential noise and vibration). • Establishing the means by which the community stakeholders can discuss or provide feedback to the construction team, including regular information sessions at or near the construction sites. • Receiving and managing complaints consistent with AS 4269 Complaints Handling, including provision for a 24-hour 1800 contact number. • Managing property inspections. • Establishing community focus groups to provide input on aspects of the project such as landscaping and noise mitigation.
Investigate ways to maintain local businesses and protect local access and amenity during construction at Union Square	Sydney Metro’s preferred design for Pymont Station will minimise impacts on Union Square by retaining the front of the existing buildings (which would have been demolished under previous alternatives). However, it is acknowledged that during construction impacts would be experienced by residents and businesses in the area. Construction will remain focused on the corner of Miller and Mount Streets, as originally proposed, which the eastern construction site being managed to expedite the most significant excavation activities.
Pedestrian access through Martin Place must be maintained during construction	Pedestrian access will be maintained through Martin Place during construction.
Demonstrate how the Union Street terraces (3-9) will be protected during construction	The risk of structural damage to the terraces at 3-9 Union Street is considered low. However, vibration monitoring will be undertaken as required.
Mitigating impacts on businesses within Union Square, including fair and reasonable compensation for business owners in the locality.	Sydney Metro recognises the importance of Union Square and Union Street to the community of Pymont. Considerable effort has been put into finding an acceptable solution to providing an effective outcome whilst returning the character and amenity of the area. The proposed solution substantially retains the whole section of the shops along Union Street with new Metro services facility being located to the rear. The proposed concourse link will require a construction site within Union Street on a temporary basis. It is recognised that this is an important area for the community and construction may impact some business activity. Therefore work will be fast tracked to ensure the majority of construction is contained within the main worksite.

State Member for Sydney Issue	Sydney Metro response
	<p>Work in Union Street will be undertaken as quickly as possible to ensure inconvenience is minimised. Based on the current impact assessment all work in Union Street itself will be targeted to be completed in two years or less from commencement of work with the street returned to the community at the end of this period.</p> <p>Statement of Commitment No. 34 establishes a process to develop business management plans for each construction site, identifying affected businesses and associated management strategies. Importantly, Sydney Metro also proposes a Small Business Owners Support Program to provide assistance to small retail businesses adversely impacted by construction.</p>
Alternatives (Pymont)	
<p>Sydney Metro must demonstrate that there is no other possible station entrance [at Pymont] before the project is approved</p>	<p>It has been recognised that Pymont is located in a unique village-style location. Section 19.1.2 of the EA outlines the factors that were considered in the design of the metro structures (including Union Square and heritage buildings) and the design principles that have been used thus far, and those that will continue to guide future detailed design (e.g. station entrances designed to contribute to the streetscape of Union Square) buildings.</p> <p>The proposed Pymont Station will minimise impacts on the character of Pymont by retaining the front of the existing buildings (which would be demolished under previous alternatives).</p>
<p>Examine alternative locations for the [eastern] entry at Pymont (Union Square) with a view to retaining the ongoing use and character of Union Square</p>	<p>The metro station entrance within Union Square would respond to the urban form and activity that typifies this area. It has been recognised that Union Square is located in a unique community. Section 19.1.2 of the EA outlines the factors that were considered in the design of the metro structures (including heritage buildings and heritage conservation area) and the design principles that have been used thus far, and those that will continue to guide future detailed design (e.g. station entrances designed relate to the scale and consistency of adjacent) buildings.</p> <p>An interactive Design Workshop has been initiated and will be used to form the appearance and character of the Pymont metro station. The Design Workshop will be an opportunity to explore a large range of options to retain the original character of Pymont's area. Workshop participants for the charette will be selected with advice from the Royal Australian Institute of Architects, the Planning Institute of NSW, the Australian Institute of Landscape Architects and the National Trust.</p> <p>A Design Review Panel, comprising independent specialists, has been established to evaluate the detailed design of stations and associated precinct works with particular focus on at-surface design.</p>

3.11 Rail Corporation NSW submission

RailCorp Issue	Sydney Metro response
Consultation	
Partnership agreement	<p>Sydney Metro acknowledges that RailCorp and Sydney Metro Authority have signed a Partnership Commitment document, agreeing to a long-term and collaborative partnership between the two agencies in the delivery of public transport services to the people of Sydney.</p> <p>This Partnership Commitment is published on the RailCorp website at http://www.railcorp.info/about_railcorp/major_projects/sydney_metro; and the Sydney Metro website at http://www.sydneymetro.nsw.gov.au/what/about_the_metro/.</p>
Ongoing consultation	<p>RailCorp and Sydney Metro Authority are currently working towards agreements on detailed engineering and operational issues.</p> <p>Significant consultation is anticipated with RailCorp during future stages of the project.</p>
Proposed Conditions of Approval (CoA)	
<p>The proposed conditions of approval are sought by RailCorp in the context of RailCorp and Sydney Metro's Cooperation Agreement under which a series of Interface Agreements will be developed prior to the commencement of works which will include the details of many of the matters sought below.</p>	<p>RailCorp's proposed Condition of Approval related to an Interface Agreement is consistent with the Partnership Commitment as follows:</p> <p>Sydney Metro is to enter into an Interface Agreement with RailCorp for all excavation, demolition, tunnelling/boring and construction works above, below or within 25m of an existing or proposed RailCorp infrastructure facility.</p> <p>Sydney Metro and RailCorp are currently engaged in a process to finalise an Interface Agreement. It is considered that the additional detailed Conditions of Approval proposed by RailCorp are better placed within the Interface Agreement that would cover the issues identified in new Statement of Commitment No.9C, which is consistent with RailCorp's requirements.</p> <p>It is anticipated that RailCorp would be represented on the Central Project Coordination Committee, Integrated Station Design Groups for all metro stations proposed in the Sydney CBD, and Traffic and Transport Liaison Group, in accordance with the partnership commitment.</p> <p>It is noted that any property or stratum issues (including easements or right of way benefits), or any leasing issues, would be resolved separate to any Conditions of Approval and in accordance with relevant legislation.</p> <p>An independent heritage expert to oversee works below, above or within 25m of a RailCorp heritage item is not considered necessary given the assessment undertaken to date and the proposed Statement's of Commitment (17, 38, 40, 41, 42).</p>



RailCorp Issue	Sydney Metro response
Infrastructure SEPP and Rail Safety Act	
Application of the Infrastructure SEPP and Rail Safety Act	<p>The Rail Safety Act 2008 will be applied to the project as required.</p> <p>It is noted that Sydney Metro is working with RailCorp under the terms of the Partnership Commitment to determine the items listed in Clause 86(4) of the Infrastructure SEPP.</p>
Project Development and Alternatives	
Maintenance of the integrity of the CBD west corridor is critical to the medium to long term resolution of congestion issues on the CityRail network.	<p>RailCorp and Sydney Metro are working together to improve public transport across Sydney – including the CBD. There are no competing agendas – in fact CityRail and metro services will complement one another, contrary to claims in recent media reports.</p>
DoP should require that the Sydney Metro Authority to provide further information, under the terms of the Cooperation Agreement and related Interface Agreements with RailCorp, which demonstrates that the construction plan makes allowances that are consistent with the preservation of this reservation with dimensions sufficient for a heavy rail corridor.	<p>The process undertaken to develop the Reference Design for the Stage 1 project has anticipated the potential form and function of potential future projects including an expanded metro or heavy rail network through the Sydney CBD.</p> <p>Currently there are two reserved rail corridors through the city known as Pitt Street Corridor on the eastern side and Western Corridor on the western side. Both are safeguarded to allow future rail extensions through the CBD.</p> <p>The Stage 1 project will use part of the safeguarded Pitt Street Corridor. However, the metro project has been designed to ensure the Western Corridor is preserved to allow future extensions through the CBD of the city rail network if required.</p> <p>Sydney Metro has liaised closely with RailCorp to ensure the safeguarding of the Western Corridor. The metro route through the city does not rule out further expansion for CityRail, contrary to inaccurate claims made in Eco Transit News.</p> <p>The Pitt Street Corridor was identified as a best fit for the Metro linking with existing transport services and areas within the Sydney CBD. The Western Corridor does not provide these linkages and would require unacceptably tight radius curves to achieve an alignment between Barangaroo and Pyrmont.</p> <p>It is intended that as part of any future metro network to the south-eastern and north-eastern suburbs, forming Metro line 2 would intersect with Martin Place station. Provisions have been made in the Stage 1 design to allow effective passenger interchange in the future. Further studies are underway regarding the exact alignment and station locations of Metro line 2.</p>
RailCorp requires further detail of the interface between Central Station and the proposed project.	<p>Issues related to Central Station will be addressed under the terms of the Interface Agreement and Statement of Commitment No. 12, which establishes a joint design group.</p>
Sydney Metro Authority to work with RailCorp to develop and provide further information, which will be detailed in a series of Interface Agreements	<p>Issues related to Town Hall Square Station will be addressed under the terms of the Interface Agreement.</p>
Sydney Metro Authority should demonstrate that access between the proposed Metro Stations and CityRail	<p>The proposed Metro Martin Place Station does not have a direct interchange with CityRail's Martin Place Station (rather, there is a link via the Council owned/managed pedestrian tunnel). The</p>



RailCorp Issue	Sydney Metro response
Stations is compliant with the DDA	existing subway connections under Martin Place would not provide a DDA compliant link between the Metro and CityRail Stations. However, Sydney Metro has proposed to position the lift and set our concourse level at a height that anticipates the future upgrade of this link. Notwithstanding, two lifts would still be required (as proposed by RailCorp and Sydney Metro at each station) as it would be unreasonable to expect people with disabilities to walk a long way past either station to access a lift when other customers will retain direct access.
DoP should note that RailCorp has concerns about the pedestrian link and that a pedestrian management plan will need to be developed for both the construction phase and the project operations phase in Interface Agreements	A new Statement of Commitment No.11C is proposed to further develop and resolve the integrated design issues associated with the Barangaroo Pedestrian Link (BPL).
Construction Impacts	
RailCorp needs additional information to plan, develop and commission alternatives for its operational assets that will be impacted by the construction of the project	Additional information regarding construction will be provided to RailCorp as it becomes available.
RailCorp has also sought amendment to the draft Statement of Commitments and requests that Sydney Metro Authority incorporate those changes	RailCorp's recommended changes to Sydney Metro's Statements of Commitment are discussed below.
It is critically important that RailCorp's conditions of approval are applied to protect RailCorp's infrastructure.	Sydney Metro has accepted the principles identified in RailCorp's proposed Conditions of Approval, although the application of detailed conditions is not considered necessary.
It is important to have a public awareness campaign to keep the public informed of proposed works at specific sites prior to commencement of works.	Consultation issues are addressed by Statement of Commitment No. 35.
The Interface Agreements will detail the impact of any plans for spoil removal and should be required to take due consideration of any impact on RailCorp train service operations.	The Spoil Management Sub-Plan identified by Statement of Commitment No. 45 would consider potential impacts on RailCorp train service operations.
Ensure that impacts on the travelling public and RailCorp functions, especially at the affected CityRail Stations, are minimised or managed in acceptable manner without undue impacts upon RailCorp passengers	Statements of Commitment No.s 51 and 52 establish construction traffic management regimes. It is anticipated that RailCorp will be a member of the Traffic & Transport Liaison Group.
Further detail on potential construction noise impacts	Further details on potential construction noise impacts and mitigation measures will be provided as it becomes available.

RailCorp Issue	Sydney Metro response
RailCorp is concerned about the cumulative impacts the concurrent construction activities will have on its customers' ability and safety to access CityRail stations, most of whom travel to the rail stations on foot.	Sydney Metro agrees that it is important that cumulative impacts are minimised or managed appropriately. The Interface Agreement will identify processes to be put into place to resolve any public works that may impact upon access to RailCorp stations.
Water Management	
RailCorp provides a number of conditions of approval (attached to the cover letter) to cover this issue. DoP is requested to apply those conditions	The construction and operational water management issues identified by RailCorp are noted. Sydney Metro has accepted the principles identified in RailCorp's proposed Conditions of Approval, although the application of detailed conditions is not considered necessary.
Non-Indigenous Heritage	
Sydney Metro Authority needs to consider the Railway Square road overbridge in the detailed design of the project, and avoid any potential conflicts with the overbridge.	The detailed design at Central Station will consider the Railway Square road over bridge under the terms of the Interface Agreement and Statement of Commitment No. 12, which establishes a joint design group.
Operational Transport	
DoP should note that patronage demand for the project will be influenced by the operating patterns adopted by RailCorp at that time. RailCorp will be working closely with Sydney Metro, NSWTI and DoP to ensure the best utilisation of all relevant transport assets.	Sydney Metro concurs with these undertakings.
RailCorp, Sydney Metro and NSWTI should work together to ensure the Metro proposal provides a well-integrated transport outcome for Sydney with subsequent improvements to the service provided to the travelling public.	
Operational Noise and Vibration	
The project design should take into account the ease of replacement of any component related to acoustic amelioration, should it fail.	Noted. The design of the metro will be subject to further review by Sydney Metro and the Integrated Metro Operator. Acoustic performance is a critical element of design as evidenced by Statements of Commitment No.s 21 to 31 (inclusive).



RailCorp Issue	Sydney Metro response
Economic and Social Issues	
<p>To promote the effective and efficient integration of the RailCorp property in the Rozelle Marshalling yards into the project network, RailCorp needs to understand its impacts on current and future operations</p>	<p>Further details on operation and land requirements of the Rozelle maintenance and stabling depot will be provided as it becomes available.</p>
<p>It is noted that that there are likely to be disturbances to social amenity of RailCorp employees and customers. Sydney Metro Authority is to liaise with RailCorp to relocate affected employees.</p> <p>RailCorp also provides a number of conditions of approval (attached to the cover letter) to cover this issue. DoP is requested to apply those conditions.</p>	<p>Further details on potential construction impacts and mitigation measures will be provided as it becomes available. The issue of relocation will be discussed on an as-needs basis.</p>
Land Use Implications	
<p>RailCorp requests that DoP request Sydney Metro Authority work with RailCorp to develop an Interface Agreement, under the Terms of the Cooperation Agreement that provides clarifications and additional information with respect to proposed development within RailCorp assets and operations.</p>	<p>RailCorp will be involved in the development of Pedestrian Management Plans, Construction Management Plans and Traffic Management Plans where construction has the potential to impact on RailCorp assets and operations.</p> <p>It is noted that any property or stratum issues (including easements or right of way benefits), or any leasing issues, would be resolved separate to any Conditions of Approval and in accordance with relevant legislation.</p>
Environmental Assessment of Other Issues	
<p>It is important for RailCorp geotechnical engineers to precisely locate the proposed tunnels and Stations with existing RailCorp infrastructure. In order to develop this database, a detailed geotechnical model needs to be prepared for each specific site that conservatively addresses all the geotechnical issues and provides recommendations for design and construction techniques, methodologies and monitoring regimes (for review and concurrence by RailCorp).</p>	<p>Agree. Further geotechnical and survey information will be provided to RailCorp as it becomes available.</p>

RailCorp Issue	Sydney Metro response
Project Justification	
<p>It is noted that the EA is for the proposed CBD metro and also includes reference to West Metro proposals.</p> <p>It is noted that the project will form the core for a broader Metro network, possibly servicing Sydney's West, South East, North East, and North West.</p> <p>It is noted that the Infrastructure SEPP does provide protection for rail corridors, however it is noted that it does not single out the project nor does it specifically protect the alignment proposed, as this moves outside the protected Metro-Pitt corridor boundaries and crosses the CBD West corridor.</p> <p>RailCorp provides these clarifications in relation to features of the CityRail network and operations to inform statements made in the EA.</p>	<p>RailCorp's clarifications are noted.</p>
Reference Design	
<p>Central: The proposed changes at Central, RailCorp requires further detailed information on the analysis Sydney Metro has undertaken in consideration of operational requirements. RailCorp is working with SMA and NSWTI to gain full clarity on these matters</p> <p>Town Hall Square: In order to achieve appropriate and efficient design solutions, RailCorp needs to be engaged as a major stakeholder in developing detailed design for Town Hall Square Station. This issue has been addressed in RailCorp's comments on the draft Statement of Commitments.</p> <p>Barangaroo-Wynyard and Martin Place: This issue has been addressed in RailCorp's comments on the draft Statement of Commitments.</p>	<p>These issues have been addressed above in response to RailCorp's proposed changes to Statements of Commitment.</p>

RailCorp Issue	Sydney Metro response
Technical Papers	
<p>It is noted that the Western and North Shore lines are not at capacity and where high passenger loading occurs on specific services this is not in itself causing a lowering of reliability. The integrated timetable introduced in October 2009 adds further services to both these lines expanding capacity.</p>	<p>RailCorp’s clarifications are noted. Issues related to corridor protection have been addressed in earlier responses.</p>
<p>The following is noted: The timetable is not driven by sectorisation, rather the network infrastructure. The Clearways programme remains part of the medium-to-long term planning for the network are the strategic effort to address any desired sectorisation on a suburban network.</p>	
<p>DoP should note that patronage demand for the project will be influenced by the operating patterns adopted by RailCorp at that time. RailCorp will be working closely with SMA, NSWTI and DoP to ensure the best utilisation of all relevant transport assets.</p>	
<p>Maintenance of the integrity of the CBD west corridor is critical to the medium to long term resolution of congestion issues on the CityRail network.</p>	
<p>RailCorp should be included in relevant Liaison Groups to be set up as part of the project.</p>	<p>RailCorp will be included in relevant liaison and coordination groups, including joint design groups, the Central Project Coordination Committee and the Traffic and Transport Liaison Group.</p>



RailCorp Draft Statement of Commitments	Sydney Metro response
Draft Statement of Commitments	
<p>SoC 12 (joint design group at Central Station) To ensure impartiality in dealing with highly important transport, operational and construction issues, this design group should be chaired by NSW Transport and Infrastructure (NSWTI). The design group should also cover Martin Place and Wynyard Stations.</p> <p>SoC 13 (joint design group at Town Hall Square) Sydney Metro commits to establishing a joint design group with RailCorp for Central and Town Hall Stations.</p> <p>SoC 19 (Geotechnical and settlement management) Sydney Metro to revise Draft Commitment #19 to include suggested wording of “and stations”; Sydney Metro to revise Draft Commitment #19(b) to include wording to ensure the settlement criteria is “endorsed” by RailCorp, or at least meets pre-determined RailCorp requirements to ensure tunnels, stations and other RailCorp assets are protected.</p> <p>Other RailCorp also provides a condition of approval to ensure an independent heritage expert; RailCorp to be included as a stakeholder in the Traffic and Transport Liaison Group; and RailCorp also provides a condition of approval to ensure no blasting near RailCorp assets unless approved by RailCorp.</p>	<p>A joint design group for Central Station will be established by Sydney Metro (Statement of Commitment No. 12). Sydney Metro cannot impose a chairing role on NSW Transport and Infrastructure. NSWTI would be invited to participate as required.</p> <p>A joint design group for Town Hall Square Station will be established by Sydney Metro (Statement of Commitment No. 13). The focus of this group will be on the metro entrance and integration with / facilitation of Council’s vision for a new public domain.</p> <p>Whilst the interface with RailCorp facilities is considered relatively minor at this locality, it is acknowledged that RailCorp is an important stakeholder. Therefore, Statement of Commitment No. 13 will be changed to explicitly involve RailCorp. Sydney Metro cannot impose a chairing role on NSW Transport and Infrastructure. NSWTI would be invited to participate as required.</p> <p>It is considered that the complexities of interfacing design between metro and CityRail stations at Martin Place and Wynyard can be resolved without specific joint design groups and therefore no specific Statements of Commitment are proposed. Notwithstanding, all design interfaces with RailCorp assets and facilities would be subject to the design review processes described in detail in the Interface Agreement.</p> <p>A new Statement of Commitment (No.11C) regarding the design issues associated with the Barangaroo Pedestrian Link is warranted and RailCorp is included as a key stakeholder in this regard.</p> <p>The proposed change to Statement of Commitment No.19 to include reference to “stations” is acceptable.</p> <p>It is not appropriate to include an undefined endorsement role for RailCorp within Statement of Commitment No. 19. Rather, an approval/endorsement process for RailCorp (including timing and detailed criteria) will be established via the Interface Agreement.</p> <p>An independent heritage expert to oversee works below, above or within 25m of a RailCorp heritage item is not considered necessary given the assessment undertaken to date and the proposed Statement’s of Commitment (17, 38, 40, 41, 42).</p> <p>It is anticipated that RailCorp will be a participant in the Traffic and Transport Liaison Group.</p> <p>Sydney Metro has accepted the principles identified in RailCorp’s proposed Conditions of Approval related to blasting above, below or within 25m of an existing or proposed RailCorp infrastructure facility. However, the application of detailed conditions is not considered necessary as this will be covered in the detail via the Interface Agreement.</p>

3.12 Casino, Liquor and Gaming Authority NSW submission

Casino Authority Issue	Sydney Metro response
Noise and vibration	
The Authority, is concerned that the Lyric theatre, hotel (currently under construction) and apartments within the casino complex need to be protected with appropriate conditions related to possible noise and vibration.	Noted
The State Government considers the Lyric theatre to be of major importance to Sydney.	The sensitivity of the Lyric Theatre as a cultural facility of international quality and standard is acknowledged. Refer to later comments and inclusion in SoC 22.
The Lyric theatre was not constructed to tolerate the impacts expected from the construction and operation of a Metro train located beneath it in tunnels.	<p>Sydney Metro has undertaken a review of the acoustic standards that were applied to the Lyric Theatre as part of the Sydney Light Rail project.</p> <p>In accordance with this review it is recommended that investigations be conducted to confirm the present background and ambient sound levels in the Lyric Theatre (see Item 9 below). Resolves requested condition 1</p> <p>Subject to the outcome of those investigations, Sydney Metro will consider the adoption of an appropriate noise goal for train operations to maintain the high acoustic standards for this facility.</p>
<p>The current construction of the hotel directly above the proposed rail tunnels requires residential classification that should result in high acoustic and vibration standards for hotel guests.</p> <p>A high acoustic standard must also be maintained for the ground floor foyer in keeping with the five star quality of the hotel.</p>	<p>Sydney Metro recognises the sensitive nature of the Casino Site. It is noted that hotel apartments are classified as residential receivers in terms of the noise and vibration design limits for operations and management levels for construction.</p> <p>The ground foyer level of the hotel is considered to be equivalent to General Office Areas in terms of noise and vibration design limits and management levels.</p>
With the combined operation of the light rail within the casino building and the addition of a Metro rail specialised evaluation by experienced acoustic engineers will be needed.	<p>The successful contractor will be required to appoint an experienced acoustic engineer to ensure that operational noise and vibration levels comply with the design limits. Appropriate Design Review and Design Verification processes will also be the responsibility of the Contractors acoustic engineer.</p> <p>The acoustic design process and acoustic designs will be subject to review by the Sydney Metro Acoustical Technical Adviser.</p>



Casino Authority Issue	Sydney Metro response
<p>The high standard for train vehicles, rail and acoustic vibration need to be conditioned and enforced by State Government.</p> <p>Quality of maintenance, repair and renewal of the trains and rails would be a long-term issue for casino operations.</p>	<p>These recommendations are reflected in the noise and vibration technical paper.</p>
<p>The concrete lined tunnels and rail installation will need specialised acoustic performance. The Noise and Vibration Assessment indicated that the achievable ground borne noise and vibration level for most of the residential properties adjacent to Pymont Station could be 20dBA and below (Alternative 2). The Lyric theatre is shown to be in the order of 23 dBA or 21dBA (Alternative 1) based on the proposed high attenuation trackform, and yet a ground borne noise level of 35dBA is indicated as the 'design goal'.</p>	<p>The successful contractor will be required to design the track form and maintain the track and rolling stock to ensure that operational noise and vibration levels comply with the design limits on opening and during continuing service.</p> <p>The ground-borne noise modelling results in the noise and vibration technical paper show the predicted noise levels at all sensitive receiver locations near the proposed alignment. The track form design is based on the receiver locations closest to the alignment and hence this is the reason why noise levels are much lower than the noise design limits at some more distant locations. A conservative approach has also been adopted for the EA assessment in order to demonstrate that the noise and vibration design limits are achievable. The contractor may construct a different track form design to what has been described in the EA, however the noise and vibration design limits will remain the same.</p>
<p>The proposed design goal of 35 dBA should be lowered to 30 dBA. The acoustic consultant has theoretically modelled the acoustic analysis, any errors in the application of the model may have significant impacts on the Lyric theatre and hotel.</p> <p>Cost cutting could result in a lesser quality of rail fixing resulting in possible adverse noise and vibration impacts on the casino.</p> <p>Information and specifications of proposed rolling stock (carriages) that are not yet available.</p>	<p>The ground-borne noise design limit of 35dBA for residential receivers during the night-time period is based on the DECCW's <i>Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects</i>. This level is based on the DECCW's review of the impacts associated with ground-borne noise and hence the 35dBA design limit is considered acceptable for this project.</p> <p>The successful contractor will need to demonstrate during the design process how the ground-borne noise limits will be achieved as part of the track form design and maintenance of the track and rolling stock.</p>
<p>The acoustic consultants have not tested the interior of the Lyric theatre, nor have they indicated the effects of ground borne noise inside the theatre.</p> <p>The Lyric theatre should be examined in detail. The acoustic impacts of the Metro should be tested concurrently with the light rail.</p>	<p>Sydney Metro has proposed to undertake a detailed assessment of the potential noise and vibration impacts upon the Lyric Theatre. Further, noise and vibration commitments may be made pending this assessment.</p>

Casino Authority Issue	Sydney Metro response
<p>Noise and vibration during construction is identified to be 40 dBA for the theatre and higher for the hotel. High levels of noise and vibration for up to 2-4 weeks may be intolerable for hotel guests and theatre performances affecting long-term bookings and contract requirements. Sydney Metro should establish construction phasing in a reasonable manner in consultation with Star City.</p>	<p>The detailed assessment referred to in Item 9 will also assess the potential impacts associated with the proposed tunnelling, station construction and operations.</p> <p>Sydney Metro would liaise with Star City to provide programming and phasing of construction details</p> <p>Resolves requested Condition 2</p>
<p>Alternative 2 identifies various noise barriers around the station construction site. The use of double skin or concrete construction with an acoustic roof is essential for the residential occupation of the hotel.</p> <p>This acoustic enclosure should be required rather than relying on arbitrary 'reasonableness' provisions.</p>	<p>The requirement for an acoustic roof over the construction site will be dependent on the construction noise levels and the requirement for long-term construction works during night-time periods. The Sydney Metro <i>Construction Noise and Vibration Management Strategy</i> outlines the approach that will be adopted to minimise noise and vibration levels and implement all feasible and reasonable mitigation measures. The reasonableness provision is not arbitrary, but based on defined processes and quantitative noise assessments. The "feasible and reasonable" approach has been successfully applied to numerous other major construction projects in the CBD and elsewhere.</p> <p>Resolves requested Conditions 3 and 4</p>
<p>Construction 24 hours/day 7 days/week will have an adverse impact on the economic viability of Pyrmont businesses. Construction should be limited to standard daytime working hours as imposed on all other building projects in Sydney.</p>	<p>The Sydney Metro <i>Construction Noise and Vibration Management Strategy</i> outlines the approach that will be adopted to minimise noise and vibration levels and implement all feasible and reasonable mitigation measures.</p> <p>Resolves requested Conditions 3 and 4</p>
<p>High attenuation rail track forms must be used beneath the casino to minimise any impact on the Lyric theatre, apartments and hotel.</p>	<p>The contractor may construct a different track form design to what has been described in the EA, however the noise and vibration design limits will remain the same. The successful contractor will need to demonstrate during the design process how the ground-borne noise limits will be achieved as part of the track form design and as part of the design and planning of maintenance of the track and rolling stock.</p>
<p>The EA did not provide the technical performance of any of the four types of trackform nor illustrate the proposed "Sonnerville system" except that overall noise level reductions of the high attenuation track are expected to be about 5dBA. The 'floating slab track' is indicated as the best option but its capability has not been demonstrated on noise sensitive receivers.</p> <p>Various train speeds have been indicated without a clear direction on the maximum train speed under the casino complex.</p>	<p>The modelling approach adopted for the EA was based on applying the proposed high attenuation track form at more sensitive locations and a standard attenuation track form design at all other locations in order to achieve the design goals with an acceptable margin of safety.</p> <p>The final track form design will be designed by the contractor to achieve the ground-borne noise and vibration design limits.</p> <p>Figure 21 on Page 128 of the Noise and Vibration Technical Paper indicates that the speed is variable under the casino complex and will be up to 76km/h at track chainage 3.5km (opposite the Lyric Theatre).</p>



Casino Authority Issue	Sydney Metro response
<p>The proposed high attenuation track form could have a level of risk that the low levels may not be achieved. The best option is a rail track system with train rails fixed to a floating concrete slab with attenuation barriers.</p>	<p>Refer to Items 13 and 14, which Resolves requested Condition 6</p>
<p>The depth of the proposed tunnel alignment could result in risks such as building damage. By increasing the depth of the tunnels the ground borne noise and vibration issues from construction and rail operation could also be reduced. The EA doesn't examine these advantages of lower tunnel depths.</p> <p>The tunnel should be lowered further below the car park level of the casino.</p>	<p>Differential settlement has been addressed in a construction agreement between Sydney Metro and Star City. This agreement has been based on an extensive engineering assessment jointly undertaken by Sydney Metro and Star City. Meets the requested Condition 7.</p> <p>The EA assessment indicates that the ground-borne noise and vibration limits can be achieved for the proposed alignment.</p>
<p>Alternative 2 is the most acceptable as it has the most generally acceptable results for the casino site.</p>	<p>The EA assessment indicates that the ground-borne noise and vibration limits can be achieved for the proposed alignment.</p>
<p>An option of removing excavated material from the tunnel using a conveyor system to a location away from residential areas should be implemented.</p> <p>Truck movements must be restricted to standard daytime and weekend working hours.</p>	<p>All construction sites generate additional construction traffic with potential impacts. This is the case with the impact of the Star City development on other land uses in the vicinity. A number of alternative options for truck movements will be further scrutinised. Sydney Metro proposes two stakeholder liaison groups be established – the Central Project Coordination Committee (CPCC) and the Traffic and Transport Liaison Group (TTLG).</p> <p>The CPCC will provide a strategic and tactical forum for ensuring metro construction works are coordinated with other development and public works; and will aim to mitigate impacts on events, local business, residents, and CBD visitors by ensuring that construction impacts arising from the Stage 1 are integrated and balanced against the construction impacts of wider redevelopment and other changes occurring within the CBD.</p> <p>The TTLG will ensure that all relevant traffic and transport management authorities, including the RTA and relevant councils, are aware of the proposed construction activities, upcoming works and related transport implications and have the opportunity to comment on the mitigation measures proposed prior to the start of construction.</p> <p>It is proposed that the TTLG would undertake the consultation functions which would otherwise occur at forums such as council traffic committees, when determining traffic management measures to be put in place to manage construction activities.</p> <p>Resolves requested Condition 9.</p>

3.13 City of Sydney Council submission

No.	City of Sydney Issue	Sydney Metro response
Project Justification		
<i>Project Alternatives</i>		
1.	Environmental Assessment (EA) does not adequately demonstrate that a metro network is an appropriate metropolitan-level transport investment.	A metro network for Sydney is supported by the State Plan and the Metropolitan Strategy. It is also noted that Objectives 3.1 and 3.2 in Council’s Sustainable Sydney 2030 include actions that support the development of Sydney Metro.
2.	EA has not demonstrated that the proposed scheme is the most effective scheme, against potential alternatives.	Chapter 5 of the EA describes alternatives to Stage 1 of the Sydney Metro Network, noting that Stage 1 (Central to Rozelle) would be the enabler for a larger network.
3.	By extending the Metro to the proposed West Metro Station location in Broadway (near Sydney University), patronage would be increased with minimal additional cost.	Agree. However, the development of Stage 1 is linked to available funding and the ability to deliver additional mass transit capacity where it is needed most – in and around the CBD. Support for Stage 2 towards Broadway/Sydney University and beyond is noted.
4.	An extension to Drummoyne would allow buses to be turned around and provide more services to North West Sydney.	Agree. However, the development of Stage 1 is linked to available funding and the ability to deliver additional mass transit capacity where it is needed most – in and around the CBD. Support for the future extension to the north west towards Drummoyne and beyond is noted.
5.	The EA does not provide alternative options for the choice of an inner city depot location.	Chapter 5.6 of the EA notes that the preferred alignment of the CBD metro dictated that the only possible location for the stabling and maintenance depot would be at the former Rozelle Marshalling Yard site. There are no other areas along the proposed route with the capacity to accommodate the depot. It is also a desirable location for operational reasons.
6.	As the EA does not adequately discuss alternatives it is not clear whether they have been evaluated and rejected or ignored. As no details of the costs of the Metro are provided, it is also unclear whether the Reference Design is cost effective.	Relates to depot – see above.



No.	City of Sydney Issue	Sydney Metro response
7.	The City of Sydney has presented concepts for alternatives which could improve the effectiveness or reduce the cost of the Sydney Metro.	<p>The need for an underground bus interchange at Rozelle is not warranted. Effective bus transfer is provided at Rozelle via on street bus stops and a bus bay.</p> <p>Options to use the Iron Cove Bridge for extensions to the north west could be considered. However, capital cost could not necessarily be anticipated and there would be significant environmental impacts.</p> <p>Support for Stage 2 towards Broadway/Sydney University and beyond is noted.</p>

No.	City Of Sydney Draft Conditions Of Consent	Sydney Metro response
Project Justification		
<i>Project Alternatives</i>		
8.	That consent shall not be granted until an economic analysis and assessment of alternative options is completed, placed on public exhibition, and public comments responded to, to the satisfaction of the Director General.	<p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>The EA is considered adequate to inform the Minister for Planning in making a determination.</p>
9.	That consent shall not be granted until an analysis of an extension to Broadway (near Sydney University) and Drummoyne is completed, placed on public exhibition, and public comments responded to, to the satisfaction of the Director General.	<p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>Sydney Metro is seeking approval for Stage 1 (Central to Rozelle) of the Sydney Metro Network. Notwithstanding, Sydney Metro has lodged a Project Application for Stage 2 (Central to Westmead) and is currently preparing an Environmental Assessment. Extensions of the network to the north west from Rozelle would be the subject of future project applications.</p>

No.	City of Sydney Issue	Sydney Metro response
Project Justification		
<i>Demand Forecasting/Modelling</i>		
10.	The EA does not give any detail as to the basis for, and the robustness of, the passenger forecasting.	See section 4.6.2, which summarises the forecasting methodology, underlying assumptions, and the forecasting results.
11.	Patronage forecasts do not contemplate the situation of the Sydney Metro being extended by the West Metro (or other stages in Metro extension).	See section 4.6.2, Table 4.1, which provides patronage estimates for the Metro Stage 1, as well as for Metro Stage 1 extended with Stage 2, and for Metro Line 1 (from Parramatta/Westmead, via Sydney CBD towards the north west).

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
Project Justification		
<i>Demand Forecasting/Modelling</i>		
12.	a) That consent shall not be granted until a calibration report for the patronage model is completed and placed on public exhibition, and public comments responded to, to the satisfaction of the Director General.	<p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>The EA is considered adequate to inform the Minister for Planning in making a determination. Further patronage work associated with Stage 2 and the future Metro Network is an ongoing task.</p>

No.	City of Sydney Issue	Sydney Metro response
Project Justification		
<i>Traffic and Pedestrian Modelling</i>		
13.	There has been limited traffic and no pedestrian modelling reported in the EA. Key assumptions that are not stated include the modelled years; extent and timing of proposed network extensions, fuel prices, land use and demographic changes.	<p>Traffic and pedestrian modelling has been undertaken to inform the reference design and the EA. Traffic modelling reported in the EA has been undertaken in accordance with the Director-General's Requirements and in consultation with the RTA using PARAMICS.</p> <p>Pedestrian modelling has been undertaken to inform the station design</p>



		using static analysis and MASSMOTION.
14.	The end state modelling that has been completed should be reported.	As above. The results of traffic and pedestrian modelling and proposed “end state” at each station locality is reported in Technical Paper 1.

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
Project Justification		
<i>Traffic and Pedestrian Modelling</i>		
15.	<p>a) That the Director General require full Paramics modelling of the end state of the project including:</p> <ul style="list-style-type: none"> i. Reductions in vehicle traffic due to mode shift; ii. Reductions in bus numbers in the CBD associated with the project; iii. Light rail extension on Sussex St, Hickson Road and George St iv. The City's proposals for cycleway; pedestrian improvements and traffic calming around the project sites. <p>b) That deferred commencement consent be granted subject to a calibration and validation report to the RTA's guidelines for Paramics modelling being prepared and placed on public exhibition, and public comments responded to, to the satisfaction of the Director General .</p>	<p>a) The Director General's requirements did not state a requirement for PARAMICS modelling.</p> <p>b) Sydney Metro considers this condition to be unreasonable and unacceptable</p>
No.	City of Sydney Issue	Sydney Metro response
General Construction Impacts		
16.	Coordination of works within the City of Sydney may minimise the overall traffic impact on City and should be more fully investigated.	<p>Agree. Sydney Metro proposes two stakeholder liaison groups be established – the Central Project Coordination Committee (CPCC) and the Traffic and Transport Liaison Group (TTLG).</p> <p>The CPCC will provide a strategic and tactical forum for ensuring metro construction works are coordinated with other development and public works; and will aim to mitigate impacts on events, local business, residents, and CBD visitors by ensuring that construction impacts arising from the Stage 1 are integrated and balanced against the construction impacts of</p>



No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
		<p>wider redevelopment and other changes occurring within the CBD.</p> <p>The TTLG will ensure that all relevant traffic and transport management authorities, including the RTA and relevant councils, are aware of the proposed construction activities, upcoming works and related transport implications and have the opportunity to comment on the mitigation measures proposed prior to the start of construction.</p> <p>It is proposed that the TTLG would undertake the consultation functions which would otherwise occur at forums such as council traffic committees, when determining traffic management measures to be put in place to manage construction activities.</p>
17.	<p>Pedestrian capacity has been analysed using the Highway Capacity Manual - It is unlikely that this approach adequately caters for bi-directional pedestrian traffic and conflicting pedestrian movements</p>	<p>HCM capacities adopted allow for bi-directional flow, generally 50/50 split and for the effects of upstream platooning eg as a result of signal operation. Observations indicate that pedestrian movements at building entries adjacent to the work areas would not generate significant cross movements on the walkways.</p> <p>The pedestrian flows analysed are conservatively high, being based on an accumulation of surveyed flows on Martin Place and on rail station access and MLC stairways, i.e. some double counting of pedestrians moving from the surface level to stairways/ MLC entry is included.</p> <p>The Capacity Manual provides a useful and appropriate guide to managing pedestrian movements in a range of situations.</p>
18.	<p>The EA contains inadequate information about relocation of impacted Bus and Coach Operations in and around Central station. These will need to be addressed in greater detail as part of the Construction Traffic Management Plans.</p>	<p>Statement of Commitment No.12 establishes a joint design review group to resolve these issues. Sydney Metro and RailCorp are working together with other stakeholders to determine the management of bus, coach and taxi services during construction.</p> <p>Sydney Metro will require contractors to complete Construction Traffic Management Plans, Construction Traffic Control Plans, and Road Occupancy Licences (ROLs).</p>

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
		<p>The TMPs & TCPs will address the following:</p> <ul style="list-style-type: none"> • Measures to protect pedestrians and maintain surface public transport services during the works. • Measures to manage traffic flows through and surrounding the construction routes, including regulatory and direction signposting, line marking and variable message signs. • Identify any mitigation measures to improve the efficiency of traffic and pedestrian movement and conditions. • Take into account both regional and local transport impacts.
19.	The existing taxi ranks in operation around Central Station are all located on State Rail Authority land. The EA does not adequately consider the need to relocate these ranks or investigate alternative locations.	As per 18.
20.	EA does not adequately consider the knock on pedestrian impacts	As per 18.
21.	TTLG will need to have suitable representation by the core Sydney Traffic Committee (STC) members	The TTLG will comprise representatives from relevant agencies most likely limited to a maximum of two officers per agency.
22.	A representative from the Traffic Operations Unit must attend all meetings of the TTLG to discuss any works impacting on the City of Sydney local government area.	Agree.
23.	Any proposal that requires the agreement of the STC should be submitted in writing to the Traffic Operation Unit at Council – 8 weeks before the date of the STC meeting.	<p>The construction program for the Stage 1 Metro is such that matters will need to be dealt with expeditiously. It is unlikely the suggested 8 week requirement could be satisfied.</p> <p>TTLG processes and timings will be agreed post approval.</p>
24.	TMPs are proposed to be reviewed by the Proponent on a regular basis during construction	Monitoring of construction traffic and potential general traffic impacts is proposed throughout construction and delivery phases, to manage and respond appropriately to adverse traffic impacts.
25.	City of Sydney should be given opportunity to comment on these revisions. It is imperative that the City of Sydney is given an opportunity to review the Construction TMPs	Review of the Construction TMPs would occur via the TTLG. Refer to 23.





No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
26.	The FTMP proposes that these plans will be approved by the TTLG; this is only acceptable if the City of Sydney Traffic Operations Unit has a defining say at TTLG meetings.	As per 23, noting that the process and determining roles of the TTLG would be subject to agreement between participating parties.
27.	It may be possible to permit construction activities 24 hours/7days a week provided work is underground, there are no unreasonable above ground noise impacts	Agree.
28.	Traffic Operations Unit has concerns over the Licences being issued for 3 years, it is considered more appropriate to deal with these on a case by case basis.	This request is acknowledged. Further discussion and consideration is required.
29.	All relocations of bus stops will require the agreement of the State Transit Authority (STA)	Agree. The STA would be represented on the TTLG.
30.	All Over Dimension or Over Mass Vehicles on State Roads will require the approval of the RTA	Agree. The RTA would be represented on the TTLG.
31.	All Over Dimension or Over Mass Vehicles on Local and Regional Roads will require the agreement of the Council's Traffic Operations Unit and will require a referral to the STC	Agree. The Council would be represented on the TTLG.
32.	Where possible, footways are to remain unobstructed. A minimum footway width of 3m should be maintained at all times.	The FTMP and TMPs identify safe pedestrian footway widths. In some cases widths of less than 3m would be required.
33.	If the closure of footways is required a pedestrian management plan will need to be submitted to the City's Operations Unit for assessment and approval prior to implementation of the footway closure.	As per 18. Construction Traffic Management Plans include pedestrian arrangements during construction.
34.	Removal of on-street parking spaces should be kept to a minimum. Any displaced parking (Loading Zones, Taxi Rank, Bus Stops etc.) should be reallocated into nearby streets.	<p>Proposed changes to existing kerb controls will be kept to a minimum. However, in some temporary or permanent kerb occupancies, it may not be possible to reallocate kerb space to another location and provision of off-street car parking may actually contradict the stated project goals of promoting the most efficient and sustainable mode of access.</p> <p>Once the exact extent of workzone required at any onetime is identified, it may be practical to maintain a small number of loading spaces, which would be progressively relocated as the workzone shifts. This level of detail</p>

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
		will be provided at the construction phase.
35.	City of Sydney will not provide on street parking for construction related vehicles	<p>Sydney Metro will require the contractor to complete Construction Traffic Management Plans, Construction Traffic Control Plans, and Road Occupancy Licences (ROLs). These will be submitted to the RTA for approval, as required in accordance with NSW legislation.</p> <p>Due to restricted space with the worksites there may be requirements for some on road parking / waiting / unloading by construction traffic. The contractor will be required to complete a Road Occupancy Licences (ROLs) for any dedicated street truck queuing areas if necessary. This will be submitted to the RTA for approval, as required.</p> <p>During times of continuous construction traffic activity, it is likely that a trucks will use a truck call forward areas, and a truck call-up system be used to assist construction traffic management and minimise disruption to road users.</p>
36.	The applicant must include considerations of a truck call up system in TMPs	Agree. This initiative has been identified in the Appendix E to Technical Paper 1.
37.	It is recommended that the Proponent prepares an overarching Construction TMP which will address the cumulative impacts.	A Framework TMP was prepared and presented in Technical Paper 1. Refer to 16 for ongoing actions.
<i>Central Station</i>		
38.	Private bus and coach activities will all need to be considered at Central Station	Agree. Sydney Metro and RailCorp are working together with other stakeholders to determine the management of bus, coach and taxi services during construction.
39.	Any relocation of taxi zones onto public streets will require a referral to the STC	Refer to 38.
40.	Proponent should liaise with the City to ensure that construction processes do not hinder the installation of planned cycleways.	Agree. Refer to 16.
41.	Where possible, footways and pedestrian walk ways are to remain unobstructed	Agree. Refer to 33.



No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
42.	At Central The applicant must liaise with the SRA to ensure displacement of parking and access to the country platforms is suitably managed.	Agree. Refer to 18.
<i>Town Hall</i>		
43.	Pitt Street is the main coach route - Any reduction to the road width of Pitt Street will need to consider these operations.	Agree.
44.	The reallocation of the taxi rank into a nearby street should be in consultation with the Taxi Council of NSW	Agree. The Taxi Council of NSW would be represented on the TTLG.
45.	Special attention needs to be given to truck access to ensure pedestrian safety	Agree.
46.	Loading should not take place in or near Town Hall Square, including 307 Pitt Street	Noted
47.	The work site in Pitt Street requiring trucks to travel through to Market Street needs to be reviewed in detail.	Noted.
<i>Martin Place</i>		
48.	Any temporary road closures in the surrounding streets during the events will require a referral to the STC	It is anticipated that the TTLG would ensure any temporary road closures in the surrounding streets during the events are agreed with relevant parties.
49.	Access to Martin Place station needs to be re-examined to ensure safety and alternative access locations should be identified in order to plan for increased patronage.	<p>The operational pedestrian access arrangements at Martin Place are described in the EA. Whilst aspects of the design will be subject to further consultation, alternate access points are not proposed.</p> <p>As noted in Chapter 5.3 of the EA, the inherent features of the Stage 1 project enable the potential future extension of the metro and the delivery of other major projects potentially influenced by metro, including CityRail network improvements.</p>

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
50.	The Proponent should continue to liaise with Sydney Buses to ensure the construction site has a minimal impact on bus operations	The STA would be represented on the TTLG.
51.	Prior to applying for changes to Taxi Zones, the Proponent must submit evidence of agreement for the change from the NSW Taxi Council.	The NSW Taxi Council would be represented on the TTLG.
52.	The Proponent should liaise with the City to ensure the applicant's construction processes do not hinder the installation of planned cycleways.	Agree.
53.	Martin Place - The City is concerned about the adverse impact the Construction site will have on pedestrian movements.	<p>Noted. Review of the Construction TMPs would occur via the TTLG.</p> <p>The TMPs & TCPs will address the following:</p> <ul style="list-style-type: none"> • Measures to protect pedestrians, cyclists and public transport services. • Measures to manage traffic flows through and surrounding the construction routes, including regulatory and direction signposting, line marking and variable message signs. • Mitigation measures to improve the efficiency of traffic and pedestrian movement and conditions, including cycleways. <p>Monitoring of construction traffic management is proposed throughout construction and delivery phases, to manage and respond appropriately to adverse impacts.</p> <p>The suggested 4.5 metre wide pedestrian access ways on either side of the worksite in Martin Place is consistent with and in some cases better than that adopted on a regular basis in the Amphitheatre of Martin Place.</p>
54.	Peak pedestrian periods, such as the lead up to Christmas, and during events in Martin Place, may require special arrangements to be made for pedestrians. The Proponent should continue liaising with the City to ensure these periods can be suitably managed.	<p>Agree. Refer to 16.</p> <p>A new Statement of Commitment (No.9A) regarding event management has been proposed.</p>
55.	Concerns with the large footprint of the Martin Place construction site which will have reducing the pedestrian corridors.	Refer to 53.



No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
56.	During construction, the removal of on-street parking spaces should be kept to a minimum	Agree.
57.	Any changes to parking in the vicinity of MLC tower will require Australian Federal Police security clearance and approval	Noted. In terms of building security, generally a reduction in parking at entry points is an advantage.
<i>Barangaroo-Wynyard</i>		
58.	Routes and closures: The main concern is at the Margaret, Napoleon and Kent Streets intersection. Details of such arrangements need to be examined before any determination can be agreed to by the City of Sydney	It is anticipated that the TTLG would resolve these issues
59.	The closure of Shelley at Sussex Street would increase traffic congestion in Shelley Street. It is therefore recommended that the TMP be reviewed to provide one northbound traffic lane in Shelley Street to Sussex Street.	It is anticipated that the TTLG would resolve these issues
60.	If the applicant proposes to temporarily close Shelley Street during construction, then a safe turn around area must be provided at the dead end in Lime Street at Shelley Street.	It is anticipated that the TTLG would resolve these issues
61.	The reduction of Margaret Street from 4 to 3 lanes will have an impact on traffic access and induce traffic delays in the area. This will impact on bus operations. Arrangements should be re-considered. The relocation of bus zones must be discussed with and agreed to Sydney Buses.	Council officers have previously expressed their support for the suggested initiatives in Margaret Street. The traffic modelling reaffirms that the proposed traffic capacity reductions would be feasible. The STA would be represented on the TTLG.
62.	Taxi ranks in Sussex Street, Carrington Street and Shelley Street will be impacted - Any relocation of taxi zones must be discussed with NSW Taxi Council.	The NSW Taxi Council would be represented on the TTLG.
63.	The work sites will need to be clear of materials to ensure sight distance is maintained for cyclists.	CTMPs would address this requirement.
64.	Footpaths should remain open wherever feasible, or a reasonable safe alternative path be provided for pedestrians.	CTMPs would address this requirement.

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
65.	The control of vehicles entering the sites at Barangaroo/Wynyard will need to be managed by traffic controllers for pedestrians at cross over points.	Agreed.
66.	Removal of parking, and impacts on pedestrian access, bus operations and intersections in the area located adjacent to the International Cruise Terminal should be minimised.	Noted.
67.	Proposed loss of on-street parking related to this TMP may have a significant impact on servicing of the businesses in the northern part of the City. It is recommended that the Proponent review the TMP to minimise loss of parking to businesses.	It is anticipated that the TTLG would resolve these issues.
68.	The relocation and removal of loading zones and other parking restrictions must be in consultation with adjoining businesses and RailCorp.	RailCorp would be represented on the TTLG. Consultation with businesses would be ongoing to ensure safe access and servicing is maintained.
69.	The removal of right turn ban in Sussex Street to KPMG building (not Macquarie Bank building) must be in consultation with the building management and have regard to safety implications.	Consultation with businesses would be ongoing to ensure safe access and servicing is maintained. In addition, these matters will be addressed as per the Statement of Commitments, items 51 and 52.
70.	York lane - the proposed traffic arrangements in the lane would need to be reviewed and an alternative proposal prepared.	Use of York Lane during construction will be required in order to successfully construct the Metro station. Measures to minimise impacts would be further developed and approved through the TTLG.
Pymont		
71.	The Construction TMP for Pymont must take into account any current approved Star City works and also any potential future conflicts.	Agree.
72.	All construction processes are to have minimal impact on existing and proposed cycle routes	Agree.
73.	all efforts must be made to retain parking spaces in Pymont	Noted. The hierarchy of access adopted for planning of metro stations gives priority to the most efficient and sustainable transport modes. In some locations there will be a permanent loss of parking in order to integrate

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
		<p>each metro station with the current and future urban context and public transport infrastructure networks, to facilitate interchange; encourage walking, cycling and public transport usage; and create a customer journey that is seamless and intuitive from trip origin to destination.</p> <p>The rationale for precinct works is discussed within Technical Paper 1 Transport and Traffic (6).</p> <p>During construction, once the exact extent of workzones required at any onetime are identified, it may be practical to maintain a small number of spaces, which would be progressively relocated as the workzone shifts. This level of detail will be provided at the construction phase.</p>
74.	The City of Sydney does not consider Union Square to be suitable for westbound truck access. Alternative access which does not make use of Union Square (e.g., via Miller Street) should be investigated.	<p>The proposal to route trucks westbound through Union Square is feasible but would need to be managed by traffic controllers to prevent conflict with pedestrians and other road users</p> <p>This can be subjected to closer scrutiny through the TTLG.</p>
75.	It is suggested that the alternate truck routes via Harris Street should be limited to off-peak periods only.	<p>This could potentially adversely impact the Stage 1 Metro program. Sydney Metro needs to retain the flexibility of using Harris Street for peak period trucking if required.</p>



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General Construction Impacts		
76.	<p>Town Hall Station</p> <p>a) Prior to any occupation of the carriageway the Proponent must submit a traffic management and traffic control plan to the Sydney Traffic Committee, via the City of Sydney's Traffic Operations Unit, for approval. Fees and charges for occupation permits and assessments shall be borne by applicant.</p> <p>b) The Proponent must make an application to the Sydney Traffic</p>	<p>The construction program for the Stage 1 Metro is such that matters will need to be dealt with expeditiously. It is unlikely the suggested 8 week requirement could be satisfied.</p> <p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>The establishment of specific restrictions at this stage of the process is not</p>

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	<p>Committee for any temporary road closure a minimum 60 days prior to date of the road closure.</p> <p>c) Loading must not take place in or near Town Hall Square, including 307 Pitt Street.</p> <p>d) Truck routes are subject to the following:</p> <p>i. Detailed, site specific traffic control plans are to be provided to the City of Sydney's Traffic Operations Unit for comment prior to approval.</p> <p>ii. A maximum of 2 truck movements to or from the site are to take place between 7am and 9am and 4pm and 6pm Monday to Friday due to heavy pedestrian and vehicle movements on City Streets during these time periods.</p> <p>iii. Truck movements are to be kept to a minimum between 10pm and 6am every day.</p> <p>iv. Truck movements outside these hours must be approved by the City of Sydney's Construction Regulation Unit.</p> <p>v. No truck movements are to be undertaken on public holidays without prior approval of the Sydney Traffic Committee and the City of Sydney's Construction Regulation Unit.</p>	warranted.
77.	<p>Martin Place station</p> <p>a) Truck routes are subject to the following:</p> <p>i. Detailed, site specific traffic control plans are to be provided to the City of Sydney for assessment.</p> <p>ii. A maximum of 4 truck movements to or from the site take place between 7am and am and 4.45pm and 6pm Monday to Friday due to heavy pedestrian and vehicle movements on City Streets during these time periods.</p> <p>iii. Truck movements are to be kept to a minimum between 10pm and 6am every day.</p> <p>iv. Truck movements outside these hours must be approved by the City of Sydney's Construction Regulation Unit. .</p>	Refer to 76.





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	<p>v. No truck movements are to be undertaken on public holidays without prior approval of the Sydney Traffic Committee and the City of Sydney's Construction Regulation Unit.</p>	
78.	<p>General</p> <p>a) The proponent is to assess footpath capacity using Fruin methodology, with model output to include densities, levels of service and friction level with mitigation measures to be agreed by the TTLG.</p> <p>b) CHANGES TO KERB SIDE PARKING RESTRICTIONS: The applicant must get agreement from the TTLG for all kerb side parking restriction changes. The applicant must undertake a letter box drop informing nearby properties of the changes. This letter box drop will as a minimum require information to be sent to all the properties within the block the proposed changes are to happen within, larger areas may need to be considered depending on the considered impact of the change. The number of properties to be notified can be determined on a case by case basis and will need to gain agreement from the TTLG. The notification must be undertaken a minimum of 7 days, preferred period of 14 days, before the kerb side parking changes are put into effect. All costs are to be borne by the applicant.</p> <p>c) VEHICLES ENTER/LEAVE IN FORWARD DIRECTION: All vehicles must always be driven onto and off the site in a forward direction.</p> <p>d) SIGNS AT EGRESS: The following signs must be provided and maintained within the site at the point(s) of vehicular egress:</p> <p>i. compelling drivers to stop before proceeding onto the public way</p> <p>ii. compelling drivers to "Give Way to Pedestrians" before crossing the footway; or compelling drivers to "Give Way to Pedestrians and Bicycles" before crossing a footway on an existing or identified shared path route</p>	<p>Sydney Metro considers this condition to be unreasonable and unacceptable. Whilst the principles below are generally acceptable, the establishment of specific restrictions at this stage of the process is not warranted.</p> <p>B) Agree that the TTLG is the appropriate forum to seek agreement for changes to kerb side parking restrictions.</p> <p>c) This is the approach being applied across the project</p> <p>d) Noted.</p> <p>e) Noted. The role of the Sydney Traffic Committee in the context of the proposed TTLG has yet to be confirmed.</p> <p>f) Agree.</p> <p>g) Agree.</p>

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	<p>e) TRAFFIC WORKS: Any proposals for alterations to the public road, involving traffic and parking arrangements, must be designed in accordance with RTA Technical Directives and must be referred to and approved by the Sydney Traffic Committee prior to any work commencing on site.</p> <p>f) ASSOCIATED ROADWAY COSTS: All costs associated with the construction of any new road works including kerb and gutter, road pavement, drainage system and footway shall be borne by the developer. The new road works must be designed and constructed in accordance with the City's "Development Specification for Civil Works Design and Construction".</p> <p>g) COST OF TRAFFIC MANAGEMENT: All costs associated with signposting for any kerbside parking restrictions and traffic management measures associated with the development shall be borne by the developer.</p> <p>h) LOADING AND UNLOADING DURING CONSTRUCTION: The following requirements apply:</p> <p>i. All loading and unloading associated with construction must be accommodated on site.</p> <p>ii. A Works Zone is required if loading and unloading is not possible on site. If a Works Zone is warranted an application must be made to Council at least 8 weeks prior to commencement of work on the site. An approval for a Works Zone may be given for a specific period and certain hours of the days to meet the particular need for the site for such facilities at various stages of construction. The approval will be reviewed periodically for any adjustment necessitated by the progress of the construction activities.</p> <p>iii. The structural design of the building must permit the basement and/or the ground floor to be used as a loading and unloading area for the construction of the remainder of the development.</p> <p>iv. If, during excavation, it is not feasible for loading and unloading to take place on site, a Works Zone on the street may be</p>	<p>h) This restriction may not be possible at all sites. There will be times during the early phases of construction when some loading or unloading takes place kerbside within a Works Zone.</p> <p>i) Agree. However, a council notice to stop work would not be applicable to the project.</p> <p>j) This restriction may not be possible at all sites.</p> <p>k) Agree, with agreement via the TTLG.</p> <p>l) Agree</p> <p>m) Agree</p> <p>n) Noted, for consideration via the TTLG.</p> <p>o) Agree, with agreement via the TTLG.</p>



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	<p>considered by Council.</p> <ul style="list-style-type: none"> v. In addition to any approved construction zone, provision must be made for loading and unloading to be accommodated on site once the development has reached ground level. i) NO OBSTRUCTION OF PUBLIC WAY: The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances. Non-compliance with this requirement will result in the issue of a notice by Council to stop all work on site. j) ACCESS DRIVEWAYS TO BE CONSTRUCTED: Approved concrete driveways are to be constructed for all vehicular access to the construction site in accordance with the requirements of Council's "Driveway Specifications" to the satisfaction of Council. k) USE OF MOBILE CRANES: The following requirements apply: <ul style="list-style-type: none"> i. For special operations including the delivery of materials, hoisting of plant and equipment and erection and dismantling of on-site tower cranes which warrant the on-street use of mobile cranes, permits must be obtained from Council for the use of a mobile crane. The permits must be obtained 48 hours beforehand for partial road closures which, in the opinion of Council will create minimal traffic disruptions and 4 weeks beforehand in the case of full road closures and partial road closures which, in the opinion of Council, will create significant traffic disruptions. ii. Mobile cranes operating from the road must not be used as a method of demolishing or constructing a building. v. Special operations and the use of mobile cranes must comply with the approved hours of construction. Mobile cranes must not be delivered to the site prior to 7.30am without the prior approval of Council. l) TRUCK ROUTES: The approved truck route plan shall form part of the contract and must be distributed to all truck drivers. 	<p>p) Noted, the traffic controllers will ensure that trucks passing over a pedestrian footpath or other pedestrian facility do so in a safe manner.</p> <p>It may be necessary for the traffic controllers to stop pedestrians from walking in front of an oncoming truck for safety purposes</p>

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	<p>m) TRAFFIC CONTROL PLANS: All Traffic Control Plans must comply with Australian Standards 1742.3 and RTA's Traffic Control At Work Sites Guidelines and must be prepared by a Certified Traffic Controller.</p> <p>n) TRUCK SIZE RESTRICTIONS: The applicant must provide council with details of the largest truck that will be used during the demolition, excavation and construction, prior to the start of any work on site and obtain approval from City's Construction Regulation Unit for the use of this vehicle. NOTE: No dog trailers to be used without City's Construction Regulation Unit approval.</p> <p>o) OBSTRUCTIONS ON PUBLIC LAND:</p> <p>i. The developer must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.</p> <p>ii. No queuing or parking is permitted in any public road.</p> <p>iii. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area.</p> <p>iv. The City will not provide on street parking for none construction related vehicles, for example. Staff parking, trade's vehicles etc.</p> <p>p) MOVEMENT PRIORITIES:</p> <p>i. Any Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. The Roads Act does not give any special treatment to trucks leaving a construction site - the vehicles already on the road have right-of-way so that every vehicle leaving a site MUST wait until a suitable gap in traffic allows them to exit. Secondly Trucks are not (at no time) allowed to reverse into the site from the road for safety reasons.</p> <p>ii. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. at all times the</p>	





No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	<p>pedestrians have right-of-way on the footpath not the trucks.</p> <p>q) OTHER APPROVALS:</p> <ul style="list-style-type: none"> i. Physical barriers to control pedestrian or traffic movements need to be determined by the Construction Regulations Unit prior to commencement of work. ii. Any temporary adjustment to a Bus Stop, Bus Lanes or Passenger waiting areas will require the applicant to liaise with Sydney Buses and obtain approval from the STA prior to commencement of works. Any costs associated with re-routing services or relocating stops must be borne by the applicant. The temporary changes may require a referral to the Sydney Traffic Committee. iii. Traffic Signal operation and their phasings are under the jurisdiction of the Roads and Traffic Authority. Any temporary alteration to the signals or their phasing must be approved by the RTA prior to the commencement of works iv. The developer must apply to the Construction Regulations Unit to organise appropriate approvals for cranes and barricades etc. v. The developer must apply to Construction Regulations Unit to organise appropriate approvals for hoarding prior to commencement of works. vi. All loading and unloading must be within the development site or at an approved "Works Zone". vii. The developer must apply to the Work Zones Co-ordinator to organise appropriate approvals for the Work Zones. <p>r) SURCHARGE: Evaluation of the City pavements on all proposed truck routes should be undertaken as a basis for determination of the physical impact of the additional truck movements and calculation of a resultant maintenance surcharge to be paid to the City.</p>	

No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
Operational Transport Impacts And Interactions		
<i>Coordination</i>		
79.	<p>a) The proponent will form a working party or committee with relevant authorities including the City of Sydney, NSW Transport and Infrastructure, RailCorp, and the Roads and Traffic Authority, to develop, fund and implement CBD wide changes to support the project. The working party or committee will, on an ongoing and timely basis, review and improve the design and operations of Sydney Metro, and respond to significant changes, such as integrated ticketing. Such a committee should be chaired by the City of Sydney and comprise officers from the Department of Transport and Infrastructure and the Department of Planning.</p> <p>b) TTLG will have suitable representation of the core Sydney Traffic Committee members and representatives from the RTA, STA, Police, contractor(s), taxi council, Emergency Services, Ambulance, Fire Brigade and communications.</p> <p>c) The members of the TTLG will be submitted to the STC to gain agreement for the TTLG to be given the powers of the STC, thereby allowing decisions to be made without a separate submission to the STC.</p> <p>d) A representative from the City of Sydney Traffic Operations Unit will be invited to attend all meetings which discuss any works which will have an impact on the City of Sydney local government area.</p>	<p>a) Sydney Metro will not establish a working party or committee to develop, fund and implement CBD wide changes within the City of Sydney. This task is better placed with Council or the Department of Planning. Should such an initiative be implemented, Sydney Metro would be a key stakeholder.</p> <p>Many of the issues raised by Council would be considered as part of the Station Plan process. The Station plans will be submitted to Department of Planning for approval.</p> <p>b) Agree.</p> <p>c) Agree.</p> <p>d) Agree.</p>



No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
Operational Transport Impacts And Interactions		
<i>Coordination</i>		
80.	<p>a) Prior to the commencement of the TTLG all information that requires the agreement of the Sydney Traffic Committee should be submitted in writing to the City of Sydney's Traffic Operations Unit.</p> <p>b) Where approval is required from the City of Sydney, all reports and plans must be submitted to the Traffic Operations Unit at least 8 weeks before the date of the Sydney Traffic Committee meeting.</p>	<p>a) Refer to 16.</p> <p>b) Refer to 16.</p>

No.	City of Sydney Issue	Sydney Metro response
Operational Transport Impacts And Interactions		
<i>Network Integration</i>		
81.	The EA indicates approx. 30% buses across Anzac Bridge could be reduced, but modelling shows 61% of passengers would transfer from buses.	Transfer of passengers from bus does not equate directly to a reduction in bus numbers. Further, bus services to the CBD may be reviewed by operators following the commencement of operations.
82.	The EA should quantify the likely economic impact on the existing light rail operation.	Economic analysis of the project has been conducted in accordance with the NSW Treasury guidelines. The EA, including the consideration of social, economic and land use Implications, is in accordance with the Director-General's Requirements and is considered adequate to inform the Minister for Planning in making a determination.
83.	The metro must make provision for bicycles to be carried on train carriages. Reasons such as evacuation risk and congestion are unfounded compared with the potential increase in transport catchments.	To realise the potential transport catchment benefits, at all times, folded bicycles are allowed in metro stations and on metro services, in the folded condition as luggage. Bicycle parking will be provided at each metro station to allow cyclists to secure non-folding or "traditional" bicycles and continue their journey by metro.

No.	City of Sydney Issue	Sydney Metro response
		<p>Non-folding or “traditional” bicycles are not comparable to mobility aids for the disabled (DDA 1992) and as such should not preclude the use of facilities provided for persons with a disability.</p> <p>Technical Paper 1 notes that deep-tunnel metro systems do not allow carriage of bicycle. Research on international deep-tunnel metro systems indicates that bicycles are not allowed at any time (e.g. Stockholm, Singapore, Hong Kong, and Beijing).</p>
84.	the extent and type of real time information on all transport modes is not given in the EA.	The extent and type of real time service information will be determined by Sydney Metro during the fit-out of the metro -- so as not to preclude the use of emerging technologies.
85.	Sydney Metro proposes that all of its bicycle parking is placed within the public domain -on Council or private property. This is not acceptable.	Sydney Metro does not propose to provide bicycle parking within Council or on private property. Bicycle parking provision for station access will be provided within the station precinct as noted in the EA.

No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
Operational Transport Impacts And Interactions		
<i>Network Integration</i>		
86.	<ul style="list-style-type: none"> a) Provision of easy to understand real time information on bus/metro/rail/light rail services. b) Network modelling will include future stages of Metro expansion as well as likely changes to DBD transport such as:- <ul style="list-style-type: none"> i. Integrated ticketing ii. Light rail extension iii. Development of Barangaroo iv. Development of Carlton United Brewery site v. 2030 traffic calming initiatives. 	<p>This Sydney Metro does not consider that these issues require specific Conditions of Approval.</p> <p>Provision of real time information is addressed above.</p> <p>Future network modelling undertaken will consider a range of parameters, but is not an issue for approval of the Stage 1 project.</p>

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
Operational Transport Impacts And Interactions		
<i>Network Integration</i>		
87.	<p>Integration with buses</p> <ul style="list-style-type: none"> a) That Sydney Metro is required to work with NSW Transport and Infrastructure to ensure that 61 percent of buses are withdrawn from Druitt Street following the opening of the Metro. 	<p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>Whilst this target may be acceptable to STA and NSW Transport & Infrastructure, it is inappropriate to set as a Condition of Approval for the Metro Stage 1 project.</p>
88.	<p>Impact on metro light rail</p> <ul style="list-style-type: none"> a) That the Director General require an economic impact analysis of the Metro proposal on the existing light rail and extensions to Dulwich Hill and central Sydney. 	<p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>Economic analysis of the project has been conducted in accordance with the NSW Treasury guidelines. The EA, including the consideration of social, economic and land use Implications, is in accordance with the Director-General's Requirements, and is considered adequate to inform the Minister for Planning in making a determination.</p>



No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
		The EA addresses the project's integration with existing and proposed transport infrastructure and networks.
89.	<p>Carriage of bicycles</p> <ul style="list-style-type: none"> a) That the Director General requires Sydney Metro to allow Bicycles into the Metro System at all times. b) That the Director General requires Sydney Metro to provide bicycle storage on the metro trains. 	<p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>Sydney Metro's policy on bicycle use has been clearly stated in 83 above.</p>
90.	<p>Provision for bicycles at stations</p> <ul style="list-style-type: none"> a) The Proponent is required to provide bicycle parking within the development. The capacity of this parking should be based on the City's Cycle Strategy and Action Plan 2007-2017 which sets a target of 10 percent of all trips in the City to be made by bike by 2016. The facilities should comply with Aust roads Guide to Engineering Practice Part 14 -Bicycles section 10.3.1 for provision of parking at public transport locations. It must include: <ul style="list-style-type: none"> i. An internal, secure bicycle cage or compound (AS2893.3 class 2) within the station, with easy egress for bicycle riders to and from the street entrance; ii. Short term visitor parking bicycle racks (AS2893.3 class e) near the entrance on Metro land, especially where there is retail or commercial development as part of the station; and iii. Secure parking (AS2893.3 class 2) within the station for employees of Metro and any other businesses in the Metro site as well as end of trip facilities (showers, lockers, etc) for those employees. 	<p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>Sydney Metro's policy on bicycle use has been clearly stated in 83 above.</p> <p>The nominated bicycle parking provision for each station is established to meet the likely demand from metro users. Sydney Metro will provide convenient, safe, secure, weather-protected, visible bicycle parking for each station. Any bicycle parking products are required to meet current Australian Standards.</p>



No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
Social, Economic And Land Use Implications		
<i>Service Quality</i>		
91.	<p>Frequency and operating hours:</p> <ul style="list-style-type: none"> a) Provision of a minimum service frequency and operation hours, including a minimum of 20 hours of operation per day for Sunday to Thursday inclusive, and 24 hours of operation for Friday and Saturday inclusive. b) Frequencies shall be such that there is a significant time and cost advantage for using this system compared to private modes of transport. 	<p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>Operational parameters are clearly identified in Chapter 6.8 of the EA and detailed patterns/frequency are subject to commercial negotiations with the Integrated Metro Operator (IMO).</p>
92.	<p>Real time information:</p> <ul style="list-style-type: none"> a) Real time information on metro and all connecting modes will be widely distributed, both within the metro stations and their walking catchment. Real time information will be freely available online to all third parties, including software developers, for incorporation into mobile wireless devices. 	<p>Detailed design of real time information systems is not available at this time.</p> <p>IMO must provide service information to NSWTI for the Transport Info Line (e.g. 131500) however the technology is not stipulated to take advantage of any near term advances in technology.</p> <p>Additional to the real-time information provided to NSWTI, the metro operator may also elect to make real-time information available for commercial uses at the discretion of Sydney Metro.</p>
93.	<p>Fare, ticketing and timetable integration:</p> <ul style="list-style-type: none"> a) Fares and tickets for the project will be integrated with other modes of public transport, in order to facilitate seamless transfer between modes. 	<p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>Sydney Metro is not in a position to lead an integrated electronic ticketing system for Sydney. However, Chapter 6.8.4 of the EA clearly states that the Metro ticketing system would use the latest automatic fare collection (AFC) technology, and would be a fully gated and paperless. Frequent users would be able to buy and top up Smart Cards. It is intended that the ticketing system would be part of an integrated electronic ticketing system for Sydney and would be interoperable with other transport modes (that is, there would be one single, integrated ticketing system for all of Sydney's public transport).</p>

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
Social, Economic And Land Use Implications		
<i>Service Quality</i>		
94.	<p>Frequency and operating hours</p> <ul style="list-style-type: none"> a) The proponent is required to provide a minimum of 20 hours of operation per day for Sunday to Thursday inclusive, and 24 hours of operation for Friday and Saturday. b) The Director General shall approve service frequencies following public demonstration of the significant time and cost advantage for using this system. 	<p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>Operational parameters are clearly identified in Chapter 6.8 of the EA and detailed patterns/frequency are subject to commercial negotiations with the Integrated Metro Operator (IMO).</p>
95.	<p>Real time information</p> <ul style="list-style-type: none"> a) The proponent is required to: <ul style="list-style-type: none"> i. Provide real time information showing train location and next two trains for each station for any user at no cost. a) Provide real time transfer information for passengers within the system and on the Metro Trains. 	<p>Provision of passenger information is an important issue that Sydney Metro will be developing further. The information requirements will reflect the different operations to other transport services since no timetables are required for metro services.</p>
96.	<p>Fare, ticketing and timetable integration</p> <ul style="list-style-type: none"> b) That the proponent is to provide a ticketing system compatible with the CityRail, Metro Light Rail and Sydney Buses networks. <p>The proponent shall commit to the integration of timetables with complementary modes, particularly during early morning and late evening when frequencies are low.</p>	<p>Sydney Metro considers this condition to be unreasonable and unacceptable.</p> <p>As per response for item 93.</p>



No.	City of Sydney Issue	Sydney Metro response
Social, Economic And Land Use Implications		
<i>Station Design</i>		
97.	EA does not discuss alternative station layouts, locations and potential costs	Chapter 5 of the EA discusses alternate station layouts and locations. The tables in Chapter 5 identify cost (and other) issues associated with station layout/location development.
98.	The supplied architectural drawings are incomplete, uncoordinated and lacking in basic information.	<p>The architectural drawings presented in the Environmental Assessment are at a Reference Design level. It is important to note that some station elements, in particular station entrance locations, may change as a result of design development and feedback from the station master plans</p> <p>The key purposes of the Reference Design are as follows:</p> <ul style="list-style-type: none"> • To enable Sydney Metro to confirm that the proposed performance and technical requirements can be achieved from a technical perspective. • To enable Sydney Metro to validate the feasibility and methodology of the required construction. • To assist Sydney Metro in the identification of key risks/ constraints and environmental assessment issues. <p>The Reference Design drawings achieve these objectives.</p> <p>Further architectural drawings will be provided to Council as the stations designs are further developed.</p>
99.	The location of services and the size of the Metro entry need to be re-assessed having regard to the urban design of Town Hall Square. In particular, vents and services structures should be located within building envelopes. The location of vents in the public domain cannot be contemplated.	Statement of Commitment No.13 establishes a joint design review group that would include Council, to resolve these issues.
100.	Wheelchair accessibility has not been adequately addressed.	Chapter 6 of the EA clearly states the projects commitment to an 'access-for-all' philosophy. All elements of the project would provide disabled access, access for the elderly, and access for parents with young children. The trains and stations would be wheelchair accessible and able to

No.	City of Sydney Issue	Sydney Metro response
		accommodate the needs of people with mobility and sensory impairments.
101.	The materials and finishes of the proposed structures need to be provided.	Detailed design of materials and finishes are not available at this time. Sydney Metro has provided benchmarks of quality of design in the contract documentation and has referred to Sydney City Council's public domain treatments (eg paving type) to ensure consistency with Council's approach.
102.	The City requires clarification of materials and finishes of all architectural elements.	As above
103.	The Reference Design does not give any detail of the new ferry terminal arrangement	The new ferry terminal arrangement at Barangaroo does not form part of the project.
<i>Station Design - Integrated Design -Barangaroo-Wynyard</i>		
104.	Metro interchange at Wynyard - there needs to be detailed study of ways of improving bus and pedestrian circulation.	Noted. Such a study is outside the scope of either Sydney Metro or the BPL works.
105.	Two pedestrian bridges across Sussex St - provision for a travelator - these elements and their effects are not clearly described and need to be assessed in pedestrian modelling.	The Barangaroo Pedestrian Link is clearly described in Chapter 6.6 of the EA. One pedestrian bridge is proposed over Sussex Street as part of the BPL as illustrated to the south of Morton's Hotel, with a clear internal width of 4.5 metres. Pedestrian modelling has been undertaken to establish the required width and likely pedestrian flows. The flows are not anticipated to be sufficient to require travelators on the bridge.
106.	It is considered that the pedestrian / bus arrangements could be improved by the closure of Margaret Street at George Street and the widening of the footpath in Margaret Street.	Noted. Localised footpath widening and changes in road configuration are proposed along Margaret Street. Further works are outside the scope of either Sydney Metro or the BPL works and are a matter for Council. This would not preclude Council pursuing separately negotiations with NSWTI, STA and RTA for additional footpath widening, road closures, or changes in bus operations along Margaret Street. This closure of Margaret Street at George Street is illustrated within the Sydney metro station Plans, for delivery by others, as these works are



No.	City of Sydney Issue	Sydney Metro response
		outside the scope of either Sydney Metro or the BPL works.
107.	The second pedestrian bridge crossing shown over Hickson Road north of Moreton's hotel has not been discussed with the City and would not be supported. As a general note, all pedestrian bridges providing access to Barangaroo should run between public spaces, i.e. not into buildings.	<p>The second bridge over Sussex Street north of Morton's Hotel was identified as part of the Barangaroo Development Consent and has been illustrated within the plans provided to stakeholders including Council.</p> <p>The focus of discussion has been on the provision of a bridge to the south of Morton's hotel in the first instance with the western footings of this southern bridge located within the public domain.</p>
108.	The alignment of the Barangaroo Pedestrian Link in a dog legged manner will disrupt the flow of the large numbers of pedestrians projected to use this.	<p>The design of the BPL the 'Reference Scheme' as illustrated within the EA and Station Plans, is being refined. This to include the provision of: retail at the nodal points of the plaza created east of Morton's Hotel and adjoining Westpac, and at the intersection under Margaret and Clarence Streets; and wider design development in accordance with the safety in design principles (CPTED principles) for the bridge, tunnel and nodal components.</p> <p>Sydney Metro, in response to the opportunity provided by the closure for construction of the existing Kent Street tunnel, undertakes to explore the feasibility of an alternative alignment for the BPL along the alignment of the existing Kent Street tunnel</p> <p>Whilst there is currently some uncertainty as to whether this alternative alignment is feasible, Sydney Metro will continue to seek approval for the existing BPL alignment, in accordance with a new Statement of Commitment (No.11C).</p>
109.	The inclusion of a travelator for the western section of the BPL will cover only half the distance of the tunnel so its functionality is questionable. Its conclusion at the corner of the dog leg will create potential for pedestrian injury.	Refer to 108
110.	The location of the lift on the corner of Kent and Napoleon Streets directly in front of the tram crossings at this intersection will impede accessibility to and from the lift.	Refer to 108

No.	City of Sydney Issue	Sydney Metro response
111.	The separation of the Metro entry at Barangaroo and the pedestrian bridge over Hickson Road should be addressed so there is ease of flow between these.	Refer to 108 and 104
112.	The Metro services building at Barangaroo must have active retail or commercial uses to all street frontages.	This will be considered as part of the investigations indicated above. See response 108 and 104 above.
113.	There is inadequate room for pedestrian circulation at ground level below the western end of the pedestrian bridge with approximately 2m being left between the bridge structure and the kerb.	This will be considered as part of the investigations indicated above. See response 108 and 104 above
114.	Does the pedestrian bridge clearance of 5.5m allow for light rail along Hickson Road? How will the connection to electricity supply for light rail work under the bridge structure?	The pedestrian bridges have been designed with a clearance of 5.5metres to allow for the proposed Light Rail below the bridge structure. Connections to electricity supply will be a matter of detailed design as part of the Light Rail proposals.
115.	What is the level of service provided for pedestrians on the pedestrian bridge with a 4.5m clear width?	The design standard for the BPL pedestrian modelling has been to consider pedestrian flows at level of service C and D.
<i>Integrated Design-Pyrmont</i>		
116.	At Pyrmont the City requires clarification of; <ul style="list-style-type: none"> ■ The materials and detailing of the proposed buildings. ■ The proposed skylights in Union Square. 	Detailed design of buildings including materials and finishes are not available at this time. The principles for the design of the station and the Square are set out in the Master Planning and Urban Design Report.
117.	The capacity of the Rozelle bus stops to cater for projected demands (and potential growth in demand with construction of West Metro) needs to be demonstrated and tested.	The Rozelle bus stops and associated facilities have been designed with future demand and bus routing possibilities in mind.
<i>Preferred Project Design --Central Station</i>		
118.	The general arrangement of the proposed Central Station is supported.	Noted.
119.	Consideration should be given to making the western forecourt a	Statement of Commitment No.12 establishes a joint design review group to resolve these issues. It is noted that RailCorp is key stakeholder in this





No.	City of Sydney Issue	Sydney Metro response
	<p>pedestrian/bicycle priority area by:</p> <ul style="list-style-type: none"> ■ Relocating taxis to use of the light rail loop from Campbell Street ■ Relocating kiss and ride to Pitt Street (adjacent to the new entry on the corner of Pitt end of Eddy Avenue) ■ Eliminating City Rail staff parking 	<p>location with regards to business access and transport issues.</p>
<i>Preferred Project Design --Town Hall</i>		
120.	<p>The size of the Metro entry is excessive. The City prefers multiple, discreet entry points throughout the precinct.</p>	<p>Statement of Commitment No.13 establishes a joint design review group that would include Council, to resolve these issues. Sydney Metro is working with Sydney City Council to ensure an integrated solution for the Metro station and planned Square at Town Hall.</p>
121.	<p>The stairs from the square to the concourse should be open with nothing higher than balustrade height</p>	<p>Statement of Commitment No.13 establishes a joint design review group that would include Council, to resolve these issues.</p>
122.	<p>The location of vents in the public domain cannot be contemplated. The City requests that alternative locations be found.</p>	<p>Vent facilities at Town Hall Square are currently proposed within buildings. Statement of Commitment No.13 establishes a joint design review group that would include Council, to resolve these issues.</p>
123.	<p>The level change between the CityRail concourse and the Metro concourse is problematic.</p>	<p>On-going design of the Metro station will ensure efficient access between the CityRail station and the Metro station. Statement of Commitment No.13 establishes a joint design review group that would include Council, to resolve these issues.</p>
<i>Preferred Project Design -- Martin Place</i>		
124.	<p>The City supports the connection between CityRail and Metro - City of Sydney is concerned that the connection between the Metro and CityRail concourses does not provide an adequate accessible connection.</p>	<p>The proposed Metro station does not have a direct interchange with CityRail's Martin Place Station (rather, there is a link via the Council owned/managed pedestrian tunnel). The existing subway connections under Martin Place would not provide a DDA compliant link between the Metro and CityRail Stations.</p> <p>However, Sydney Metro has proposed to position the lift and set our concourse level at a height that anticipates the future upgrade of this link.</p>

No.	City of Sydney Issue	Sydney Metro response
		Notwithstanding, even if the link were made compliant there would still need to be two lifts as it would be unreasonable to expect people with disabilities to walk a long way past either station to access a lift when other customers will retain direct access.
125.	The visual impact of the proposed lift and associated canopy structure over the stairs to the central axis of Martin Place is not acceptable	A lift from surface level is required to satisfy DDA requirements and to provide equality of access for all customers. The location of the lift structure has been proposed to enable physical access whilst minimising visual impact. The Master Planning and Urban Design Report provides principles for the design of the structures in Martin Place. These aim at minimising impact on this area. The station entry is in the location of an existing entrance into the retail arcade.
126.	<p>The City does not support;</p> <ul style="list-style-type: none"> ■ The addition of structures of any kind in Martin Place. ■ The need for a glazed roof over the entry stairway. ■ The multiple level changes between RL 17.8 and RL 14.7 which occur underneath Castlereagh Street. ■ The appearance of the services building. ■ Vent structures in the public domain of Castlereagh Street. 	<p>See above and below.</p> <p>The Master Planning and Urban Design Report for Martin Place states the aim to minimise changes to Martin Place. In order to achieve this, vent structures are not provided in Martin Place, but rather have been proposed for Castlereagh St.</p>
127.D	<p>The City does not support the above ground structures in Martin Place and the extension of pedestrian link tunnels to the block between Pitt and Castlereagh St for the following reasons:</p> <ol style="list-style-type: none"> 1) The Metro station entrance, skylights and lift shafts appropriate public space and intrude upon the appreciation of a Place of cultural significance 2) The above ground structures intrude upon the setting Of State significant buildings including the MLC (38-46 Martin Place), and the Commonwealth Bank building 3) The above ground structures intrude upon the setting Of the Lloyd Rees fountain 4) The above ground structures impede the central axial vistas to the 	<p>Sydney Metro considers that the proposed Metro entrance, including a lift, within Martin Place would not result in adverse visual, cultural or heritage impacts. Rather, the proposed entrance is intended to provide equality of access to all customers and to be located with respect to safe, convenient and direct pedestrian routes, and integration with existing transport modes. As stated above, the overall aim is to minimise impacts on Martin Place. The form of the entrance and lift are to be minimal structures designed on the central axis. Chapter 19.1 of the EA describes potential visual impacts.</p> <p>It is noted that the proposed Metro entrance would not add any additional “subterranean spaces” beyond the existing situation within Martin Place.</p>





No.	City of Sydney Issue	Sydney Metro response
	<p>Cenotaph</p> <p>5) The floor level of the proposed pedestrian link tunnel beneath Castlereagh Street conflicts with the level of the Bennelong Stormwater Channel</p> <p>6) The duplication of entries and extension to the west of the existing subterranean spaces creates a subterranean system that is mean and unnecessary</p>	
128.OT	In addition to the proposals, the Metro provides an opportunity to close Castlereagh Street at Martin Place to provide safer, more convenient connections for pedestrians.	This may be the case, but is a matter outside the scope of the Stage 1.Metro project.
<i>Preferred Project Design -Barangaroo Wynyard</i>		
129.	The prospect of new workers and residents being obliged to access public transport away from streets along a lengthy tunnel goes against the City's policies.	The need and justification for a Barangaroo Pedestrian Link between the new development and Barangaroo and the Wynyard precinct was clearly identified in the Barangaroo Development Consent. The provision of the pedestrian link is considered by the DoP as critical in ensuring the safe and efficient pedestrian movement between Barangaroo and the transport hub of Wynyard. The Minister for Planning's approval of the Barangaroo development includes the provision of the Link as a condition of consent, with details of the proposal required with the first project applications for Stage 1 (envisaged mid 2010) and completion of the Link prior to occupation of Stage 1 (currently anticipated in 2014).
130.	<p>The City recommends alternate options for surface level pedestrian activity, including:</p> <ul style="list-style-type: none"> ■ Increased pedestrianisation of Margaret Street along its whole alignment to Barangaroo; ■ Redirected bus traffic out of Margaret Street to enable increased pedestrianisation; ■ Identification of additional connections to Barangaroo north of Margaret Street. <p>If below-ground links are still considered necessary then redesign existing mid-block link westwards from Wynyard and increase its extent and</p>	<p>Council's recommendations are noted and their implementation would be complimentary to the Barangaroo Pedestrian Link. Notwithstanding, the need for an effective pedestrian link between the new development and Barangaroo and the Wynyard precinct remains.</p> <p>Refer to 106.</p> <p>Sydney Metro, in response to the opportunity provided by the closure for construction of the existing Kent Street tunnel, undertakes to explore the feasibility of an alternative alignment for the BPL along the alignment of the existing Kent Street tunnel</p>

No.	City of Sydney Issue	Sydney Metro response
	amenity including its exposure to the sky.	<p>Whilst there is currently some uncertainty as to whether this alternative alignment is feasible, Sydney Metro will continue to seek approval for the existing BPL alignment, in accordance with a new Statement of Commitment (No.11C).</p> <p>The Transport and Access Management Plan (TMAP) prepared by the then Ministry of Transport for the BDA as part of their Stage 1 Planning Application envisaged the BPL as just one of a total of nine pedestrian routes linking the site with the wider CBD.</p> <p>Provision of the Link does not preclude Council pursuing separately negotiations with NSWTI, STA and RTA for changes in bus operations along Margaret Street.</p>
131.	the project should take full advantage of existing pedestrian linkages both at ground and underground levels to resolve pedestrian access issues between Wynyard Station and the new Metro station in Barangaroo.	<p>The BPL has been designed to be integrated with surface enhancement works as illustrated within the EA and Station Plans, including the reconfiguration of Margaret Street, with proposed footpath widening and changes in road configuration</p> <p>In addition CTMP and TCP's will be produced and Council will be represented at the proposed Traffic and Transport Liaison Group (Statement of Commitment No. 52).</p>
132.	The City supports the Metro at Barangaroo but it should be redesigned to increase extent and amenity including exposure to the sky.	<p>Noted. In addition a joint design group chaired by Sydney Metro will further develop and resolve the integration of the proposed Sydney Metro structures located on the Barangaroo site, as well as the integration of these structures and the BPL within BDA's planning for the public domain.</p> <p>The depth of the platforms at Barangaroo-Wynyard (which is driven by engineering constraints associated with the harbour crossing and existing basements) provides limited opportunities for exposure to the sky for the BPL.</p>
133.	There is an opportunity to rationalise the surface plan of Transport House with the new Entrance Station on Clarence Street and York Lane	Noted. Sydney Metro considers that the Metro Station could support Council's Laneways Policies.
134.	There is an opportunity to convert Margaret Street to a priority pedestrian street by carrying out suitable traffic management measures including	Agree. Refer to 106.





No.	City of Sydney Issue	Sydney Metro response
	<p>footpath widening and weather protection measures so that Margaret Street forms the main pedestrian link at ground level between Wynyard and the New Metro Station at Barangaroo in the future.</p>	
135.	<p>The City does not support two overhead pedestrian bridges over Hickson Road, nor does it support:</p> <ul style="list-style-type: none"> ■ The pedestrian bridge ■ The underground pedestrian link. 	See above. 130
136.	<p>The access arrangements for the Wynyard-Barangaroo station are not acceptable for the following:</p> <ul style="list-style-type: none"> ■ The City has existing plans to provide separated cycleways on Kent~ Napoleon, Sussex and Margaret Streets, which are required to be catered for as part of this project. <p>The reference design does not adequately address the multiple changes in level between Barangaroo (and its proposed ferry terminal) and both the Metro and CityRail concourses.</p>	<p>Liaison with Council has occurred regarding design and timing of cycleways on Kent, Napoleon, Sussex and Margaret Streets. The Metro project does not preclude these proposals.</p> <p>A key role of the proposed Barangaroo Pedestrian Link is to address multiple changes in level. The proposed Barangaroo Pedestrian Link would provide safe, accessible and comfortable access from the bridge at Barangaroo all the way to CityRail's Wynyard Station at a single grade.</p>
137.	<ul style="list-style-type: none"> ■ Given this importance, and the impact of traffic on bus operations in the area, Sydney Metro should investigate permanently closing Margaret Street at George Street. 	Refer to 106.
138.	<p>It is considered that the Wynyard -Barangaroo Station design needs considerable rethought and could be improved by: Creating direct pedestrian routes between the eastern Metro access and the Margaret - York and Margaret -Clarence Street corners</p>	<p>The proposed metro station entrance identifies three entrances with convenient access to both the Margaret -York and Margaret -Clarence Street corners. In addition, pedestrian access is proposed under Clarence Street to provide direct access to bus stops on the western side of Clarence Street.</p>
139.	<p>The note to potentially extend the BPL from Clarence to George Street and Curtin Place is again not supported.</p>	<p>No extension of the BPL is proposed as part of the Metro project.</p> <p>The TMAP (as referred to above), Barangaroo Pedestrian Strategy saw the critical component being the corridor between Barangaroo and Wynyard Station and the provision of the BPL. In addition a possible extension of the Link east was considered as this could provide direct access for pedestrians from Barangaroo to the CBD core in a complete grade</p>

No.	City of Sydney Issue	Sydney Metro response
		separated link.
140.	Traffic and pedestrian analysis will need to be provided to support a shared zone between the Metro entry and Barangaroo. It is assumed this is proposed as a solution to the misalignment of the Metro entry and bridge. The City suggests this is resolved with the realignment of egress/entry points to these rather than relying on street calming.	Agree. Sydney Metro is working with the Barangaroo Delivery Authority to resolve the integration of the proposed Sydney Metro structures located on the Barangaroo site, as well as the integration of these structures and the BPL within BDA's planning for the public domain
141.	Any redesign of Napoleon Street will be done by the City with the intent to add a two way cycleway and improve pedestrian amenity.	This is a matter for Council. The current alignment for the BPL includes the integration of surface works on Napoleon Street, including: provision of a nodal point east of the Morton's Hotel adjoining the existing Westpac plaza; lane configuration, with removal of on street parking and the provision of a bidirectional cycle lane as illustrated within the EA and Station Plans. Should the alternative alignment for the BPL be determined, these modification works to Napoleon Street will not be required.
<i>Preferred Project Design -Pyrmont Station</i>		
142.	<p>The proposed Alternative 2 is preferred as:</p> <ul style="list-style-type: none"> ■ Provides the opportunity to interpret the former 'bookend' ■ consolidates the pattern of commercial development along Union Street, ■ Removes the later accretions to the rear ■ new lane at the rear of the terraces provides an opportunity for the terraces to relate front and back to the public domain. ■ The location of the western Metro Entry is supported. 	Noted and agree.
143.	'Yellow Block' sandstone should be made available to assist in the preservation of heritage items within Sydney.	<p>As stated in Chapter 9 of the EA, due to the importance of this geological resource, all practicable efforts would be made to extract accessible Yellow Block sandstone during excavation. If it occurs and is of suitable quality, the method of excavation would be via cutting in manageable blocks. Management, storage and reuse would be coordinated in consultation with the NSW Department of Commerce.</p> <p>Statement's of Commitment No.s 45 and 46 address this issue.</p>



No.	City of Sydney Issue	Sydney Metro response
144.	Pedestrian and bicycle access from Blackwattle Bay to the Metro station is via Miller Street and needs to be provided for.	Agree. This upgrade has been identified by, and is the responsibility of Council.
<i>Preferred Project Design -Depot</i>		
145.	At Rozelle Depot the City of Sydney seeks additional commitments, including the continuation of the on-road separated cycleway for the entire length of Lilyfield road and the replacement of the existing bridge over Victoria Road	Significant public domain improvements are proposed in the vicinity of the depot as part of the project. The extent of works associated the project is clearly identified in Chapter 6 and 17 of the EA. Improved pedestrian/ bicycle facilities are proposed along part of Lilyfield Road from Grove to Gordon Streets and a shared pedestrian/ bicycle path is proposed as part of the depot public domain enhancements. The project does not include replacement of the existing bridge over Victoria Road.
146.	Consideration should be given to air rights development over the depot.	Agreed.

No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
Social, Economic And Land Use Implications		
<i>Station Design</i>		
147.	<p>Station plans (ALL)</p> <p>a) The Proponent will establish a stakeholder's liaison group to attend to consult with any land owner(s) affected by development in and around the Metro stations.</p>	<p>This undertaking is already included in the Statements of Commitment (eg, 11, 12, 13, 18).</p> <p>Many of the issues raised by Council would be considered as part of the Station Plan process. The Station plans will be submitted to Department of Planning for approval.</p>
<i>Central station</i>		
148.	<p>b) A permanent joint design group chaired by Sydney Metro will be established by Sydney Metro, with the City of Sydney, RailCorp and any other relevant transport .agencies, to investigate the City's Preferred Project Design and to further develop and resolve integrated design issues at Central station.</p>	<p>This undertaking is already included in Statement of Commitment No. 12.</p>
149.	<p>c) The proponent is required to:</p> <p>i. Provide an underground, direct, level, pedestrian connection, not</p>	<p>Statement of Commitment No. 12 establishes a joint design review group to integrated design issues. To specify particular outcomes by a condition</p>



No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
	<p>requiring exiting the barriers between the Metro concourse and CityRail platforms 1-25.</p> <p>ii. Narrowing Eddy Avenue and working with the bus' and coach association to relocate the bus station to a more appropriate location;</p> <p>iii. Constructing separated cycleways to the City of Sydney's satisfaction on Pitt and Chalmers Streets and Eddy Avenue.</p>	<p>is inappropriate since RailCorp is currently preparing a Master Plan for Central Station and NSW Transport and Infrastructure are considering coach access and terminal requirements.</p> <p>Note that the narrowing of Eddy Avenue and construction are not required as part of the Sydney Metro project and are a matter for the Council.</p>
150.	<p>d) The Proponent will investigate design options that will be conducive to an appropriate interchange arrangement, including the following:</p> <p>i. Subsurface connection to City Rail platforms 11-25</p> <p>ii. Extend new concourse to Eddy Avenue</p> <p>iii. New entry to Central from Chalmers Street</p> <p>iv. Relocate coach bays and narrow Eddy Avenue</p> <p>v. Relocate UNSW buses to Chalmers Street</p> <p>vi. Upgrade Belmore Park</p> <p>vii. Upgrade new Western Forecourt</p> <p>viii. Widen footpath in Quay Street</p>	<p>Items i-v, refer to 149.</p> <p>vi. Sydney Metro will not be upgrading the entirety of Belmore Park. Statement of Commitment No. 69 establishes a process for re-instatement of the Belmore Park construction site.</p> <p>vii. Within the metro project</p> <p>viii. Within the metro project</p>
151.	<p>e) The Proponent will investigate the dedication of the Western Forecourt as a pedestrian I cycle only area (apart from emergency vehicle access) by:</p> <p>i. Relocating taxis to use the light rail loop roadway from Campbell Street</p> <p>ii. Relocating kiss and ride to Pitt Street (adjacent to the new entry on the corner of Pitt end of Eddy Avenue)</p> <p>iii. Eliminating City Rail staff parking.</p>	<p>Statement of Commitment No.12 establishes a joint design review group to resolve these issues.</p>
152.	<p>f) The Proponent will investigate extending Sydney Metro to Sydney University/Broadway, with a view to facilitating significant opportunities for bus-Metro interchange and allowing for the reconfiguration of City Road I Parramatta Road bus</p>	<p>Refer to 3.</p>



No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
	services, thereby reducing their need to run through the CBD.	
153.	The Proponent will ensure that station design can facilitate, or at least not preclude, any identified future changed bus arrangements and pedestrian and cycle networks.	Station design complements the existing bus and pedestrian network and does not preclude any new City Of Sydney bicycle routes.
<i>Town Hall</i>		
154.	g) A permanent joint design group chaired by Sydney Metro will be established by Sydney Metro, with the City of Sydney, RailCorp and any other relevant transport agencies, to investigate the City's Preferred Project Design and to further develop and resolve integrated design issues at Town Hall station.	This undertaking is already included in Statement of Commitment No. 13.
155.	<p>h) The Proponent will investigate design options that will be conducive to an appropriate and efficient interchange arrangement, including the following:</p> <ul style="list-style-type: none"> i. Construct a free-to-access (unpaid) subsurface pedestrian connection between Metro and The Galleries Victoria i. Construct a Cycle2City facility beneath Town Hall Square i. Upgrade City Rail concourse, platforms, vertical circulation and entries to improve accessibility and amenity v. Widen the footpath on the western side of Pitt Street (Park -Market) and (Park-Liverpool) v. Create bi-directional bicycle routes on Kent and Druitt Streets i. Investigate footpath widening in Bathurst Street i. Create bi-directional bicycle routes on York, Castlereagh, College and Park Streets i. Provide westbound bus lane in Park Street k. Upgrade George Street bus stops to shelters k. Locate street trees. 	<p>The integration of initiatives by others would be considered as part of the design development. Statement of Commitment No.13 establishes a joint design review group to resolve these issues.</p> <ul style="list-style-type: none"> i. This is outside the scope of the project. ii. Sydney Metro will provide weather-protected bicycle parking at all Line 1 stations as described within the EA. At this stage, the design requirements for such a facility are inconsistent with the design objectives for an open public space. For example, provision of a long ramp in the Square to provide the graded access necessary for an underground cycle facility would be a significant impact on the vision for an open public Square. <p>The co-location of bicycle hire schemes and bicycle parking centres complement public transport interchanges, but are outside the scope of the project.</p> <ul style="list-style-type: none"> iii. The upgrade of CityRail facilities is a matter for City Rail. iv. The delivery of these footpath widening works are complementary to, but not a requirement of, the Metro project and as such are enabled by the metro project. This is a matter for CoS. v. The delivery of the CoS Bicycle Strategy is a matter for Council. vi. The delivery of these footpath widening works are not required as part of the Metro project and hence are a matter for CoS. vii. The delivery of the CoS Bicycle Strategy is a matter for Council.

No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
		<p>viii. This is outside the scope of the project.</p> <p>ix. This is outside the scope of the project.</p> <p>x. . Street trees are shown on the Station Master Plans</p>
156.	i) The Proponent will consider the closure of Pill Street to local traffic adjacent to the new Town Hall Square and the section of Pill Street south of the square be made two-way to Bathurst Street.	This is a matter for Council.
157.	j) The Proponent will consider making level the underground link between Town Hall railway station and the Metro station, so as to facilitate accessibility, improve sight lines and generally improve.	There will be an accessible link between the Metro Station and the CityRail station.
158.	k) The Proponent will consider making Park Street (George Street - Elizabeth Street, and Elizabeth Street -College Street) transit only (bus / taxi / bicycle), in order to facilitate transit access, improve interchange with the Metro, and allow for the widening of footpaths in Park Street.	This is outside the scope of the project. This is a matter for Council.
Martin Place		
159.	l) A permanent joint design group chaired by Sydney Metro will be established by Sydney Metro, with the City of Sydney, RailCorp and any other relevant transport agencies, to investigate the City's Preferred Project Design and to further develop and resolve integrated design issues at Martin Place station.	<p>The design principles at Martin Place are well established and will be implemented to ensure that the future metro entrance and public domain are fully integrated within the unique Martin Place setting.</p> <p>The principles for the design of Martin Place station are set out in the Master Planning and Urban Design Report. Minimising impact on Martin Place is important. The Metro entry does not add an additional entry since it uses a current access to the underground retailing. The stair access and lift are aligned on the central axis to minimise impacts.</p>
160.	<p>m) The Proponent will investigate design options that will be conducive to an appropriate and efficient interchange arrangement, including the following:</p> <ul style="list-style-type: none"> i. Widen the footpath on the eastern side of Pill Street through relocation of parking spaces ii. Extend the bi-direction cycleway along the northern side of King Street 	<p>The integration of future opportunities, delivered by others would be considered as part of the Station Plan process</p> <ul style="list-style-type: none"> i. Noted. Commitment to this modal hierarchy drives the identified EA program of kerb extensions, lane closures and site activities in order to realise the active and sustainable transport goals of the Sydney Metro project. ii. The delivery of the CoS Bicycle Strategy is a matter for Council.



No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
	<ul style="list-style-type: none"> iii. Upgrade the City Rail concourse platforms vertical circulation and entries to improve accessibility and amenity iv. Relocate Castlereagh Street bus services to Elizabeth and George Streets v. Extend weather protected bus passenger waiting areas on Elizabeth Street 	<ul style="list-style-type: none"> iii. Upgrading CityRail facilities is a matter for RailCorp. iv. This is potentially within the scope of the CBD Bus Strategy, currently under implementation by NSWTI v. The further provision of weather-protected bus passenger areas is a matter for Council.
161.	<ul style="list-style-type: none"> n) The Proponent will consider the closure of Castlereagh Street at Martin Place, with the remaining sections between Hunter Street and King Street to be made two-way. 	This is outside the scope of project and is a matter for Council
162.	<ul style="list-style-type: none"> o) The Proponent will consider shared zones, widened footpaths, plantings, and provision of a bi-directional bicycle route, at Castlereagh Street. 	This is outside the scope of the project, but the Metro could facilitate these and other initiatives to be delivered by others.
163.	<ul style="list-style-type: none"> p) The Proponent will investigate urban design considerations, including the following: <ul style="list-style-type: none"> i. Rationalising the number of entry points, to one central location to ensure least intervention in the public domain, such as incorporating a single lift and associated entry centrally located at the existing circular void entrance to Martin Place Station located between Castlereagh and Elizabeth Streets ii. Location of canopy structures so as to have no impact on the visual axis in Martin Place, such as the mushroom-type glass canopy over the void area in the MLC food court, having regard to the generality that the higher up Martin Place a structure is located, the least impact it will have on the visual axis in Martin Place. <p>Design of the Castlereagh Street plant structure as an integral part of a new building whereby the plant is screened by active uses at ground level and is totally or Substantially hidden behind a commercial facade.</p>	<p>Refer to 124 and 127.</p> <p>The principles for the design of Martin Place station are set out in the Master Planning and Urban Design Report. Minimising impact on Martin Place is important. The Metro entry does not add an additional entry since it uses a current access to the underground retailing. The stair access and lift are aligned on the central axis to minimise impacts.</p> <p>In order to minimise impacts on Martin Place, there are no vent structures in Martin Place. Sydney Metro will incorporate services within the Castlereagh construction site. These will be designed to enable future development on the site.</p> <p>To ensure visual impact is minimised, the IMO contractor will be obligated to design and construct vent structures that complement and enhance the existing street elements, preferably by the integration of art in their design.</p>

No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
<i>Barangaroo Wynyard</i>		
164.	q) A permanent joint design group chaired by Sydney Metro will be established by Sydney Metro, with the City of Sydney, RailCorp and any other relevant transport agencies, to investigate the City's Preferred Project Design and to further develop and resolve integrated design issues at Barangaroo/Wynyard station.	Development of the Station Plan for Barangaroo-Wynyard will further develop and resolve integrated design issues. Note that the BDA's consent authority for development at Barangaroo is the Department of Planning, not Council.
165.	r) The Proponent, in consultation with the City of Sydney, will conduct a detailed study of ways of improving bus and pedestrian circulation at the proposed Barangaroo Wynyard Metro station, including integrated ticketing models.	Refer to 164. Refer to 93 regarding integrated ticketing.
166.	s) The proponent will: <ul style="list-style-type: none"> i. Provide a straight, direct, wheelchair accessible connection from Barangaroo to both the Metro and CityRail Concourses. ii. Construct separated cycleways on Sussex, Margaret and Napoleon Streets to the City's satisfaction. iii. Widen the footpath on Margaret Street between Sussex Street and George Street to provide improved pedestrian access. iv. Investigate closing Margaret Street at George Street, and fund the construction of any closure. 	The integration of future opportunities, delivered by others would be considered as part of the design development. <ul style="list-style-type: none"> _i the project includes the BPL, which establishes a level, direct, wheelchair accessible connection from Barangaroo to CityRail Concourses. _ii The delivery of the CoS Bicycle Strategy is a matter for Council. _iii Refer to 106 _iv Refer to 106 Development of the Station Plan for Barangaroo-Wynyard will further develop and resolve integrated design issues.
167.	t) The Proponent will consider alternate options for surface level pedestrian activity, including: <ul style="list-style-type: none"> ■ Increased pedestrianisation of Margaret Street along its whole alignment to Barangaroo; ■ Redirected bus traffic out of Margaret Street to enable increased pedestrianisation; Identification of additional connections to Barangaroo north of Margaret Street.	Refer to 106





No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
<i>Pymont</i>		
168.	u) A permanent joint design group chaired by Sydney Metro will be established by Sydney Metro, with the City of Sydney, Light Rail and any other relevant transport agencies, to investigate the City's Preferred Project Design and to further develop and resolve integrated design issues at Pymont station.	The TTLG and CPCC will assist in addressing issues of transport integration. Statement of Commitment No. 10 establishes a Design Review Panel to assist in resolving integrated design issues.
169.	v) The Proponent will investigate design options that will be conducive to an appropriate and efficient interchange arrangement, including the following: <ul style="list-style-type: none"> i. Extend Union Square allowing alternative access from Paternoster Row ii. Widen the footpath on the northern side of Miller Street between Harris and Saunders Street between Pymont Street and Murray Street iii. Widen the footpaths on Union Street between Pymont Street and Murray Streets iv. Create a pedestrian link between Mount and Harris Streets along the cliff bottom v. Locate additional trees along Union and Miller Streets 	Statement of Commitment No. 11 establishes a process to review changes to the public domain. <ul style="list-style-type: none"> _i Reinstatement works at Union Square are proposed to be inline with existing Council plans for the square. _ii Opportunities for additional footpath widening works are a matter for Council. _iii Opportunities for additional footpath widening works are a matter for Council. _iv There is no public land at the base of the cliff between Mount and Harris St to enable a pedestrian link. This is occupied by a commercial retail building. _v The station plans identify tree planting within the Sydney Metro delivery boundary of Union Square and Mount Street.
170.	w) The Proponent will: <ul style="list-style-type: none"> i. Construct a Union Square upgrade, including separated cycleway and reconfiguration of Paternoster Row to Council's satisfaction ii. Construct a separated cycleway and associated footpath upgrades on Miller Street from Saunders Street to Harris Street to support pedestrian and bicycle access to the Metro Station. 	i Reinstatement of Union Square, including the provision of the cycleway in Union Square between Paternoster Place and Pymont Street will be delivered as part of Metro project. ii. The extension of the Union Street cycleway and any footpath upgrades beyond on Miller Street has been identified by, and is the responsibility of, Council.
<i>Rozelle</i>		

No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
171.	x) The Proponent will investigate alternative Metro alignments at Rozelle -Iron Cove which could produce a cheaper and/or more effective Metro/Bus interchange arrangement.	The proposed bus passenger waiting areas and Rozelle station itself have been designed with a view to achieving smooth and efficient passenger interchange.
172.	y) The proponent will: <ul style="list-style-type: none"> <li data-bbox="434 400 1220 464">i. Provide a separated on-road bicycle path on Lilyfield Road between Balmain Road and Victoria Road <li data-bbox="434 480 1220 544">ii. Provide a 3.5 metre wide shared pedestrian and bicycle bridge over Victoria Road south of Lilyfield Road 	<ul style="list-style-type: none"> <li data-bbox="1247 357 2042 421">i. a bi-directional shared path will be provided on Lilyfield Road from Grove to Gordon Streets. <li data-bbox="1247 437 2042 469">ii. outside the scope of the metro project
Depot		
173.	a) Depot area planning will retain the opportunity for extension of the light rail and pedestrian/cycle routes to White Bay.	<p>The project safe guards the existing light rail station and lands (Ch 6.5).</p> <p>A shared bicycle and pedestrian route is proposed as part of the long term depot landscape plan (Ch. 17)</p> <p>Land has also been reserved for future transport infrastructure.</p> <p>Further review would need to be undertaken if and when there is a commitment to provide light rail White Bay.</p> <p>Sydney Metro considers the application of Conditions of Approval on station design to be unreasonable given that the reference design is subject to detailed review and consultation with a range of stakeholders. The proposed Conditions of Approval pose a risk to achieving an effective and agreed outcome.</p> <p>Many of the issues raised by Council would be considered as part of the Station Plan process. The Station plans will be submitted to Department of Planning for approval.</p>

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
Social, Economic And Land Use Implications		
<i>Station Design</i>		
174.	a) Way finding signage which incorporates all transit modes (train, metro, monorail, bus, taxi, ferry, bikes, and pedestrians) should be included in the proposed scope of works.	Agree. Wayfinding associated with the Metro will be part of the Metro project.
<i>Central station</i>		
175.	b) The surface treatment of the 'lid' to the station is to be amended so that the current landscaping is retained as much as possible.	No specific conditions are required. Statement of Commitment No.12 addresses design issues at Central Station. Refer to 148
176.	c) The design of the station and all access points should anticipate the Sustainable Sydney 2030 proposal to reduce traffic and maximise pedestrian access to Railway Square and George Street.	Refer to 148
177.	d) Existing pedestrian tunnels to be co-ordinated with Sydney Metro and continue to be utilised.	Refer to 148
178.	e) Existing below ground court yard space and existing shops etc. are to continue to be utilised to reduce the amount of new fabric as far as possible.	Refer to 148
179.	f) The size of the station superstructure in the western forecourt of Sydney Terminal is to be minimised. The new metro station should be conceived as a distinct building element clearly separated from the existing heritage elements and designed to relate to the wedge shape geometry of the public domain.	Refer to 148
180.	g) Further details shall be submitted of the Quay Street 'pop-up' enclosure.	Refer to 148
181.	The integration of the proposed Quay Street pedestrian access/lift to within the boundary of the adjacent hotel site at 803-813 George Street is to be investigated. If this is not possible within the project time frame of the Metro, the design should allow for integration with this site when it is re-developed in future, to minimise structures and clutter in Quay St	Noted.



No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
<i>Town Hall</i>		These issues are addressed above. It is not appropriate to address these as conditions of approval.
182.	a) No services other than escalators and a lift are to be located in Sydney Square.	Council's expectations are unrealistic. Refer to 154.
183.	b) Vent structures should be located in the building adjacent McDonalds, or otherwise outside of the public domain. The location of vents in the public domain cannot be contemplated. The location and design of all vent structures must be submitted to Council for approval.	Council's expectations are unrealistic. Refer to 154.
184.	c) The stairs from the square to the concourse must be of an open design and not higher than balustrade height (including the fire escape stairs).	Refer to 154.
185.	<p>d) Design for accessibility within and between modes is to be maximised, and include consideration of the following:</p> <ul style="list-style-type: none"> i. Construct a free-to-access (unpaid) underground pedestrian link between the Metro concourse and The Galleries Victoria ii. Provide direct, level, underground pedestrian link from the Metro concourse to the CityRail Town Hall concourse iii. Make provision for a "Cycle2City" type facility. in the Town Hall Square Cavern iv. Construct wider footpaths on Bathurst and Pitt Streets for 50 metres to the Metro Station to Council's satisfaction v. Construct a separated bi-directional separated cycleway on the northern side of • Druitt and Park Streets from Sussex Street to College Street to Council's satisfaction vi. Provide a major bus interchange on Park Street to Council and NSW Transport and Infrastructure's satisfaction. 	These issues have been discussed in the response to the submission. A condition is not required.
186.	Detailed documentation is to be provided for the skylights shown in Section AA and which do not appear in plan, the element shown in Section BB which does not appear in the Site Plan but appears to be glazed, the vent structures do not appear on plan but appear in section,	Statement of Commitment No.13 establishes a joint design review group to resolve these issues. Also refer to 98.



No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	and the external materials and treatment of the service building.	
<i>Martin Place</i>		These issues have been discussed in the response to the submission. A condition is not required.
187.	<p>a) The insertion of above ground structures within Martin Place shall be redesigned as follows:</p> <p>i. The duplication and lengthy extension of the existing subterranean spaces and resultant impacts above ground should be deleted in preference for an enlargement of the existing entrances and passages to form a less extensive but more consolidated and generous subterranean system.</p>	Refer to 159 and 160.
188.	<p>ii. The entrance canopy structure should be deleted. There is no such similar structure providing weather protection for the existing entrances to City Rail's Martin Place station.</p>	Refer to 159 and 160.
189.	<p>iii. The entrance between Pitt and Castlereagh Street should be deleted and the existing 'CityRail Link Entrance' between Castlereagh and Elizabeth Street enlarged laterally and in depth to form a more generous subterranean space lit from above that provides a focal point.</p>	Refer to 159 and 160.
190.	<p>iv. The proposed lift and access stair super structures on the centre axis of Martin Place is to be deleted. All entrance stairs should descend into voids without roofs (in the manner of existing Martin Place Station entries) in order to minimise above grade visual clutter in the axial street vistas. The lift is to be relocated to a prominent location and incorporated into the street elevation at an adjacent site, such as the redeveloped Martin Place section of the Commonwealth Bank site (108 to 120 Pitt Street), or within the open space section of the MLC Centre (19-29 Martin Place), or the Commercial Travellers' club (27-39 Castlereagh Street), or 18-30A Martin Place (ANZ).</p>	Refer to 159 and 160. Also 163.
191.	<p>v. The proposed service shaft structure at 8A-12 Castlereagh Street (immediately north of 48 Martin Place) is to be designed with a fully resolved street elevation in order to minimise in-active street front and to ameliorate negative impacts on the setting and heritage</p>	Refer to 159 and 160. Also 163.

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	significance of 48 Martin Place. The design must, as much as possible, be seamlessly incorporated into a re-development of the entire site.	
192.	vi. The lift is to be relocated to one side out of the central axis of Martin Place or be incorporated into aligning buildings such as Seidler's MLC centre that have no heritage significance and is listed in the .central Sydney Development Control Plan 1996 as an 'Opportunity' site.	Refer to 159 and 160. Also 163.
193.	vii. The proposed skylights in Martin Place should be trafficable and minimised in area to avoid appropriation of the space above.	Agree. However, a condition of approval is not required. Design of skylights will address pedestrian movement plus other issues including heritage and the design principles in the station plan.
194.	viii. Materials must be of high quality and complement those of Martin Place, such as sandstone, trachyte, and bronze.	Detailed design of materials and finishes are not available at this time. Sydney Metro will ensure design incorporates materials that are consistent with Council's public domain requirements.
Barangaroo-Wynyard		These issues have been discussed in the response to the submission. A condition is not required-
195.	a) Detailed documentation and materials samples for the design and construction of the pedestrian bridge(s) are to be submitted to Council for approval.	Refer to 164. In addition development of the Station Plan for Barangaroo-Wynyard will further develop and resolve the integration of the proposed Sydney Metro structures located on the Barangaroo site, as well as the integration of these structures and the BPL within BDA's planning for the public domain.
196.	b) The Metro services building at Barangaroo must have active retail or commercial uses to all street frontages.	Sydney Metro is working with BDA to ensure an integrated response between Metro facilities and structures on the BDA land.
Pymont		
197.	a) The building of the eastern Metro entry building is to be designed in a contemporary manner, yet reinforce the setting of the Victorian terraces and the character of Union Square. Any new additions to the rears of the Victorian terraces are to be of lesser bulk and scale, and be subsidiary to Union Street uses.	Refer to 168 and 169.



No.	City of Sydney Issue	Sydney Metro response
Social, Economic And Land Use Implications		
<i>Building Design</i>		
198.	The EA does not include adequate design details and key development information such as floor space calculations, for proposed new buildings at identified redevelopment sites at Castlereagh, Clarence and Bathurst Streets.	Sydney Metro is not seeking approval for future development at Bathurst Street (TH2) and Castlereagh construction site (MP2). As noted in Chapter 6.9 of the EA, at these locations the Metro facilities would be designed to allow future development by other parties. These future developments are not directly related to the project and separate planning approvals would need to be sought. Relevant planning controls, including relevant LEPs and DCPs (e.g. floor space ratios (FSR), height and setback controls) would apply.
199.	Any new buildings are to comply with the Sydney Local Environmental Plan, relevant Development Control Plans, and relevant City of Sydney policies.	As above.

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
Social, Economic And Land Use Implications		
<i>Building Design</i>		
		This is addressed in Statement of Commitment No. 14. No conditions are required.
200.	a) Any new building(s) at identified redevelopment sites do not form part of this application. A separate development application for any proposed new building(s) must be submitted to and approved by Council prior the erection of such building(s).	Noted.



No.	City of Sydney Issue	Sydney Metro response
Social, Economic And Land Use Implications		
<i>Station External Works</i>		
201.	Works "by others". There have not been agreements as to the extent, design and funding of such external works.	<p>Comments on the Station Plans are noted.</p> <p>Sydney Metro has consulted a range of stakeholders, including City of Sydney Council in preparing the Draft Station Plans. The Draft Station Plans identify 'works by others' to provide the strategic context and design guidance required to ensure the integration of station entrances and public domain elements within their station precincts. Works identified beyond the Sydney Metro delivery boundary may assist in guiding and informing future improvement of the precinct areas and in identifying funding requirements by other delivery bodies, such as Council.</p>
202.	Needs to be an ongoing process of refining the design, costing and funding such works - need for an ongoing role for a planning committee chaired by the City of Sydney.	<p>Comments on the Station Plans are noted.</p> <p>Sydney Metro will deliver works within the Metro Station delivery boundary. Sydney Metro can participate in any group that considers the design and programming of other works.</p>

No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
Social, Economic And Land Use Implications		
203.	a) The Proponent will form a working party with the City of Sydney, NSW Transport and Infrastructure and the Roads and Traffic Authority to develop, fund and implement CBD wide changes to support the project.	Refer to 79.
204.	b) Peripheral services sites should be integrated into new or existing buildings to ensure that they do not neutralise active street fronts or facades.	Comments on the Station Plans are noted. The EA outlines the approach to services buildings. It is intended that these will form part of an integrated



No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
		development. This is addressed in SoC No. 14.
205.	c) Circulation and access to metro stations should optimise and maximise movement at street level in a high quality public domain consistent with Sustainable Sydney 2030 principles.	<p>Comments on the Station Plans are noted.</p> <p>The IMO contractor will be obligated to integrate and connect stations to the local pedestrian network. The Urban Design and Master Planning Report establishes principles aimed at activating pedestrian areas.</p>

No.	City of Sydney Issue	Sydney Metro response
Social, Economic And Land Use Implications		
<i>Assistance To Affected Businesses</i>		
206.	EA appears to undervalue the concerns of displaced or affected small businesses	<p>Any business acquisitions required to construct the project are undertaken in accordance with <i>Land Acquisition (Just Terms Compensation) Act 1991</i>.</p> <p>The EA has documented significant mitigation measures to minimise potential impacts to businesses in the vicinity of construction activities.</p>
207.	Due to the 5 year construction program, a period roughly equivalent to the duration of many commercial leases, nearby small businesses may not survive to benefit in the longer term.	To mitigate any potential loss of business, Sydney Metro has proposed a Small Business Owners Support Program as detailed in Statement of Commitment No. 34.
208.	At Pymont Station particularly, loss of a few could well add to the losses of many as these small businesses depend on agglomeration.	As above.
209.	commercial vitality is something built-up over time and its loss during construction should therefore not be dismissed easily.	Noted.
210.	The EA has not adequately considered disruptions to, and potential alternative arrangements for City events, and compensation to the City for lost revenues.	<p>Ongoing consultation with Council regarding events will be undertaken. A new Statement of Commitment (No.9A) establishes a process.</p> <p>Refer also 48 and 54.</p>

No.	City of Sydney Issue	Sydney Metro response
211.	EA proposes mitigation and management regimes that are largely passive but should be more interventionist in areas where economic vitality is central to the positive character of an area	The EA proposes an extensive range of standard mitigation measures that would reduce impacts on local businesses. In addition, Sydney Metro has committed to innovative and proactive strategies including a Construction Noise & Vibration Strategy and a Small Business Owners Support Program.
212.	Construction impacts on the City's events will need to be ameliorated for events ranging from large scale celebrations to small-scale corporate promotions	Refer to 210.

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
Social, Economic And Land Use Implications		
<i>Assistance To Affected Businesses</i>		
213.	a) A character survey of commercially active precincts shall be undertaken for the purpose of identifying the contributions of small to medium enterprises to that character.	Statement of Commitment No. 34 addresses this requirement.
214.	b) A Business Management Strategy shall be developed to include active measures to preserve that character during construction. Such measures may include: <ul style="list-style-type: none"> i. The relocation at no cost of significant businesses to locations nearby to preserve the character identified ii. Marketing regimes designed to maintain and enhance the attractiveness of a valued locale to visitors. iii. Construction activities arranged to minimise the disruption to character, including the development of active commercial frontages to construction sites, maintenance of dust-and noise-free environment during the main operating hours of the local businesses, and the direction of construction traffic away from and out of the locale during its operating hours. 	Statement of Commitment No. 34 addresses this requirement.
215.	a) The footprint of any hoarding during major events in and around Martin Place must be minimised, including for the following events:	Refer to 210 also 48 and 54.



No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	<ul style="list-style-type: none"> i. Anzac Day -Dawn Service (April) ii. City's Christmas Concert (November) iii. Sydney Festival First Night (January) iv. Other major events as notified. 	
216.	b) The Proponent must meet with the organisers of affected major events to discuss alternative venues/configurations, etc.	Noted. Refer to 210 also 48 and 54.
217.	c) The City of Sydney must be compensated by the Proponent to cover: <ul style="list-style-type: none"> i. Loss of revenue from hire of Martin Place ii. Additional costs to move scheduled events, such as the City's public domain policies and standards. 	Compensation to the City of Sydney Council is not required or appropriate.
Public Domain		
218.	Works in the public domain should be in accordance with the City's public domain policies and standards.	<p>Sydney Metro considers the application of Conditions of Approval on works in the public domain to be unreasonable given that the reference design is subject to detailed review and consultation with a range of stakeholders. The proposed Conditions of Approval pose a risk to achieving an effective and agreed outcome.</p> <p>Notwithstanding, a number of the policies and guidelines cited by Council remain valid and Sydney Metro would apply these as relevant and in consultation with Council.</p> <p>It is noted that Council would not have an approval role for works in the public domain with the exception of approvals required under the <i>Roads Act 1993</i>.</p> <p>Many of the issues raised by Council would be considered as part of the Station Plan process. The Station plans will be submitted to Department of Planning for approval.</p> <p>Note that works on the BDA, Barangaroo Site are subject to approval by the BDA and Department of Planning, as the consent authority, not the Council.</p>

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
219.	i. Public Domain areas including streetscapes, parks, squares and others public domain areas must be in accordance with the City of Sydney Council's 'Sydney Streets Design Code' and the 'Sydney Lights Design Code'.	Refer to 218
220.	ii. Three copies of a detailed Public Domain Plan for each individual Metro Station must be prepared by an architect, urban designer or landscape architect and must be submitted to and approved by Sydney City Council as part of the Station Master plan approval process, or, prior to a Construction Certificate being issued for any new building work excluding approved preparatory, demolition, excavation, tunnelling or shoring work, whichever is earliest. It is recommended that draft plans be submitted for comment prior to formal submission for approval.	Refer to 218
221.	iii. The Public Domain Plan must be prepared in accordance with the City of Sydney's 'Public Domain Manual'.	Refer to 218
222.	iv. The works to the public domain are to be completed in accordance with the approved plans and the Public Domain Manual before any Occupation Certificate is issued for each Metro Station. Note: A security deposit will be required for the public domain works, in accordance with the City of Sydney's adopted fees and charges. You should contact Council to determine deposit amount prior to payment.	Refer to 218
223.	d) ALIGNMENT LEVELS: Footpath alignment levels must meet City Standards, and be submitted in accordance with the City of Sydney's 'Public Domain Manual'. Details of the proposed alignment levels are to be submitted and approved by Sydney City Council as part of the Public Domain Plan submission.	Refer to 218
224.	e) PUBLIC DOMAIN STANDARDS: The Public Domain is to be designed, documented and constructed to comply with all relevant Australian Standards and the following City of Sydney documents: i. Public Domain Manual ii. Interim Draft Sydney Streets Design Code iii. Interim Draft Sydney Lights Design Code	Refer to 218





No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	<ul style="list-style-type: none"> iv. City of Sydney Street Tree Master Plan 2004 v. Tree Preservation Order vi. Parks Technical Manual vii. City of Sydney Access Policy f) City of Sydney Awning Policy 2000 	
225.	<ul style="list-style-type: none"> g) PAVING MATERIALS: <ul style="list-style-type: none"> i. The surface of any material used or proposed to be used for the paving of colonnades, thoroughfares, plazas, arcades and the like which are used by the public must comply with AS/NZS 4586:2004 (including amendments) "Slip resistance classification of new pedestrian surface materials". ii. The paving for public domain areas including streetscapes and parks must be in accordance with the City of Sydney's 'Sydney Streets Design Code' standard pallet of materials. iii. Paving material selection, details and specification is to be submitted to and approved by Council (to be lodged with the Public Domain Section) prior to Construction Certificate being issued for the works. 	Refer to 218
226.	<ul style="list-style-type: none"> iv. FOOTWAY WIDTHS: Minimum footway widths which are adequate for public access and circulation in accordance with the City of Sydney's Development Control Plans and Access requirements are to be maintained. Where kerb and gutter alignment adjustments are required the details are to be submitted to the City of Sydney Council for approval. 	Refer to 218
227.	<ul style="list-style-type: none"> h) STRUCTURES IN THE PUBLIC DOMAIN: Proposed structures in the Public Domain are to be designed to consider existing and future built elements, users of the public domain, and adjoining land uses including: <ul style="list-style-type: none"> i. Building openings, windows and levels ii. Pedestrian circulation iii. Land marks, and features. iv. Street furniture, Street Trees and Parking Arrangements 	Refer to 218

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	v. Views and vistas Details including location, materials, design, and use of the proposed structures are to be submitted to the City of Sydney Council for approval.	
228.	i) MAINTENANCE OF STRUCTURES IN THE PUBLIC DOMAIN: The ongoing ownership and maintenance of all Sydney Metro infrastructure, assets and related structures in the Public Domain are to remain the responsibility of Sydney Metro.	Noted.
229.	j) RECTIFICATION WORKS TO THE PUBLIC DOMAIN: i. Elements of the public domain such as pavers, kerbstones, street furniture, light poles and the like which are required to be temporarily removed during construction are to be salvaged, removed and stockpiled at the applicants expense during construction. Where practicable, stockpiled material is to be reinstated to their original locations. ii. All areas of the public domain which are disrupted or damaged during construction are to be 'made good' to the satisfaction of 'Council' prior to final Occupation Certificate.	Noted. Statement of Commitment No. 69 has been updated to reflect reinstatement of public domain.
230.	k) FOOTPATH DAMAGE BANK GUARANTEE: Prior to a Construction Certificate being issued the owner of the site must provide a bank guarantee for the sum to be determined based on the City of Sydney's Schedule of Fees and Charges as security for rectification of any damage to the public way. <u>Note:</u> The bank guarantee required by this condition does not need to be provided if a separate bank guarantee is lodged as part of an approval for a hoarding over the public way. However neither bank guarantee will be released until all development works are complete to the satisfaction of the City, including rectification of damage to the public way. You should contact Council to determine the bank guarantee amount prior to payment.	Refer to 218
231.	l) DESIGN MODIFICATION FOR TREE RENTENTION: The design shall be planned, reviewed and modified as required, prior to the commencement of works, to incorporate the retention of significant,	Agree. Statements of Commitment No. 38 and 67 address this issue. There are likely to be locations where tree removal is unavoidable such the





No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	<p>healthy, prominent trees located in the City streets and parks.</p> <p>Note: this is particularly important for the significant trees located near Central Station, including those in Belmore Park and Pitt Street, as Council requires their retention.</p>	<p>Central Station forecourt and Castlereagh St. Statement of Commitment No.67 ensures an appropriate approach to this issue.</p>
232.	<p>m) DESIGN MODIFICATIONS FOR TREE PLANTING: The design shall be planned, reviewed and modified as required, prior to the commencement of works, to ensure that opportunities for tree planting are not restricted throughout the City streets and parks. This includes ensuring adequate drained depth of soil is retained as part of the design.</p>	<p>Refer to 218</p>
233.	<p>n) TREE ASSESSMENT REPORT: An Arboriculture Assessment Report, prepared by a qualified Arborist with a minimum Australian Qualification Framework (AQF) of Level 5 in Arboriculture, must be provided to Council for consideration and approval as part of the Station Master plan approval process, or, prior to a Construction Certificate being issued for any new building work excluding approved preparatory, demolition, excavation, tunnelling or shoring work, whichever is earliest. The report is to include:</p> <ul style="list-style-type: none"> i. Identification / survey of all trees that are likely be affected by the development ii. An assessment, detailed in a tree schedule / table, for each tree surveyed that includes: the common and full botanical name; the age class; the (estimated) height; the trunk diameter measured at 1.4 metres height; the canopy spread to the four cardinal points; a summary of the trees' health, vigour and structural condition; and an estimation of the trees useful life expectancy using appropriate industry methods iii. The tree assessment should be conducted and recorded in accordance with industry best practice iv. Include a suitably scaled plan of the site showing the location of all trees assessed in the report v. Identify all trees to be retained and removed during construction and 	<p>Statements of Commitment No. 38 and 67 address this issue.</p>

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	<p>development</p> <ul style="list-style-type: none"> vi. A discussion of all options available, including reasons as to why trees are, or are not being recommended for removal or retention. Recommendations for tree removal must be based on arboriculture findings only. Removals where the reason given is to permit the proposed development will not be accepted unless this can be adequately proven otherwise vii. Recommendations of any design modifications, construction techniques and/or other protection methods required to minimise adverse impact on trees that should be retained during the demolition & construction works, and into the long term viii. A summary / discussion of other relevant tree and site information such as soil and drainage characteristics, pests and diseases, and tree hazard assessment details ix. Details of any pruning required for construction and development. This must include number of branches and orientation, branch diameter, percentage of live canopy to be removed. This information must also be detailed on either a diagram or photograph of the tree. x. A description of the recommended tree protection zones required to ensure health, vigour and stability of trees is maintained during construction and development and into the future xi. A description of the recommended protection measures to be put in place to ensure the protection of trees to be retained xii. A description of the Site Arsonist's involvement during the works xiii. Removal must not be recommended for any tree that is located on adjoining properties (including Council land) unless written consent from the tree owner is previously obtained. 	
234.	<ul style="list-style-type: none"> o) SITE ARBORIST -SUPERVISION AND REPORTING: <ul style="list-style-type: none"> i. An Arborist with minimum qualifications in Arboriculture of Level 5 (under the Australian Qualification Framework) must oversee various stages of work within the Tree Protection Zone and certify compliance with each key milestone detailed below: 	Statements of Commitment No. 38 and 67 address this issue.





No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	<ul style="list-style-type: none"> – The Arborist must certify the installation of the tree protection measures to Council and the Principal Certifying Authority prior to the issuing of a construction certificate. – During any demolition, excavation and trenching within a Tree Protection Zone – During any Landscape works within 10 metres of the trees trunk vi. A monthly report shall be submitted to Council which provides details on the health and structure of Councils tree/s to be retained and protected and must include: <ul style="list-style-type: none"> – Certification of compliance with each key milestone – Details of any other works undertaken on any tree to be retained or within TPZ(s) – Documentary evidence of compliance with tree protection and measures (including photographs and site notes) – Ensure that the soil moisture is appropriate 	
235.	<p>p) PROTECTION OF STREET TREES DURING CONSTRUCTION: All street trees adjacent to the site not approved for removal must be protected at all times during demolition and construction, in accordance with Council's Tree Preservation Order.</p> <p>Details of the methods of protection must be submitted to and be approved by Council prior to the issue of the Construction Certificate and such approval should be forwarded to the Principal Certifying Authority. All approved protection measures must be maintained for the duration of construction and any tree on the footpath which is damaged or removed during construction must be replaced.</p>	Statements of Commitment No. 38 and 67 address this issue.
236.	<p>q) STREET / PARK TREE PRUNING:</p> <ul style="list-style-type: none"> i. The consent from Council must be obtained prior to the undertaking of any street tree pruning works. Only minor pruning works will be approved by Council. ii. Any pruning that is required to accommodate hoardings, scaffolding, or 	Statements of Commitment No. 38 and 67 address this issue.

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	to accommodate the loading/unloading of vehicles, and has been approved by Council shall be carried out by a qualified Arborist (AQF3), and must be in accordance with AS4373 Australian Standards `Pruning of Amenity Trees`.	
237.	r) Facilities must be made available for 24 hour reporting of community noise and vibration concerns and for full time dedicated community officers to be appointed to investigate and resolve the issues.	Statement of Commitment No. 35 addresses this issue.
238.	s) Dilapidation Surveys must be prepared by a suitably qualified person as a base line for investigation of property damage concerns.	Statement of Commitment No. 72 addresses this issue.
239.	t) Detailed documentation is to be submitted on collection, treatment and discharge of rail tunnel stormwater. (This waste will ultimately be discharged to Sydney Harbour and information has not been provided on the quantity of water or type of treatment proposed.)	Statement of Commitment No. 74 addresses this issue.
240.	u) The City of Sydney's standard palette of materials must be incorporated for all works in the public domain of the City of Sydney. Selection and detailing must be done in consultation with the City of Sydney.	The Station Plans identify the Council's standards for paving and other public domain elements. The IMO Contractor must design and deliver high quality design and to select of materials and finishes that are consistent with Council's standards.
241.	v) A geotechnical report must be submitted an include assessment of exposure to acid-sulphate soils.	Statement of Commitment No. 45 addresses this issue.
242.	w) The Works Contractor must undertake regular education of all gullies near the work sites to ensure they operate as efficiently as possible and reduce the build up of contaminants.	Statement of Commitment No. 64 addresses this issue.



No.	City of Sydney Issue	Sydney Metro response
Heritage Impacts		
<i>Central Station</i>		
243.	The proposal for the above ground structure is not supported for the following reasons:	Statements of Commitment No. 38 and 67 address this issue.
244.	Intrudes upon the setting of the Central Railway Terminus building	Statements of Commitment No. 38 and 67 address this issue.
245.	Requires the destruction of the West Forecourt and Main Entrance driveway concourse which has acquired social associations and significance of a National level.	Statement of Commitment No. 35 addresses this issue.
246.	Requires the destruction and excavation of the whole of the West Forecourt Garden and appropriates open space that has played a historic role in offering a place of tranquillity to travellers. The original configuration of the garden will be lost greatly reducing the ability of the west forecourt area to demonstrate its original appearance and function as a place of tranquillity and meeting point for travellers. The rare iron chain fence will be destroyed. The garden will be replaced by ventilation shafts and hard landscaping of a vastly reduced area of open space that will be surrounded by commercial paraphernalia associated with a Metro Station. The sense of tranquillity will be entirely removed.	Statement of Commitment No. 72 addresses this issue.
247.	The Metro Project will impact on significant archaeological remains some of which are of State significance. Some sites are of such significance that they warrant in situ conservation	Statement of Commitment No. 74 addresses this issue.
248.	<p>Town Hall station</p> <p>The design of the station and associated buildings should be sensitive to the heritage context. The settings of surrounding items including Sydney Town Hall, the Criterion Hotel, Pilgrim House and the Pitt Street Uniting Church.</p>	<p>The Station Plans identify the Council's standards for paving and other public domain elements. The IMO Contractor must design and deliver high quality design and to select of materials and finishes that are consistent with Council's standards.</p> <p>Statement of Commitment No. 45 addresses this issue.</p>

No.	City of Sydney Issue	Sydney Metro response
249.	<p>Martin Place station</p> <p>The City considers archaeological management is required for the following:</p> <ul style="list-style-type: none"> ■ The work site MP-A has the potential to disturb archaeological remains below 9 Elizabeth Street of the rear yards of houses fronting Castlereagh Street dating from the mid 1800s and earlier. ■ The work site MP-C has the potential to disturb archaeological remains associated with earlier road surfacing and services such as a branch of the Bennelong Stormwater Channel. 	Statement of Commitment No. 64 addresses this issue.
250.	<p>Barangaroo / Wynyard station</p> <p>The City does not support the proposed bridge across Sussex Street as it will obscure views of Moreton's Hotel which is of State significance eroding its setting.</p>	<p>Technical Paper 5 notes that the new footbridge would interfere to some extent with the setting of the hotel as viewed from Sussex Street. However, it is considered that the footbridge would give rise to only a slight negative impact, and that the preferred location is to the south of the building. The public open space to the east could have a slight positive impact on the setting of the hotel, depending on its final design.</p> <p>The new footbridge would be carefully designed to minimise its visual impact to Moreton's Hotel.</p>
251.	<p>Pyrmont station</p> <p>The City does not support the demolition of Heritage Items anywhere in the precinct.</p>	Noted.



No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
Heritage Impacts		
<i>Central Station</i>		
253	a) The project at Central Railway and Belmore Park is to be redesigned as follows: i. A full archaeological investigation should be instigated and continue to inform the design.	Full archaeological investigations will be undertaken. Statement of Commitment No. 40 addresses this requirement.
252.	ii. To ensure that the archaeological remains of the former Benevolent Society are undisturbed there should be no excavation of the area identified as being the location of the former Benevolent Society. This area includes the West Forecourt Garden and Entrance Driveway.	This condition is not practical. Refer to 247.
253.	iii. Excavation of the West Forecourt generally should be limited so as minimise the disturbance the impact upon the archaeological remains of Government Cottage Carters Barracks and Christ Church Parsonage.	Refer to 247.
254.	iv. Excavation of Belmore Park is to be limited and further informed by archaeological investigation.	Refer to 247.
255.	v. The West Forecourt Garden and Entrance Driveway is to be conserved.	Refer to 246.
256.	vi. The area of the proposed skylights within the West Forecourt should be greatly reduced to retain the historic design of the area. Any new structures within the West Forecourt above the current ground level should be limited in footprint and should be located so as to provide adequate curtilage around the Terminus building.	Refer to 246.
257.	vii. Ventilation shafts and glazed skylights should be amended to be of comparatively minor footprint and these should be sympathetically incorporated so as to be insignificant elements that do not detract from an appreciation of the original historic design of the Forecourt and that do not intrude upon the setting of the Terminus building.	Refer to 246.

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
258.	viii. The proposed entrance at Eddy Avenue and Pitt Street should be incorporated in a manner that retains the configuration of the Eddy Avenue and Pitt Street colonnades and to retain all the early shopfront joinery, glazing and metalwork. The historic fabric of the colonnades and shopfronts should be conserved as part of the works.	Refer to 246.
259.	ix. Interpretation should form part of the design.	Refer to 247
260.	x. The materials incorporated into the design need not necessarily copy that of the surrounding sandstone buildings but should be of a high quality.	Refer to 246.
261.	xi. Signage and lighting should not intrude upon the setting of heritage components and the design of these elements should be sympathetic to and recessive within the historic context.	Refer to 246.
262.	xii. The new subway accesses on each of the Country Platforms should be of minimal bulk and should not reduce the appreciation of the historic awnings and signage.	Refer to 246.
263.	xiii. The works within Belmore Park should minimise changes to the landform and reduce the removal of significant vegetation.	Agree. Statement of Commitment No. 67 addresses this issue.
264.	b) Prior to commencement of any excavation, the West Forecourt should be carefully recorded, and the stone and metal components should be carefully dismantled	Refer to 247
265.	c) Belmore Park should be archivally recorded prior to the works	Refer to 247
266.	d) A comprehensive archaeological management programme should be instigated for the Central Station West Forecourt and Belmore Park areas identified as having potential in the Non Indigenous Archaeological Assessment report by Casey and Lowe including a full archaeological excavation, recording and reporting programme is to be commenced and undertaken to a high standard and include the conservation of important artefacts.	Refer to 247
267.	e) Public Open Days should be programmed throughout the archaeological excavation.	Refer to 247

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
268.	f) Upon completion of the works: i. The disturbed areas of the West Forecourt including any areas of the Garden and Entrance Driveway are to be re established to a similar configuration and the iron and stone fencing restored ii. The works within Belmore Park should be carefully reinstated upon completion	Refer to 246 and 247. Design development is continuing on Central Station including the Western Forecourt Statement of Commitment No. 69 addresses reinstatement at Belmore Park.
269.	g) A Heritage Interpretation Plan should be completed.	Management of heritage impacts is addressed by Statement of Commitment No. 40.
270.	h) The City considers archaeological management is required for the following: i. Excavation of the worksite area TH-C may have some impact upon potential archaeological remains at Nos 125-129 and 131-135 Bathurst Street of houses dating from the 1840s ii. The design of the proposed southern emergency exit building in Bathurst Street should be carefully designed to respect the services building should echoed by lower scale podiums of contemporary developments such as Lumiere and HBSC. This height maintains historically important sight lines down Pitt Street to the original terracotta tile cladding of the northern facade of the 1939 building that matches the height of the adjacent Victorian building at the time of its construction.	Refer to 247 Statement of Commitment No. 17 addresses also addresses this design requirement.
Town Hall Station		
271.	a) The southern emergency exit and services building in Bathurst Street should be designed as follows: i. Be of a contemporary nature;	Statement of Commitment No. 14 addresses the approach to development on land required for the services building on Bathurst St. Statement of Commitment No. 17 addresses also addresses this requirement.
272.	ii. Complement the character and reinforce the setting of the Edinburgh Castle Hotel Street at 295-301 Pitt Street;	As above
273.	iii. Respect the street wall heights of the heritage buildings to the west of the site along Bathurst Street including the Edinburgh Castle Hotel Street at 295-301 Pitt Street and the former Bank of NSW on	As above



No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	the corner of George and Bathurst Streets.	
274.	Archaeological management is required for the excavation of the worksite area TH-C may have some impact upon potential archaeological remains at Nos 125-129 and 131-135 Bathurst Street of houses dating from the 1840s	Refer to 247
<i>Martin Place Station</i>		
275.	a) Archaeological management is required for the excavation for the proposed pedestrian link tunnel beneath Castlereagh Street where it conflicts with the level of the Bennelong Stormwater Channel.	Refer to 247
276.	b) Archaeological management is required for the following: i. The work site MP-A which has the potential to disturb archaeological remains below 9 Elizabeth Street of the rear yards of houses fronting Castlereagh Street dating from the mid 1800s and earlier. ii. The work site MP-C has the potential to disturb archaeological remains associated with earlier road surfacing and services such as a branch of the Bennelong Stormwater Channel.	Refer to 247
<i>Barangaroo / Wynyard Station</i>		
277.	a) The design of the complex is to be designed as follows: i. The bridge across Sussex Street should be deleted in order to retain the setting of Moreton's Hotel which is of State significance.	The bridge across Sussex Street is an important element of the project and will not be deleted. Refer to 250
278.	ii. Archaeological management is required for the eastern end of the worksite BW-A.	Refer to 247
279.	iii. Excavation of eastern end of the worksite BW-A at the southern side of the Napoleon St intersection with Margaret St is to be limited.	Noted.
<i>Pymont Station</i>		
280.	a) The building of the eastern Metro entry building is to be designed as follows: i. The building is to be of a contemporary nature, yet reinforce the setting of the Victorian terraces at Nos. 1-9 Union Street and those	Statement of Commitment No. 17 addresses this requirement. In addition, a Design Principles Workshop process has been initiated to ensure acceptable outcomes are achieved. All designs would be subject to

No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
	opposite at Nos. 2-20 Union Street and provide a sympathetic backdrop to Union Square.	review by the Design Review Panel (Statement of Commitment No. 10).
281.	ii. The building is to complement the character of the terraces, maintain the dominance of the surrounding historic context and strengthen the visual connection between the heritage items of Union Square at the western end from the heritage items closer to Darling Harbour, rather than isolate. Any requirement to provide an architectural relationship between other Metro stations should be a secondary consideration to the above.	As above
282.	iii. The design is to strengthen the visual connection between the heritage items of Union Square at the western end and the heritage items closer to Darling Harbour, rather than isolate them.	As above
283.	iv. The design is to reflect the Victorian subdivision pattern	As above
284.	v. The footprint, height, form, proportions and rhythm should closely match that of the former terraces demolished in the 1980s, evidence of which is provided by the photographs presented by the National Trust of Australia (NSW)	As above
285.	vi. Materials are to complement the materials of the surrounding rendered masonry and sandstone buildings, and are to be of a high quality and achieve a high level of articulation	As above
286.	vii. Any new additions to the rears of the Victorian terraces are to be of lesser bulk and scale, and be subsidiary to the main Union Street frontages	As above
287.	viii. The character of the lane at the rear of the Union St terraces is to complement that of the broader historical context	As above
288.	b) The historic character of Union Street is to be maintained as significant and fundamental to the Pyrmont Heritage Conservation Area.	As above
289.	c) Conservation works to the fabric of the front sections of the terraces must be conducted, including the provision of new shopfront joinery that is compatible with the period and style.	As above.

No.	City of Sydney Issue	Sydney Metro response
Environmental Risk Analysis/ Sustainability		
290.	EA does not adequately consider the operational use of renewable energy by Sydney Metro	Chapters 8 and 19.6 clearly assess the use of renewable energy for operation of the project. Revised Statement of Commitment No. 3 states Sydney Metro's position.
291.	Sydney Metro should be powered by new lower greenhouse gas producing power infrastructure	Revised Statement of Commitment No. 3 states Sydney Metro's position.

No.	City Of Sydney Draft Statement of Commitments	Sydney Metro response
Environmental Risk Analysis/ Sustainability		
292.	a) Sydney Metro will demonstrate leadership and use new lower greenhouse gas producing power infrastructure with recovery of heat, and without substantial losses from transmission and distribution.	Revised Statement of Commitment No. 3 states Sydney Metro's position.
293.	b) Trigeneration will receive priority consideration when comparing options for providing low-carbon thermal and electrical energy supply to Sydney Metro.	Sydney Metro will consider alternative forms of trigeneration energy supply when and if they become feasible.
294.	c) The successful Integrated Metro Operations (IMO) Tenderer will be required to work with the City's decentralised energy master plan tenderers to ensure successful integration of the programs, with tunnels providing the opportunity for distribution of thermal and electrical energy to networks in the CBD.	As above
295.	d) Energy supply options for Sydney Metro will have regard to how they will impact or contribute toward City of Sydney targets.	Council should note Revised Statement of Commitment No. 3 and consider any impacts or contributions to it's targets.



No.	City Of Sydney Draft Conditions of Consent	Sydney Metro response
Environmental Risk Analysis/ Sustainability		
296.	a) All internal lighting for Sydney Metro must incorporate energy efficient lighting or LED's to assist in the reduction of CO2 generation. This issue was inadequately covered in the Environmental Assessment.	A Condition of Approval on this issue is not required. Chapters 8 and 19.6 of the EA clearly identify energy demand management measures (including and beyond energy efficient lighting). Statements of Commitment No. 1 and 3 also address this issue.

3.14 Leichhardt Municipal Council submission

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Project Justification- Need/Alternatives		
1.	The EA does not adequately address how the vision, land use strategies and policies of the NSW Governments' own Metropolitan Strategy will be implemented through the construction of the project	<p>The Sydney Metro Network Stage 1 (Rozelle to Central) project is proposed as part of the NSW Government's ongoing support to the City of Cities: A Plan for Sydney's Future (Department of Planning 2005) planning framework for Sydney also referred to as the Metropolitan Strategy. The association with this plan and how the project aligns with the objectives of the plan was provided in detail at section 4.4 of the EA.</p> <p>As noted in the EA the project is an opportunity to encourage a significant proportion of the anticipated population and economic growth into corridors supported by new, high quality transport, consistent with the Metropolitan Strategy.</p> <p>A metro network was first identified in the 2006 Urban Transport Statement, which recognised that metro would provide the key benefit of operational separation from existing road and rail networks as well as modern rolling stock and train control systems to enhance reliability and facilitate the rapid loading and unloading of passengers.</p>
2.	The Environmental Assessment does not explain how the proposed project is consistent with major policy documents including The State Plan – A New Direction for NSW which provides the state government's framework for governing NSW and providing better services. The Priority E5 - Jobs Closer to Home, is designed to achieve less travel, more productive businesses, less road congestion and less pollution, and more vibrant and attractive cities and centres.	Refer to 1
3.	The proposed project is not consistent with the NSW Government's Metropolitan Strategy – the City of Cities and the NSW State Plan. The key organizing principle is expressed in its sub-title, the City of Cities. That principle emphasizes that the metropolitan area will shift towards a multi-cantered city, with a strong focus on aligning employment and population growth in major sub-regions that are linked to major centres. The proposal is based on the fundamentally flawed assumption that employment and other activities will continue to concentrate in the global centre of Sydney.	Refer to 1. In addition, Sydney Metro Network Stage 1 (Rozelle to Central) is the enabler for a metro network that will provide access to a range of centres across Sydney. Stage 2 of the metro network will service the Parramatta Road Corridor.



No.	Leichhardt Municipal Council Issue	Sydney Metro response
	The apparent focus on Barangaroo, as well as the real estate potential of the Bays Precinct seems to have distorted and narrowed the debate about how Sydney's transport system will support the successful implementation of the Metropolitan Strategy and the State Plan.	
4.	The project locks the inner city into a particular transport network, transport mode and development path which may lock out more cost effective and environmentally sustainable alternatives including light rail. Given the importance of public transport solutions for the future of a city the size of Sydney it would be expected that the strategic justification of the project would have assessed a range of options and routes.	A metro network does not preclude complimentary public transport initiatives such as Light Rail.
5.	EA does not adequately address some important metropolitan and local objectives, namely improved access to the Global Economic Corridor, the urban fringe and reduced congestion on existing infrastructure	The objectives of the Sydney Metro Network Stage 1 (Rozelle to Central) project are provided on page ii of the EA and specifically address these issues.
6.	The project locks the inner city into a particular transport solution without reference to a wider network – this could result in the loss of more appropriate alternatives or additions over time	Sydney Metro Network Stage 1 (Rozelle to Central) is an enabler for a wider network.
7.	The project needs to be considered in terms of its ability to provide high capacity access, while at the same time contend with highly congested conditions at the centre of the network. The proposed project would provide increased capacity to the CBD; however the question of whether its alignment provides the greatest potential to make use of the additional capacity is problematic. The project would also provide high capacity access to the newly proposed developments at Barangaroo, however as will be discussed in the following section, it would not provide for good interchange opportunities with other CityRail lines, which would undermines the ability to make full use of the capacity a new Metro potentially affords.	The ability of the project to provide high capacity access, while at the same time contend with highly congested conditions at the centre of the network is detailed in Chapter 22 of the EA.
8.	<p>The proposal needs to be considered in terms of its performance, or implications, for the outer periphery of the network. The merits of the project applicable to the outer periphery of the network which should be assessed include:</p> <ul style="list-style-type: none"> • Network coverage needs to be extended to key employment centres, especially those located along the Global Economic Corridor, where bus-based public transport services are now unable to accommodate growing demand e.g. the Anzac Parade corridor to UNSW. • Network coverage needs to be extended to new residential growth areas in the North-West and South-West that are currently without easy access to rail and key employment centres in the Global Economic Corridor. • Greater capacity to key centres such as the CBD needs to be provided to relieve rising congestion levels. 	<p>The Metro Network specifically targets the Global Economic Corridor – Anzac bridge to the University of NSW (Metro Line 2) and the north-west (Metro Line 1 extension from Rozelle). This is further described in Chapter 4 of the EA.</p> <p>Sydney Metro agrees that greater capacity to key centres such as the CBD needs to be provided to relieve rising congestion levels. Hence, the development of the Metro Network which will provide this solution.</p> <p>Note: The south-west will be served by the (deferred) South-West Rail Link.</p>

No.	Leichhardt Municipal Council Issue	Sydney Metro response
9.	<p>There are many features relating to the alignment chosen for the current proposal that will lead to sub-optimal outcomes. These need to be addressed before more detailed planning is carried out. The project should be assessed against the following operational criteria:</p> <p><i>a. What is the best and most effective way to address platform congestion at CityRail stations in the CBD so as to make better use of the existing CityRail network?</i></p> <p>To improve the current network on this count, an alignment needs to be selected that creates as many opportunities as possible for passengers to interchange away from Town Hall and Wynyard stations where platform congestion is now chronic. Many passengers travelling from the west, south-west and southern reaches of the CityRail network to destinations in the northern side of the Global Economic Corridor like North Sydney, Chatswood and St Leonards, change at Town Hall and Wynyard to access NSRL services. As was shown in the MREP proposal, a wide variety of opportunities for this to occur are created by that proposal.</p>	<p>Constraints to the alignment of the Sydney Metro Network Stage 1 (Rozelle to Central) project are documented throughout Chapter 6 of the EA.</p> <p>On the contrary, Sydney Metro Network Stage 1 (Rozelle to Central) is anticipated to relieve passenger congestion at CityRail's Town Hall and Wynyard stations. This is detailed in Chapter 14 of the EA and the Traffic and Transport Technical Paper 1 included in the EA.</p>
	<p><i>b. How can services providing greater through-routing be provided so as to increase public transport access to the CBD and associated centres within the Global Economic Corridor?</i></p> <p>The most problematic aspect of the proposal is that it uses the Pitt Street alignment, blocking it from use by the MREP proposal. This removes any future option to through-route services from the EHRL to the northern centres in the Global Economic Corridor. In using this alignment and removing the option to through-route CityRail services, the current project also removes the option to through-routing new metro services to new corridors in need of services. In this way, two through-routing opportunities are removed, severely undermining the future performance of both a new Metro service and the wider network of heavy rail services.</p> <p>There are very few remaining opportunities to through-route services along a north-south alignment through the CBD. The Pitt Street corridor is one of the few that remains. To use this in a way that does not provide greater access to centres along the Global Economic Corridor would be an extraordinary decision – one that has the potential to retard the long term economic development of the Global Economic Corridor while at the same time restrict the capacity of long-haul rail services from the south-west growth areas.</p> <p><i>c. How can higher capacity public transport services be extended to precincts within the Global Economic Corridor where bus services are currently struggling to cope with demand and job growth is expected to concentrate and increase in</i></p>	<p>Use of the Interim Rail Pitt Street Corridor (protected for rail by ISEPP) does not preclude heavy rail utilising the Interim Rail Western Corridor.</p> <p>Contrary to reported claims, the Interim Rail Western Corridor remains available for future rail expansion in the CBD.</p> <p>Sydney Metro Network Stage 1 (Rozelle to Central) is an enabler to a metro network that will assist with the combined public transport task. Refer to Chapter 4 of the EA.</p>

No.	Leichhardt Municipal Council Issue	Sydney Metro response
	<p><i>the decades ahead?</i></p> <p>While opportunities to through-route services along a north-south alignment are limited, there are many more opportunities to through route services along east-west alignments. The project does not.</p> <p>d. <i>How can rail network coverage be extended to new development areas, particularly on the fringes of Sydney, where there is currently no network coverage?</i></p> <p>The Environmental Assessment does not demonstrate how the project will enable greater capacity and therefore extensions to the south-west of Sydney. It does offer the potential for services to the North-West; however these would be within a longer timeframe than extensions to the CityRail network as proposed under the MREP.</p> <p>The MREP proposal would extend services to <i>both</i> the North-West and South-West growth areas. MREP does this by making use of existing network investments through augmentation and so is likely to be able to provide greater network coverage at a comparatively lower cost than would attempting to service these new areas with Metro services. The opportunities to through-route services within the Global Economic Corridor are also greater under MREP than it is for the project, offering preferable operational conditions.</p>	<p>As above.</p> <p>In addition, Metro Line 1 will service Sydney's north-west. The South-West Rail Link is not compromised by the Metro project.</p>

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Cost/Benefit		
10.	The Environmental Assessment does not include a rigorous cost-benefit analysis of the proposal against other transport infrastructure options	Project alternatives are described in Chapter 5 of the EA.
11.	<p>The EA does not demonstrate the potential economic impacts which may include:</p> <ul style="list-style-type: none"> • high costs and few benefits • high opportunity costs • lack of consideration of induced impacts • system fragmentation • local impacts 	The EA has been undertaken in accordance with NSW Government guidance and identifies and quantifies (where possible) the impacts of the Sydney Metro Network Stage 1 (Rozelle to Central) project.
12.	The EA does not provide information which confirms that the benefits of the project will outweigh the costs.	Notwithstanding the capital costs of the project, Stage 1 would establish a positive public transport legacy for future generations.



No.	Leichhardt Municipal Council Issue	Sydney Metro response
		Most significantly, with the improvements to public transport, it would provide the key enabler for the wider metro network across the Sydney metropolitan area – providing long-term benefits in terms of the environment and urban living. It would link land use and transport planning and deliver on the state’s strategic objectives for improved urban environments with reliable transport access.
13.	The economic benefits, costs and risks which may arise from the implementation of the project are not adequately addressed in the Environmental Assessment. In particular the Environmental Assessment does not provide sufficient information in relation to land values, employment, business viability, economic multipliers and potential agglomeration. Detail below:	(refer to a-j below)
	a- Area Growth - The Environmental Assessment suggests that the project will serve a rapidly growing inner city area. Leichhardt cannot be considered a rapidly growing locality as it is a well developed locality. Under no scenario is Leichhardt expected to grow rapidly.	The Metro will not only serve Leichhardt but also the rapidly growing inner Sydney area (including the CBD, the Bays Precinct and Barangaroo), as well as acting as the facilitator for future metro network expansion in to a number of high growth corridors in Sydney. This is outlined in more detail in section 4.2.1 of the EA.
	b. Existing services - The potential Leichhardt catchment area for the project includes residents of Rozelle, Lilyfield, Balmain and Birchgrove. Residents travelling to the city by public transport from these areas have a number of options including ferry, bus and light rail. Although there are always arguments in favour of improving environmentally friendly travel modes, these areas of Leichhardt are not considered to be deficient in public transport services compared to most areas of the metropolitan area.	The Metro project will greatly enhance public transport capacity in the CBD which is the highest density employment location in the metropolitan area. The project will also act as an enabler for a future metro network which will greatly enhance public transport capacity and usage across the broader metropolitan area. This will provide advantages of sustainable growth as well as improved public transport accessibility for many areas.
	<p>c. Agglomeration</p> <ul style="list-style-type: none"> • The interrelationship between the CBD metro and prospective land-uses is not analysed in the Environmental Assessment. • The project will have major induced impacts on development, particularly around the Bays Precincts. • The Barangaroo development aspiration of 20,000 new jobs is based on supply capacity of the site rather than analysis of demand for commercial office space. • Careful planning would require consideration of a number of land-use and transport infrastructure options but the Environmental Assessment does not analyse and quantify different development scenarios. The Environmental Assessment uses the employment forecasts for City of Sydney and Leichhardt provided by the Transport Data Centre, without adjusting them to take account of the proposed project. • Without a clear development concept for the Bays Precinct (and a Transport 	<p>The land use impact of the project has been assessed through the inputs of population and employment forecasts within the study area. These have been assessed both with and without the project and these assumptions underpin the transport modelling analysis.</p> <p>The future development of the Bays Precinct and Barangaroo has been taken account of in the analysis described above. This includes a range of land use scenarios and the subsequent impact on transport usage (see section 4.6.2) of the EA.</p>



No.	Leichhardt Municipal Council Issue	Sydney Metro response
	<p>Blueprint for where the metro system will end up), it is not possible to assess the economic implications.</p>	
	<p>d. Congestion</p> <p>The Environmental Assessment methodology for looking at passenger demand is considered to be flawed. There is no evidence to suggest that commuters from Rozelle and the Balmain Peninsula will shift from bus and car to metro in large numbers, or indeed will change modes from bus to metro during journeys to the city. The Environmental Assessment does not include future land use in the Bays Precinct in its consideration of potential congestion.</p>	<p>The transport modelling analysis has been undertaken using government guidance, and, as such, generates estimates of public transport usage across all modes with and without the metro project.</p> <p>The future land use for the Bays Precinct has been included in this analysis through the underpinning population and employment forecasts which input into the transport modelling analysis.</p>
	<p>e. Land Values</p> <p>International evidence suggests that property prices would increase in the vicinity of the proposed Rozelle railway station which would have some impact on the composition of businesses along Victoria Road, Balmain Road and Darling Street. Businesses with low overheads and low profitability may be squeezed out eg small business that benefit from low cost premises on Victoria Road and/or the nascent arts establishments along Balmain Road.</p> <p>Businesses with higher turnover and profitability are likely to replace these businesses. Hence, some businesses are likely to be negatively impacted by the project even though they have no interest in new transport infrastructure.</p>	<p>Council's opinion is noted.</p>
	<p>f. Economic Multipliers</p> <p>The key missing economic concept in the EA is opportunity cost. Opportunity cost will be the value of the best alternative foregone as a consequence of constructing the project. To make an assessment of the strategic justification for the project, it needs to be evaluated against the costs and benefits of alternatives. In particular, the project should be evaluated against the integration and extension of light rail services through the CBD and inner suburbs. The latter is likely to be much more cost effective, flexible and bring broader benefits to residents and businesses in the city and inner city areas. In order to demonstrate the full economic benefits and costs and multipliers, a Transport Blueprint which sets out how the project will be fully integrated into Sydney's transport network is required.</p>	<p>Alternatives are assessed in Chapter 5 of the EA and a series of other options has been examined (road network improvements, enhancing existing public transport networks and demand management measures) and these are summarised in section 22.4.</p> <p>NSW Transport and Infrastructure is the transport super agency of the NSW Government, with responsibility for all transport policy, planning and coordination functions as well as oversight of infrastructure delivery and asset management.</p> <p>Connecting NSW: The Transport Blueprint is the NSW Government's 25 year plan for integrating the delivery of transport services and land use planning in NSW.</p>
	<p>g. Employment</p> <p>The employment estimates included in the Environmental Assessment are in line with conventional estimates for a project of this scale. However, as the Environmental Assessment doesn't look at induced impacts on land-uses, particularly around White Bay no estimates of long term employment impacts have been provided for Council to adequately assess this aspect of the project</p>	<p>An assessment of long-term employment impacts was not required by the Director-General's Requirements.</p>

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	<p>h. Property Acquisition</p> <p>Property acquisition would be a moderate negative economic impact for those business operations during relocation as a result of the disturbance created.</p> <p>Council reiterates its call on the State Government to assure Council and the community that there will be no compulsory acquisition of properties.</p>	<p>An extensive range of research has previously been conducted into the medium to long term impacts of new public transport systems on property prices. Over 150 previous studies were identified in a brief review. The majority of this research has been in North America with the United Kingdom and Europe also contributing significantly to the range. These studies produce a broad range of results with the overwhelming majority indicating that the post opening impact on property values is positive.</p>
	<p>i. Business Viability</p> <p>The assessment of how business viability will be affected by the proposal is inadequate. Given the scale of the project, careful analysis is required on the impact on local business viability and measures taken to compensate impacted businesses. Consideration should be given to preparing a full business impact statement, including quantification of impacts on business turnover, within broader catchment areas.</p>	<p>A detailed analysis of the impact on local businesses has been undertaken as part of the project. This analysis has included a series of community sessions, interviews and desk top research.</p>
	<p>j. Car Dependence</p> <p>Council is particularly concerned that the Socio-Economic Technical Paper ignores the induced impacts of the project, particularly new land-uses that may be considered for the Bays Precinct which may substantially increase car dependence as well as public transport patronage.</p>	<p>Sydney Metro cannot comment on other developments that may increase car dependence.</p>

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Social Impacts		
14.	<p>The economic impact assessment treats increase in property values near the Metro stations as a net economic benefit to residents and does not take into account residents who are in social housing, other rented properties or those wishing to rent or purchase in Leichhardt local government area but are already excluded by price. The price rise is considered likely to have the following social impacts:</p> <ul style="list-style-type: none"> An additional increase in the level of unaffordability of housing in the local government area for low to moderate income earners. An additional increase in difficulty for local organisations looking to attract staff to deliver health and other 	<p>Council's opinions are noted.</p>



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	<p>care services and to undertake other low to moderate paid work in the local government area. (note that Figure 5.1, p 32 in the SIA shows that the sectors currently generating the most jobs in Leichhardt are health and social care services and professional, scientific and technical services).</p> <ul style="list-style-type: none"> • An additional increase in the unaffordability of rents for not for profit community organisations providing care and community services. The result will be an increased loss of such providers from locations in the local government area. • An additional increase in the number of key worker staff making long journeys to work in Leichhardt, with health and productivity/quality of work implications. • Likely strong and continuing pressure for development, including additional housing, at White Bay in order to make the most of the benefit of the station. • Likely strong and continuing pressure on Council to permit high rise and other forms of dense housing development within the 800 metre radius of Rozelle station, and possibly in due course within a radius of up to 1.5kms. • Intense pressure on the Council to review its stand on Callan Park (part of which is within 800 metres of the proposed station at Rozelle) and to permit housing at least in the south eastern part of the Park closest to the station. • Risk of continuing or repeated efforts to amend the Callan Park Act to permit this. This pressure will not go away once the station is operational but will be continually present. 	
15.	<p>Rises in property prices and values will exacerbate existing housing trends:</p> <ul style="list-style-type: none"> • Add to housing unaffordability in the LGA • Add to the change occurring in the social character of the municipality from an area of lower incomes to an area of high to very high income residents • Add to the decline in the social mix in Leichhardt and increase social divisions of the residential community in which the social housing tenants are a declining proportion of the community and relative disadvantage becomes more apparent • Add to the social costs of the gap between rich and poor within Leichhardt and between Leichhardt and other parts of Sydney. These can be considered as negative impacts on life expectancy, physical and mental health, teenage pregnancy rates, incidence of obesity, crime rates, social cohesion, levels of trust and social mobility 	Council's analysis is noted.

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	<ul style="list-style-type: none"> Add to the range of social costs arising from these outcomes which will occur locally 	
16.	<p>The Social Impact Assessment asserts (p68) that as the stations will be fully accessible accessibility for mobility impaired people will also be improved. Council notes that the benefits to mobility impaired people are likely to be dependent on the gradient (steepness or flatness) between each individual's home and the station, and the nature of each person's impairment.</p>	<ul style="list-style-type: none"> The infrastructure has been designed so that it is accessible for people with special needs. Sydney Metro has identified barriers to accessing transport options and will be develop ways to provide people with assistance where needed.
17.	<p>The Social Impact Assessment also asserts that <i>'improved access across the project will also help to combat social isolation for some residents restricted in their movement between areas owing to mobility or financial hindrances'</i> (p67) and that the train service will serve groups within its catchment equally (p68). This assessment is considered incorrect as the cost of travel will be experienced differently. People on low to moderate incomes who do not qualify for transport concessions may find the cost onerous and for the sake of 12 minutes travel time saved, prefer bus travel if this is the cheaper¹ option.</p>	<p>Sydney Metro considers that the assessment presented in the EA is correct.</p>
18.	<p>Access by elevator to platforms at such depth - the assessment does not take account of:</p> <ul style="list-style-type: none"> During rush hours, elevators are not able to cope with the volume of passengers, this results in pushing and queuing underground; During non-peak periods elevators may be experienced as sites of entrapment; During a power failure or elevator mechanical failure, access to the surface is via circular stairs, in this case for the equivalent of 12 storeys, resulting in the stranding of passengers unable to make this journey; emergency lighting and mechanical ventilation is required. During an emergency, access to the platform is constrained particularly if the elevators are not working; Some potential passengers may experience anxiety about the 'pithead' nature of the descent underground and prefer bus travel. These difficulties could be partially addressed by providing escalator and elevator access to the platforms, back-up generators for the elevators, emergency plans for medical treatment at platform level and evacuation. 	<p>Vertical and horizontal circulation has been designed to cope with peak volumes, and contingency has been allowed for maintenance and emergencies (eg power failure). Crime Prevention Environmental Design Principles are applied to ensure "sites of entrapment" are not created.</p>



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19.	<p>The pedestrian link under Victoria Road may be subject to the following impacts:</p> <ul style="list-style-type: none"> they rapidly become dirty and smelly due to their use late at night by people who are inebriated or can't find a toilet (or one which is open); the tunnel cannot be viewed in its entirety from the street and pedestrians can be taken by surprise by people entering behind them or from the other side of the street. Cameras do not prevent assaults. <p>Many pedestrians will therefore avoid using the tunnel except at peak periods. As time passes and the tunnel's appearance and smell deteriorates this will become an increasing phenomenon. The suggestion that the tunnel is a safety feature is therefore not agreed. The safest place to cross a busy road, especially if you are a woman or a member of another potentially vulnerable group, is at grade and in full view of the traffic.</p>	<p>Sydney Metro disagrees with these statements. Stations and pedestrian links will be well maintained and designed to ensure they are safe and accessible. Activation via retail is also proposed to increase safety.</p>
20.	<p>The tunnel under Victoria Road is likely to require more than weekly cleaning and will need regular repainting. Council does not have the necessary resources to undertake the ongoing maintenance of the tunnel.</p>	<p>The pedestrian tunnel will be maintained by the Metro operator.</p>
21.	<p>The Social Impact Assessment also notes the possibility of a bridge over Victoria Road. Such a link is more likely to be used by cyclists than pedestrians, is a place of potential entrapment for pedestrians particularly, and is completely unsuited to people with a fear of heights because the RTA's practice is to construct such bridges without any visual barrier to the traffic passing below.</p> <p>Similar considerations would apply to a proposed link from Lilyfield Road across the former Rozelle Marshalling Yards to Annandale and Glebe (p68).</p> <p>It is likely that many pedestrians will prefer, for reasons of safety, to cross Victoria Road at street level. In preparing the final Station Plans consideration should be given to materials, form and spaces which will not inhibit people using the at-grade crossing of Victoria Road</p>	<p>The reference to a bridge over Victoria Road was taken from a Council proposed initiative.</p>
22.	<p>The depth of the platforms at the proposed Rozelle station will have serious social impacts in the event of a medical emergency, poor crowd control/behaviour, passenger on the line events, suspected or actual interference with the operation of the railway or a terrorism event. On such occasions, it will be residents of Leichhardt who are likely to be the most affected. Council seeks to ensure appropriate readiness to deal with such emergencies – for example, equipment located at platform level, equipment located at street level, special access arrangements, in-time monitoring of CCTV surveillance. Some of these require a built infrastructure response and some a funding response.</p>	<p>Fire and life safety and life safety generally is addressed throughout Chapter 6 of the EA.</p>

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23.	<p>The suggestion that a busy intersection between a six lane major route, a two lane main road and an underground station is a place where social interaction could be encouraged or community spirit will occur is inconsistent with the evidence. It takes no account of the noise, vibration and air pollution associated with the traffic, the lack of peacefulness needed to encourage conversation, the health and safety risks to children accompanying a person socialising next to a major route, or the fact that within a short distance more suitable gathering places either exist or could be established.</p>	<p>Council's opinions are noted.</p>
24.	<p>Council notes that no commitments are made in relation to mitigation of the potential adverse impacts on the occasional care centre located in the Rozelle Neighbourhood Centre. The Rozelle Neighbourhood Centre is located at 655A Darling Street in the Church premises adjacent to Rozelle Public School. Concerns include:</p> <ul style="list-style-type: none"> • noise, vibration and dust impacts exceeding environmental guidelines • impacts on visitors to the Rozelle Neighbourhood Centre and the safety of workers • access during construction for both clients and staff of the Neighbourhood Centre 	<p>The preliminary environmental assessment for the project and the revised June 2009 design for the Rozelle Station identified land acquisition based upon a construction method which assumed that substantial excavation and mining of the Rozelle station would take place from the St Paul's land where the RNC is located (the land).</p> <p>Sydney Metro has since undertaken further design and construction reviews, resulting in a significant reduction in both the area of temporary and permanent land required to be used from the land. There has also been a significant reduction in the nature and extent of construction work which will take place from this land and from the immediately adjacent properties at 665 – 669 Darling Street.</p> <p>The earlier proposal required a temporary construction lease over the access driveway and much of the land's rear garden land, including the land occupied by the Garden Room. The Green Room is a critical facility to the RNC where a number of its services are offered.</p> <p>However, Sydney Metro's revised scheme only now requires a construction lease over the currently unused area of land between the existing fence and Victoria Road. The proposed construction lease will enable ongoing access to the RNC's lane driveway and the garden land including the Garden Room.</p> <p>Sydney Metro recognises that the mitigation of construction impacts will be an important consideration for the RNC. Construction impacts associated with the project were identified in the environmental assessment together with a range of mitigation measures and construction techniques to be used during construction. The deployment of these mitigation measures will be critical in continuing to enable the RNC to be able to provide its services from the current location.</p> <p>The mitigation measures Sydney Metro anticipates being able to use include temporary barriers and enclosures; well planned site layouts to create noise shields; good construction planning and</p>



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		<p>scheduling work as much as possible in standard construction hours. In particular, this would include a solid fence along the boundary between the construction site and the retained land, to provide protection and noise attenuation with a minimum height of 2.4m (please note that the final extent, height and materials will be subject to contractor/advisor recommendations and any conditions of approval).</p> <p>Sydney Metro has committed to managing construction noise and vibration levels in accordance with the <i>Sydney Metro Construction Noise and Vibration Strategy</i>. The strategy applies internal and external noise management levels of LAeq(15minute) 50 dBA and 60 dBA respectively for schools, based on the DECC's <i>Interim Construction Noise Guideline</i>. Similar criteria would be applicable for childcare centres. The Construction Noise and Vibration Strategy provides a commitment for particularly noisy activities to be scheduled outside normal school hours, where possible and for establishing cooperative relationships with schools, local residents and building owners to assist in managing impacts from noisier operations.</p> <p>The Strategy provides a process for implementing all feasible and reasonable mitigation measures. Where noise and/or vibration issues have been identified after all feasible and reasonable mitigation measures have been implemented, the construction contractor is required to produce a noise and vibration management plan, which includes liaison with the sensitive receiver(s) and DECCW.</p>

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Integrated Transport Plan		
25.	The provision of the metro will change the way people move around a city but it would also change the character of places and have significant social and economic ramifications. The EA does not adequately explain how metropolitan and local level objectives will be implemented by the proposal:	<p>The EA and supporting documents address a range of local and broader benefits that would stem from the introduction of the Metro.</p> <p>Sydney Metro Network Stage 1 (Rozelle to Central) would establish a positive public transport legacy for future generations. Most significantly, with the improvements to public transport, it would provide the key enabler for the wider metro network across the Sydney metropolitan area – providing long-term benefits in terms of the environment and urban living. It would link land use and transport planning and deliver on the state’s strategic objectives for improved urban environments with reliable transport access.</p> <p>The Government is currently preparing a Metro Network Strategy to guide and prioritise the development of a metro network for Sydney. This work includes assessment of a range of alternative alignments for future metro lines for Sydney.</p>
	a. Services which provide greater <i>through-routing</i> must be established so as to increase public transport access to the CBD and associated centres within the Global Economic Corridor	Agreed. A Metro, by accommodating passenger throughput of between 29,000 and 40,000 passengers per hour, at high frequencies will enhance public transport accessibility significantly. In the longer term extension of the Metro Line 1 to the north west will improve accessibility to and from the global economic corridor.
	b. Higher capacity public transport services need to be extended to precincts within the Global Economic Corridor where bus services are currently struggling to cope with demand and job growth is expected to concentrate and increase in the decades ahead	See above
	c. Rail network coverage needs to be extended to new development areas, particularly on the fringes of Sydney, where there is currently no network coverage	The Sydney Metro Network Stage 1 (Rozelle to Central) is the first stage of a broader Metro network that will service the travel needs of our growing suburbs and established centres. Metro 1 comprises a new rail corridor through Sydney’s CBD from Rozelle to Central, Stage 2 from Central to Westmead and the North West Metro from Rozelle to the north west.
	d. A solution is required that makes the best and most effective way to address platform congestion at CityRail stations in the CBD so as to make better use of the existing CityRail network	The Metro project will assist in relieving congestion of the CityRail network and will not prevent or limit future expansion of the heavy rail network within or external to the Sydney CBD. By relieving the



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		most congested part of the CityRail network, it will facilitate future upgrades and development of the CityRail network.
	e. An integrated land use planning approach which is underpinned by social, economic, environmental and aesthetic objectives is required for White Bay, Rozelle Stabling Yards, Callan Park, as well as lands in the City of Sydney and established communities which will be impacted by land use change. A Master planning process is required to ensure the best possible use of our physical, social, economic and environmental resources.	<p>A Master planning process has been implemented. Draft Station Plans are available and were developed in consultation with Councils. Station plans will be updated through the Station planning process.</p> <p>There is no station Plan for Callan Park as the Sydney Metro Network Stage 1 (Rozelle to Central) project does not impact this site.</p>

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Land Use		
26.	An effective EA for a major public transport project such as the project should take into account the impacts of transport on land use. The EA does not provide an evaluation of the potential impacts. Council is concerned about the ramifications for White Bay and its future role in the Bays Precinct in the absence of rigorous Master planning and community consultation.	The Master Planning of White Bay will be progressed by the Sydney Harbour Foreshore Authority under the Bays Precinct Project. Sydney Metro has provided a submission to SHFA focussing on design guidance in relation to the integration of the safeguarded metro station with future planned development.

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Construction Traffic		
27.	Truck movement table (Transport & Traffic Technical Paper Table 7.11) does not show total movements around White Bay and Rozelle and needs to be more descriptive.	The Table provides a comprehensive summary of expected truck volumes by day and peak hours.
28.	Transport & Traffic Technical Paper Fig 7.13 illustrates the truck route along Darling Street / Balmain Road. The route stops at Albert Street opposite Callan Park with no description of where the route continues to, assuming to City West Link.	Yes. This was done for presentation purposes. The trucks heading past Callan Park would have an origin or destination via the city West Link Road.
29.	Transport & Traffic Technical Paper Fig 7.13 illustrates the truck route along Darling Street / Balmain Road. The route stops at Albert Street opposite Callan Park with no description of where the route continues to, assuming to City West Link.	As above



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30.	The Environmental Assessment identifies the current situation Level of Service for Victoria Road / Darling Street and an improved LoS 'C' for the "construction period". This assertion needs to be checked as the performance of the intersection would be expected to deteriorate. The Victoria Road / Wellington Street intersection is shown as remaining at the same LoSC and this is also questioned. The removal of the right turn in Victoria Road at Evans Street would be expected to impact on the tabled results. The project should check the modelling results for Balmain Tigers against those for the Multiplex development, the effect on the PM peak period at the Victoria Road / Wellington Street intersection and confirm that the performance of the intersection will not deteriorate. Council requires an indication as to what measures can be implemented to maintain the existing performances of the intersection. Any additional delays will be unacceptable and will create redistribution of traffic within the peninsula.	Paramics modelling for the project indicates that the provision of a bus lane and bus layby should improve traffic over the alternative of a bus stop in the existing outbound traffic lane. The construction of a cross intersection at Waterloo Street could allow right turns out of the Rozelle Villages site which will aid accessibility and improve the operation of the Darling Street / Victoria Road Intersection through a small reduction in traffic using the intersection. The traffic studies undertaken for LMC indicate that impacts from the proposed Multiplex development and Tigers Club redevelopment are acceptable.
31.	Any proposed changes to construction hours will impact on hours of truck operations. Modifications to arrangements must also be forwarded to Council for its consideration and approval.	Council will be consulted as the Sydney Metro Network Stage 1 (Rozelle to Central) proposal is developed. Council officers will have the opportunity to input into the Construction Traffic Management Plans, Construction Traffic Control Plans, and Road Occupancy Licences (ROLs) proposed by the Contractor through participation in the TTLG.
32.	All at-grade pedestrian crossings are to remain operational throughout and after construction	Noted
33.	Darling Street traffic crossing Victoria Road should not be unnecessarily impeded during construction works	Noted
34.	Temporary parking areas for shoppers to be provided to replace any lost parking in the vicinity of the station and associated works	Noted. There is scope to accommodate displaced parking along the Waterloo Street frontage to the worksite. This is being explored.
35.	Construction management plans should include strategies for servicing neighbouring premises, garbage disposal, pedestrian and cycle route maintenance and maintenance of traffic routes at the intersection of Victoria Road and Darling Street	These needs will be addressed in the Contractor TMPs and TCPs with every effort made to avoid disruption and conflict.
36.	Sydney Metro should bear the cost and renewal of all public road assets damaged during the works	This request is acknowledged. Further discussion and consideration is required.
37.	Access of construction traffic should be limited to Victoria Road only, as use of Waterloo Street will detrimentally impact on residents. Use of Darling Street north of Victoria Road would detrimentally impact on operation of the intersection which has become a more important access point following closure of right turn into Evan Street at Victoria Road.	Truck access to the northern worksites will require access to the southern most section of Darling Street (Balmain side) in order to minimise impacts on intersection operation and in the interests of road user safety. Generally the approach to the management of truck traffic is to limit access to and from Victoria Street.

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38.	Detailed dilapidation surveys must be required, prior to any construction, for all surrounding Local Regional or State roads and footpath assets in say a 100m radius vicinity of the site. Details of proposed dilapidation survey parameters to be agreed with Council's Manager Assets.	Sydney Metro, through it's contractor will perform pre-construction surveys of structures along the metro route. The scope of instrumentation monitoring and the extent of the dilapidation surveys will be determined through a risk assessment process that will consider the concerns of the third party asset owner.
39.	The safety of all pedestrian / cycle traffic, including school children around site is paramount in Council's considerations. It is noted that pedestrian access around the site is proposed as a minimum footpath width. Council notes that pedestrian demand is likely to increase with the completion of the Inner West Bus way project. Design and implementation of pedestrian environments should ensure footpath widths are not constrained during or after construction activity. The needs of cyclists should also be given a high priority. Detailed site planning during and after construction must ensure that a 'squeeze' points are eliminated along shared use paths.	Noted. Pedestrian safety will be managed via the use of traffic controllers avoiding vehicular and pedestrian conflict.
40.	All parking for construction workers must be provided on site within the White Bay construction sites.	Noted.
41.	All access arrangements and intersection performance at City West Link and Victoria Road must meet all RTA requirements.	Noted.

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Noise and Vibration		
42.	There will be significant breaches of the noise criteria at both the stabling yards and the Rozelle station site (which will be greater in the vicinity of the stabling yards using Council's commissioned monitoring of ambient background noise levels). The Environmental Assessment has not addressed this adequately, leaving the matter to be resolved (if possible) to a future unspecified management plan.	<p>The Council commissioned The Acoustics Group to undertake a review of the Noise and Vibration Technical Paper. As part of this assessment, attended measurements were undertaken by The Acoustics Group at several locations surrounding the proposed train stabling and maintenance facility and it is suggested that the background noise levels during the 10pm to 7am night-time period are lower than indicated in the EA. As the noise goals to assess the potential noise impacts from the construction works and train stabling / maintenance operations are based on the background noise levels, Council suggests that the potential noise impacts will be greater than indicated in the EA.</p> <p>The background noise monitoring for the EA was undertaken in accordance with the requirements of the EPA's <i>NSW Industrial Noise</i></p>



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		<p><i>Policy</i> (INP). For a new development, the INP specifies that “it is important to undertake sufficient monitoring of background noise to allow intrusive noise to be assessed adequately”. Two measurement regimes are presented in the INP for measuring the background noise environment (short-term and long-term). At the Planning and Approval Stage, the INP recommends that the ‘long-term’ measurement approach is applicable, which involves continuous sampling (for approximately one-week at each location), accompanied by periods of operator-attended monitoring at the most or potentially most affected sensitive location/s.</p> <p>For the proposed stabling and maintenance facility, background noise measurements were undertaken at six locations considered to be representative of the potentially most affected sensitive locations. These were located on both sides of the proposed stabling and maintenance facility. The quantum of background noise monitoring undertaken for the assessment is considered to be acceptable and consistent with the requirements of the INP.</p> <p>Whilst the measurements undertaken by The Acoustics Group were performed at many (28) locations, only spot measurements were undertaken and for periods of approximately 30 minutes at each location during the daytime and night-time periods. These measurements are not a reliable indicator of the long-term acoustical environment and should not be relied upon for assessment purposes. Heggies has undertaken a review of the spot measurements undertaken by The Acoustics Group and compared their measurement results with the long-term measurements undertaken for the EA. At similar measurement locations, the background noise levels are reasonably consistent. In some areas, the spot measurement results indicate lower background noise levels than the long-term monitoring locations. This is because the measurements undertaken by The Acoustics Group were undertaken at a greater distance from the major noise sources influencing the background noise environment (Lilyfield Road and City West Link Road) and not at receiver locations in Lilyfield Road closest to the proposed train stabling and maintenance facility.</p> <p>Whilst it is true that the background noise levels will be lower as one moves away from Lilyfield Road and the City West Link Road (as a result of increased separation distance), the noise levels associated with the proposed train stabling and maintenance operations will also reduce as the separation distance increases. Thus, whilst it may be argued that the project noise goals for construction and operations may be lower for receiver locations further from the proposed</p>





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		<p>construction works and operations, the construction and operational noise levels will also be lower. As a result, the nearer assessment locations identified in the EA are still considered to be representative of the potentially most affected sensitive locations.</p> <p>Further background noise surveys will also be required to be conducted by the Contractors consultant closer to the time of the construction works.</p>
43.	<p>The Environmental Assessment and the Draft Statement of Commitments refers to the concept of “trigger levels” instead of compliance with limits. This is unacceptable. There must be a requirement for compliance with identified limits as suggested in this submission. Compliance with the sleep arousal criterion is considered the minimum standard. In Council’s view there should be no loss of acoustic amenity for our residents.</p>	<p>For construction works, the construction noise goals are based on the “<i>noise management levels</i>” documented in the DECCW’s <i>Interim Construction Noise Guideline</i>. The adoption of “noise limits” for the construction phase is inconsistent with the Director General’s requirements for the project and the Interim Construction Noise Guideline which advocate the development of a management framework (based on “management levels” not “noise limits” to ensure that impacts are mitigated, monitored and managed. This process is described in the <i>Sydney Metro Construction Noise and Vibration Strategy</i>.</p> <p>For operations, Sydney Metro has undertaken to adopt the noise and vibration the “trigger levels” in the DECCW’s <i>Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects</i> as “noise limits”. Sydney Metro has adopted the DECCW’s Sleep Disturbance Screening Criterion as design goals for the train stabling and maintenance facility. The noise and vibration technical paper notes that “<i>if future brake release noise levels should be significantly higher than that specified in Table 96 there may be a requirement for some form of noise mitigation in order to minimise potential sleep disturbance at the nearest residences during the night-time period.</i>” If this occurs, the assessment of mitigation measures would be based on a feasible and reasonable process in accordance with the applicable DECCW guidelines on potential sleep disturbance contained in the DECCW’s Application Notes to the <i>Industrial Noise Policy</i>.</p>
44.	<p>The period of construction is over an extended period – being up to 40 months in the case of the stabling yards. As a consequence it is entirely appropriate to ensure that development satisfies the noise criteria. If the building sites cannot be enclosed then it is considered that 24 hour construction should not occur. Residents should not have to experience night time noise levels more than 20dB(A) above background levels.</p>	<p>The noise and vibration technical paper provides an assessment of the potential construction noise impacts associated with three scenarios comprising general earthworks, construction of buildings and facilities, and portal and dive structure construction and excavation. At this stage in the assessment process, the extent of construction works that will be required during the evening and night-time periods is unclear and hence indicative noise predictions have been undertaken for the daytime, evening and night-time periods. It should also be recognised that the construction noise levels will be</p>

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		<p>variable in nature and there are likely to be periods when the noise levels will be significantly lower than indicated in the EA.</p> <p>As the construction noise management levels are lower during the evening and night-time periods, the requirement for noise mitigation and management measures will be more stringent if significant evening and night-time works are required. Construction noise and vibration emissions will be managed in accordance with the <i>Sydney Metro Construction Noise and Vibration Strategy</i>. The Strategy provides a process for implementing all feasible and reasonable mitigation measures. If exceedances of the noise management levels remain after all feasible and reasonable mitigation measures are implemented, the contractor would be required to implement the additional mitigation measures identified in Table 6.2 of the Construction Noise Strategy. Night-time exceedances greater than 5 dBA above the noise management levels would be very unlikely for periods greater than 6 months as the Construction Noise Strategy would require alternative accommodation to be provided in this case.</p>
45.	<p>It is essential that acoustic and vibration criteria that protect the existing amenity be specified. Consequently alternative construction methods or additional noise control works must be considered. It is essential that both construction and operation of the development must comply with the noise and vibration limits with no exceptions.</p>	<p>Noise and vibration criteria for the project have been determined on the basis of the appropriate DECCW guidelines. Operational noise criteria are designed to protect the existing amenity of residential areas, whereas the construction noise management levels allow for higher noise goals on the basis of the non-permanent nature of construction activities.</p>
46.	<p>Monitoring of the noise and vibration levels during construction must be undertaken and be independent of the proponent, with such information being publicly available. It is appropriate that Council should oversee this monitoring with funding from the proponent.</p>	<p>It is anticipated that noise and vibration monitoring during the construction phase will be undertaken by the successful contractor or their appointed acoustical consultant. These assessments will be reviewed by an independent acoustical consultant appointed by Sydney Metro.</p>
47.	<p>The construction of the Rozelle stabling yards and Rozelle Station will create acoustic and vibration disturbance to some residents and commercial properties. Without adequate mitigation there is no alternative but to temporarily relocate those occupiers, at the proponents' expense.</p>	<p>Refer to Items 43-45.</p>





No.	Leichhardt Municipal Council Issue	Sydney Metro response
Indigenous Heritage		
48.	Council has, independently sought expert advice from the Metropolitan Local Aboriginal Land Council, whom Council recognises as the custodians of Aboriginal land, cultural sites and landscapes within the Leichhardt LGA. After a review of the Environmental Assessment and the Draft Statement of Commitments the Metropolitan Local Aboriginal Land Council concluded that the listed registered sites will not be impacted upon by the construction on the project.	Noted
Non-Indigenous Heritage		
49.	Council is concerned that the local significance of the buildings, their contribution to streetscape and place identity has not been adequately considered in the preparation of the proposed location and design of the Rozelle station. Council contends that in the event of the approval of the proposal that further, detailed design of the station and environs should be undertaken including investigation of how existing built forms can be retained and enhanced.	<p>The metro station entrance into Darling Street would respond to the urban form and activity that typifies this part of Rozelle. It has been recognised that Rozelle is located in a unique village-style location. Section 19.1.2 of the EA outlines the factors that were considered in the design of the metro structures (including heritage buildings and heritage conservation area) and the design principles that have been used thus far, and those that will continue to guide future detailed design (e.g. station entrances designed relate to the scale and consistency of adjacent) buildings.</p> <p>An interactive Design Workshop has been initiated and will be used to form the appearance and character of the Rozelle metro station. The Design Workshop will be an opportunity to explore a large range of options to retain the original character of Rozelle’s area. Workshop participants were selected with advice from the Royal Australian Institute of Architects, the Planning Institute of NSW, the Australian Institute of Landscape Architects and the National Trust.</p> <p>A Design Review Panel, comprising independent specialists, has been established to evaluate the detailed design of stations and associated precinct works with particular focus on at-surface design.</p>

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Flooding		
50.	Council is currently undertaking a comprehensive flood study of the entire LGA. Preliminary results from the study have identified that this site is substantially flood prone. The proposed works should not cause or exacerbate existing flooding problems, or limit Council's capacity to address flooding problems upstream or adjacent to the site. In this regard, all public drainage systems that currently run through the site should be upgraded to ensure that the combined minor/major (piped/overland) system has the capacity to convey the 100 year Average Recurrence Interval storm event. Furthermore, all works should be designed to address all the relevant guidelines of the NSW Government's Floodplain Development Manual 2005. The floor level of all buildings should be a minimum of 500 mm above the 100 year Average Recurrence Interval flood level.	<p>Early investigations undertaken by Sydney Metro identified the potential for the former Rozelle Marshalling Yard to be prone to flooding and the existing drainage systems traversing the site.</p> <p>Flooding and hydrology has been considered in developing the reference design for the Rozelle Stabling and maintenance depot. Hydrology and flooding will be further considered in developing the design of buildings and plant on this site. The upgrading of existing drainage systems is outside the scope of the project, however, the depot will be designed to avoid any increase in inundation levels in a 1 in 100 year flood event, if practicable.</p> <p>The Rozelle Depot Master Plan outlines potential landscaping treatments that will be considered during detailed design including integration of water-sensitive urban design features (such as water detention basins) to improve water quality and create a more attractive environment.</p>
Stormwater		
51.	Due to the likely high water demand for the site arising from activities such as train cleaning and irrigation, consideration should be given to harvesting the vast quantities of stormwater runoff generated upstream of the site. In this regard, there are a number of Council and Sydney Water owned drainage systems that discharge into and through the site. Stormwater harvesting facilities should be installed within the site to collect and harvest stormwater from existing Council or Sydney Water drainage lines within the site.	<p>As set out in Statement of Commitment No. 5 a target of 95% recycling of train wash water has been adopted for the project. Water usage will therefore be limited, negating the need to harvest water from other sources including stormwater.</p> <p>The general philosophy adopted for site water management is to separate upstream stormwater runoff from site stormwater to minimise the potential for pollution to waters. It is also noted that any alternative water supply arrangements need to be available on demand and reliable and it is unlikely that the proposed stormwater harvesting can meet these requirements.</p>
52.	It is likely that the majority of the existing residential and commercial/industrial developments in Lilyfield Road which back onto the site currently drain in part or in full towards the Rozelle Stabling Yards. Adequate drainage infrastructure must be installed adjacent to the boundaries of the affected properties, supported by drainage easements where appropriate, sufficient to accommodate connection from these properties.	As noted in the response to Comment 50, hydrology and flooding has been considered in developing the reference design and will be further considered during detailed design development.



No.	Leichhardt Municipal Council Issue	Sydney Metro response
53.	Opportunities for on-site and off-site water harvesting to meet the requirement of 4.7 million litres of water have not been adequately investigated.	As set out in Statement of Commitment No. 5 a number of measures to minimise water usage and recycle water needed to operate the Rozelle stabling and maintenance depot have been adopted including the rainwater capture to supply non-potable requirements and a target of 95% recycling of train wash water. Also see response to Comment 51.

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Flora and Fauna		
54.	The Environmental Assessment has not addressed existing fauna and habitat removal within the Rozelle Stabling Yards and a strategy for the use of local provenance vegetation to reinstate habitat is required.	Existing flora and fauna and potential impacts on biodiversity within the former Rozelle Marshalling Yard has been comprehensively assessed in the EA (see Section 19.3 and Technical Paper Proposed landscaping treatments for the Rozelle stabling and maintenance depot are set out in the Rozelle Depot Master Plan. The use of local provenance vegetation from the Rozelle Bay Community Native Nursery will be considered in finalising landscaping treatments.
55.	The noxious weeds (large amounts of lantana) located on the Rozelle Stabling yards site are likely to contain populations of Blue Wrens. The removal of all of the noxious weeds would have a devastating effect on this species and other small bird species unless it is undertaken in a staged manner which would allow for alternative planting to be established. It is also noted that although the Environmental Assessment has not identified any remnant vegetation on-site some remnant vegetation has been identified 500 metres up line from Catherine Street. Unexpected remnant vegetation should be protected if encountered.	Detailed site survey undertaken as part of the EA confirmed that no natural habitats or remnant vegetation is present within the site. The removal of noxious weeds and the landscaping of the Rozelle stabling and maintenance depot as set out in the Rozelle Depot Master Plan would assist in improving biodiversity in the locality. The staged removal of the vegetation on site is not consistent with the requirements of the <i>Noxious Weeds Act 1993</i> and is not recommended as it may actually work to exacerbate impacts on any fauna present on site. With respect to the Blue Wren (Superb Fairy-wren), it is noted that these birds typically live in family groups of between 2 to 6 individuals. All the wrens in the family group assist in feeding and protecting the nestlings and fledglings, and in defending the territory (typically 0.5-2.0 hectares) from other Blue Wrens. It is therefore unlikely the site supports a large population, if at all. Blue Wrens are also recognised for their ability live within and adapt to changing urban environments. For these reasons, the potential impacts of the project on Blue Wrens will be minimal.

No.	Leichhardt Municipal Council Issue	Sydney Metro response
56.	A Noxious Weed Management Plan and a Landscape Management Sub-Plan which identify strategies for the protection and/or relocation of native fauna found on-site should be prepared and implemented. It is very likely that other native fauna will be encountered in the Rozelle rail corridor during any construction phase. Fauna may include at least two species of snake – the Eastern Brown and Red Bellied Black Snake. (Council receives occasional reports of these species in far busier locations than the rail corridor) The rail corridor is likely to have become a relatively safe habitat for these species. A Strategy for the capture and relocation of native fauna, including snakes, should be prepared and implemented.	Noxious weed management requirements and procedures for the relocation of any fauna found within the site will be incorporated into the Construction Environmental Method Statement for the establishment of the Rozelle stabling and maintenance depot.
57.	Fauna and flora monitoring should be undertaken by specialists prior to, during and after construction and appropriate strategies implemented to maximise the opportunities for habitat reinstatement for native species. Council does not have any resources available to undertake such work.	As above
58.	In support of re-establishing areas of habitat local provenance native plants should be used in the Rozelle depot site. Plants should be sourced from specialist nurseries or grown on from seed stock collected from the site and surrounding areas.	Given that no natural habitats or remnant vegetation is present within the former Rozelle Marshalling Yard harvesting of seed stock from the site will not be possible. As noted in response to comment 54, the use of local provenance vegetation from the Rozelle Bay Community Native Nursery will be considered in finalising landscaping treatments.

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Waste		
59.	Given the depth of the stations underground and restricted spaces/excavation needs, operational waste separation should emphasise that bulk reduction (by compaction) of recyclables and waste should occur at the point of disposal with the installation of simple innovations such as can crushers adjacent to waste bins etc. All stations, the depot and construction sites should incorporate appropriate waste recycling opportunities.	Waste management facilities to be installed in and around stations and within the Rozelle stabling and maintenance depot will incorporate waste recycling opportunities, where practicable.

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Sustainability		
60.	More demanding energy targets in the design, construction and operation of the Metro are sought.	Sydney Metro has committed to the purchase of 20% renewable energy during construction and 100% renewable energy during operation.
61.	The fundamental Environmentally Sustainable Development principle of inter-generational equity in relation to this project requires further, detailed consideration. Previous sections of this submission note that the project should be the subject of a rigorous Cost Benefit Analysis and Triple Bottom Line reporting. That analysis should include an assessment of whether this is the optimum solution for delivering equitable public transport to the Sydney Greater Metropolitan Region and result in more sustainable transport and land use practices.	The EA addresses the issue of inter-generational equity in the project justification, which has been informed by the social impact assessment completed for the EA.
62.	It is noted that ventilation and escalators are projected to account for over 50% of station energy use and 25% of all operational energy use. It is suggested that it is reasonable to expect that higher energy efficiency levels can be achieved in terms of station energy usage in relation to ventilation infrastructure and escalators as well as other aspects of station function and train operations.	Noted. Possible improvements in energy efficiency are a key consideration during the sustainability-in-design review.
63.	Energy Performance Contracting may be just as effective a mechanism to deliver buildings that deliver low carbon outcomes.	This is traditionally undertaken for existing buildings. It is considered that when new structures are being built, integrating sustainability into the design will generate better sustainability outcomes.



No.	Leichhardt Municipal Council Issue	Sydney Metro response
Cycling		
64.	The proposal does adequately integrate bicycle planning into the movement network. In particular, bikes will not be permitted on the trains, bike parking needs to be secure and accessible and there is no firm commitment that a linkage will be provided to the Anzac bridge route.	Bicycles are a supported access mode and may support travel behavioural change to cycling and public transport use. Folding bicycles are allowed in Metro stations and on Metro services at all times, in the folded condition. More detail is available in the operational transport section of this report.
65.	The NSW Dept of Planning Bicycle Planning Guidelines and the NSW RTA Bicycle Guidelines consider network planning and connectedness are as important to good path provision as the design of each individual piece of infrastructure. It is considered that the project has not fully demonstrated this approach in its planning. It is not clear how the project would realise the opportunity to integrate bicycles with the project. This needs to be explained in detail and would require further consideration by Council.	As above
66.	Metro operation – Bikes on trains. The Environmental Assessment states that bikes (except folding bikes) will not be allowed on the trains. The only justification given is that it will be "the same as other metro networks" – this is despite metro networks having varying policies on the carriage of bikes	As above
67.	CCTV coverage of bike parking should be included within the requirements of the scheme as where long term bike parking is on-street, theft is a major deterrent to using bikes to commute (especially if a ban on bikes on trains is implemented).	CCTV provisions are not included as part of every station entry bicycle parking location. Metro entries, and bicycle parking provided in close proximity to station entries, will naturally be afforded active surveillance by shops, retail frontage or nearby active travel corridors. CCTV or other passive security measures may be investigated by the IMO contractor where less active surveillance is afforded bicycle parking locations.
68.	The Environmental Assessment whilst referring to the Victoria Rd shared path does not refer to Darling St as a bike route, despite it being a strategic route for Leichhardt Municipal Council and the Victoria Rd/Darling Street junction is identified as a cycling "hot spot". The Environmental Assessment should specifically include the Darling St bike route improvements in its design.	This misdescription is noted. Improvements to the Darling Street bike route is a matter for Council
69.	The Bays Precinct Concept Path Plan, recently adopted as part of the Leichhardt Municipal Council bike plan, was explained to the project team during early consultation with LBUG and LMC (Environmental Assessment vol 2 p120). It should be noted that all of the routes as proposed in the Bays Precinct Concept Path Plan are continuous with the existing off-road path over the Anzac Bridge, all serve	Noted





No.	Leichhardt Municipal Council Issue	Sydney Metro response
	existing identified flows to the CBD and neighbourhoods, all maximise the distance travelled, are level and off-road, all are within the area required by the project, and the only significant engineering features are ramps.	
70.	The Environmental Assessment identifies the proposed bridge as connecting the light rail stop at Annandale to Hutcheson Street. Justification for this alignment has not been provided and would be useful in considering this and other alternative options.	This location, which creates a new link across an existing barrier and provides direct access to the Light Rail stop, is considered to be appropriate.
71.	The Environmental Assessment is not explicit as to whether a path from the proposed bridge to the Anzac Bridge path is a deliverable of the project, or merely a "safeguarded route for the future" and the message is inconsistent throughout the Environmental Assessment, sometimes stating that it is "delivered within the Metro project" (p407 & 410 of the Master Planning Strategy) to just being safeguarded as an opportunity for bike routes between the Depot and White Bay (Environmental Assessment Part 2, p122 tables 6.70 and 6.71), i.e., not a deliverable of the project. Cyclists should not have to alight to go around the proposed bus stops.	A link to the Anzac Bridge is not being provided as part of the project. However, the design ensures that the ability for a link is not precluded. At this stage, the future of White Bay is subject to the Bays Precinct consultation process and issues such as access are not resolved.
72.	The Regional Bike Route (EWG) uses Lilyfield Road between Hawthorne Canal bridge and City West Link through to Victoria Road. The report suggests upgrading the route between Catherine Street overbridge and Gordon Street. This should be extended to Victoria Road. This route is on road and not on a share path as indicated in the report.	Noted
73.	Although identified in text, none of the plans show the Bays Precinct Concept Path Plan routes. There is no mention of any integration with The Greenway "green corridor" proposal, which will follow the Rozelle Goods line only a few hundred metres to the west of the Environmental Assessment area.	The Greenway proposal is noted in Chapter 6 of the EA.

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Other Developments- Cumulative Impacts		
74.	<p>A development application for redevelopment of the Balmain Leagues Club has been lodged with Council. The development application makes no reference to the project despite the Balmain Leagues Club being the proposed construction for the Rozelle Station and a proposed bus interchange. It is considered that there will be social impacts from the collocation of the proposals and the mix of uses (which includes a registered club/gaming machines). It is advised that the development application for Balmain Leagues Club, as currently lodged with Council, incorporates a design which has not integrated any component of the proposed metro development, either in regard to construction requirements or in relation to ongoing station design and access.</p>	<p>As Council is aware, Sydney Metro has provided conditional concurrence for the Balmain Village Development Application which only allows the current development application to become active if the land is no longer required for construction of the Metro. In effect this requires the proponent to integrate the development with the Sydney Metro Network Stage 1 (Rozelle to Central) in order for any development approval to become active. Sydney Metro is currently in discussions with the proponent to ensure a fully integrated development application is lodged by the Proponents of the Rozelle Village Development.</p> <p>The process of integrating the Rozelle Village application with the Metro will further address potential social impacts including safety, surveillance and access to gaming/club facilities.</p>
75.	<p>It is noted that Sydney Metro proposes that '<i>station entrance and exit points as well as the pedestrian underpass will be designed to link with the future uses on the Balmain Leagues Club site</i>'. That is, the public investment in the project will provide a private benefit to the Club.</p>	<p>Sydney Metro endeavours to ensure that all new development properly integrates with the Metro. This will ensure that transit oriented development principles can be achieved. These entrances and exist points will not only serve the Rozelle Village Development but will provide overall community benefit in terms of station access and mode swapping from metro to this district.</p>
76.	<p>The Social Impact Assessment does not mention that the existing Club has a large gaming room and at least one bar. The proposed station and bus interchange would therefore have a direct link into the redeveloped Balmain Leagues Club. There are a number of potential social impacts that should have been considered in the Social Impact Assessment but have been omitted, including:</p> <ul style="list-style-type: none"> • There are adverse social impacts associated with gambling, particularly gaming machine gambling, including addiction and the adverse flow-on impacts on a problem gambler's family and work colleagues. • Refurbishment of a gaming venue results in increased profit per machine at that venue. Profit per machine is the same thing as gambler's loss. • Gaming take is also enhanced by the location of the venue. <p>The new venue will presumably also have bars serving alcohol. Many social harms are associated with the consumption of alcohol and the density of liquor outlets. In this case, it is not yet known how many bars there may be in the new complex, however, the new venue will operate in area where there are other hotels and liquor</p>	<p>Design measures will be put into place in the integration process to ensure no direct connection between Sydney Metro Infrastructure and gaming facilities.</p> <p>Sydney Metro is not aware of any link between improved transport access to gambling establishments and problem gambling. The refurbishment of the Balmain Leagues club is not an issue associated with the Metro project and therefore the provision of bars and gaming areas within the Rozelle Village is an issue for the proponent and consent authority (Council) to resolve.</p>

No.	Leichhardt Municipal Council Issue	Sydney Metro response
	outlets to which those of the new venue will be added.	
77.	If the Balmain Leagues Club site is to be utilised for construction purposes and for the integration of a bus interchange the detailed design of both facilities must be integrated to ensure the best possible urban design outcomes.	Noted. Sydney Metro is in discussions with Rozelle Village to ensure this objective is achieved.
78.	Assessment at the intersection proposed in the project Environmental Assessment at the intersection of Victoria Road and Wellington Street was not included in the Development Application which has recently been lodged with Council. The proposal to provide an indented bus bay for outbound bus services on Victoria Road needs to be reviewed with regard to the Tigers development. A more integrated approach should be taken with the development.	As outlined above Sydney Metro is working with Rozelle Village in anticipation that an integrated Development Application will be made. The project approval for the Sydney Metro Network Stage 1 (Rozelle to Central) will include access and egress arrangements for Rozelle Village from Victoria Road. The detailed interface between Rozelle Village and the Metro will be addressed in a revised application for Rozelle Village.

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Other Modes of Transport-Rozelle Bus Interchange		
79.	Council notes that no bus interchange is proposed on the inbound side of Victoria Road and that the transfer of bus passengers to rail has not yet been fully resolved. The time that it would take to access the proposed station platform at Rozelle (at a depth of approximately 27m) may affect the number of passengers who will make that modal change.	There will be no bus interchange provided at Rozelle Station as part of the Sydney Metro Network Stage 1 (Rozelle to Central) project. It is acknowledged that transfer between the Metro and bus is an important determinant of the willingness to use the Metro.
80.	The Environmental Assessment does not include any details regarding the future reorganisation of bus routes either in a local or regional context, including what proposals may be being considered in terms of terminating or re-routing bus services at Rozelle. Council is therefore unable to make informed comments regarding the potential impacts of this aspect of the project upon traffic movement and congestion within the Leichhardt LGA. Council requests that detailed information is provided in relation to the potential reorganisation of bus routes and resultant impacts on traffic and accessibility.	Bus integration and re-routing opportunities have been addressed in Section 5.1.5 of the EA. Moreover, the possible bus route opportunities were communicated to Council officers and views sought during meetings at Council in September 2009.
81.	Insufficient information has been provided in relation to the proposed operation of the "interchange" at Rozelle, with questions unanswered about where terminating buses would be rerouted.	As above



No.	Leichhardt Municipal Council Issue	Sydney Metro response
	Design Plans- Stations	
82.	Council seeks to be involved in the design and master planning of the Rozelle station and environs. A Design Review Panel and a Design Charette are now proposed and Council needs to ensure that it has adequate representation in those forums.	Sydney Metro has engaged with Leichhardt Council and officers during the preparation of the Station Master Plans and has involved officers in the Design Principles Workshops. The Design Review Panel is an independent advisory group, made up of design, transport and sustainability representatives to provide advice to Sydney Metro during the design process. Sydney Metro will continue to consult with LMC during the IMO design process.
83.	The Environmental Assessment identifies 'others' as being responsible for implementing some of the public domain works needed to fulfil the Master plan. It is considered that the project should be wholly responsible for funding these works.	Sydney Metro is responsible for the delivery of the metro station structures, facilities and public domain works within the Sydney Metro delivery boundary. The Draft Station Plans provide the strategic vision, context and design guidance required to ensure the integration of station entrances and public domain elements within their station precincts. Works identified beyond the Sydney Metro delivery boundary are considered 'future possibilities' to assist in guiding and informing future improvement of the precinct areas and in leveraging funding by other delivery bodies, such as Council.
84.	Some of the proposed works would impinge on a current contract with JC Decaux.	Sydney Metro can discuss the current bus shelter contract with the Council.
85.	All spaces around the station need to be designed and staged to ensure that they function effectively as public or private spaces with adequate surveillance opportunities, appropriate level changes and safe pedestrian/cyclist movement systems incorporated. Council is not convinced that the proposed station plazas provide the best urban design outcomes and will welcome a further, more rigorous design development process.	Sydney Metro is currently undertaking a design exercise to further explore the design of the proposed station entrances and forecourts at Rozelle and Pyrmont. Representatives from Leichhardt Municipal Council have been involved in both Design Principles Workshops. As an outcome of this process, design principles will be prepared to be appended and appended IMO contract to provide design guidance for the IMO contractor. Surveillance, pedestrian/cyclist movement and DDA compliance principles have also been incorporated.
86.	If the proposed station at Rozelle is approved Council expects that sound urban design principles will underpin design development. (Note: Council has provided design principles in their submission).	The urban design principles identified in the Draft Station Master Plans as well as those developed as outcomes of the Design Principles Workshops will be appended to the IMO contract to underpin design development.
87.	Council notes that careful staging of works will be required to ensure that the station environs function effectively regardless of when and which parts of the Master plan are implemented. Council should be involved in all discussions regarding proposed staging of works.	





No.	Leichhardt Municipal Council Issue	Sydney Metro response
	It should be noted that assigning works to Council as part of the staged program is unrealistic as Council has no funds to undertake the work.	No works have been assigned specifically to Leichhardt Council for delivery. However, the Draft Station Plans provide design guidance and direction for the further improvement of the station precincts should council or others wish to do so.
88.	It is also inappropriate to identify sites in the Master plans as future development sites. Strategic planning for those areas remains the responsibility of Council. To include them in the Master plans may establish inappropriate expectations regarding the future of such sites and cause unnecessary concern amongst the community. All references to future or potential development sites should be deleted.	The Draft Station Plans define 'potential development sites' as those not constrained by heritage listing, recent development, existing towers (over 100 metres in height) or strata ownership. These sites have been identified through the master plan analysis process to identify areas with potential for increased population densities and thereby inform the location and design of station entrances.
89.	Council's Parks and Streetscape section considers that the works that have been identified in Table 6.6. Public domain enhancements – Rozelle Station as being 'provided by others' should not be the responsibility of Council. The implementation of any Master plan for Rozelle Station and its environs should be the responsibility of Sydney Metro. Council notes that the proposed station plazas would require significant public domain works. The works proposed by Sydney Metro should stand alone as an integrated design and not be reliant on works to be completed by Council in order for the Master plan to function effectively and safely.	Sydney Metro is responsible for the delivery of the metro station structures, facilities and public domain works within the Sydney Metro delivery boundary including the proposed station plazas. The Draft Station Plans provide the strategic vision, context and design guidance required to ensure the integration of station entrances and public domain elements within their station precincts. Works identified beyond the Sydney Metro delivery boundary are considered 'future possibilities' to assist in guiding and informing future improvement of the precinct areas.
90.	Council does not support the future pedestrianisation of the northern end of Hancock Street. That proposal is not consistent with Councils objectives in relation to maintaining current levels of on-street parking for local residents. It is also noted that removing car access will increase the sense of alienation for those pedestrians who do use that space and would reduce vehicular access to the immediate urban environment.	The Draft Rozelle Station Plan does not propose pedestrianisation of the northern end of Hancock Street.
91.	Council requests that provision be made for public toilets within the station entrance area and that the facilities be available to the public when the station is operational. The existing toilets are open from dawn to dusk. Access to the new toilets would be required for at least those hours.	Each metro station includes at least one toilet facility within the paid area which would be available during operating hours.

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Station Plans- Transport		
92.	Council has an adopted Pedestrian Access and Mobility Plan (PAMP) which indicates identified major pedestrian routes i.e. Victoria Road, Darling Street, National Street, Merton Street, Cross Street, Wellington Street, Terry Street, Wise Street and Beattie Street to the north of Rozelle Station and Cambridge Street, Moodie Street and Manning Street to the route. Robert Street and Mullens Street should also be noted for the future White Bay Station. The above routes need to be considered as part of the project.	Noted.
93.	Bicycle parking should be appropriately located within the scope of works of the project. Where long term bike parking is on-street, theft is a major deterrent to using bikes to commute (especially if a ban on bikes on trains is implemented). Best practice in this field would be to include high profile CCTV coverage of bike parking should be integrated with other security measures, which will be a significant theft deterrent and mitigation for any ban on bikes on trains.	Passengers may use bicycles as a mode of access to the Metro, given the proposed secure and weather-protected bicycle parking facilities provided at all Sydney Metro station entries. Wherever possible to accommodate the ambitious goals of state and local government agencies to increase rates of cycling for the whole trip or just part of a trip, say combined with Metro. A monitoring strategy to trigger the additional provision of bike parking/ safety and security measures at parking locations (Technical Paper 1, p. 51).
94.	A new bus stop is proposed in Darling Street between Waterloo Street and Victoria Road and will affect Darling Street traffic. Darling Street is a State Road and any changes which will affect traffic will require RTA consideration.	Noted
95.	The implementation of a Kiss n' Ride facility will impact on traffic movements in Darling Street on either side of Victoria Road. Council is also concerned that the proposal would result in the loss of on-street parking in the Darling Street main street.	Kiss and ride options at Rozelle will be explored with RTA and Council officers. At this point the provision of spaces in Darling Street to the north and south of Victoria Road is preferred.
96.	The Master plan identifies an indented bus bay on Victoria Road (4 bus stops). That location has previously been identified as necessary as a deceleration lane for access to the Balmain Leagues Club site. Alternative access arrangements for the site will need to be resolved in conjunction with the preparation of the project Master plan.	The preferred arrangement to accommodate bus and other vehicle access at Rozelle (outbound) is being currently examined. The EA presents a solution that accommodates the required deceleration lane and moves the left in/out on Victoria Road further to the west to avoid conflicts with the bus lay-by.
97.	The Environmental Assessment does not indicate that some bus stops are proposed to be changed under the Inner West Bus way Project. 2 bus stops (with shelters) are proposed for construction north of Victoria Road and west of Darling Street. The location of those proposed bus stops should be discussed with the Inner West Bus way section of the RTA.	Noted.



No.	Leichhardt Municipal Council Issue	Sydney Metro response
98.	The Environmental Assessment proposes two inbound bus stops (for two buses) on the approach and departure sides of Darling Street which conflicts with previous advise that a three bus lay-by would be provided on the approach side of Darling Street.	A split bus arrangement on the inbound side of Victoria Road is preferred having regard to the ease of Metro station access, the access needs of disabled persons and topographic constraints at this location.
99.	The Master plan should address ways in which commuter parking will be limited in areas around the station.	Council officers have reaffirmed that the introduction of the Sydney Metro Network Stage 1 (Rozelle to Central) will necessitate a reappraisal and possible extension of their resident parking scheme as one means of managing parking in the vicinity of the Rozelle station. No commuter car parking will be provided at Rozelle station as part of the Metro proposal.
100.	The pedestrian counts for Rozelle were undertaken on Friday 17 April 2009. Counts should have been undertaken on more than one day, including a Saturday. The pedestrian counts would be significantly different as a second hand market is located on the school grounds every Saturday and Sunday from 9am to 4pm.	We acknowledge that there are weekend off peak pedestrian demand generators in the locality, the needs of which have been taken into account in the EA assessment.
101.	The project must discuss any proposed changes to bus shelters, installation of new bus shelters with Council as Council has a bus shelter contract with JCDecaux.	Council will be consulted as the Sydney Metro Network Stage 1 (Rozelle to Central) proposal is developed.
102.	Taxi and kiss'n'ride – any opportunity for kiss'n'ride zones needs to be carefully considered, especially their size and location so as to not impact on bus services or through traffic in the shopping centre. Consideration should be given to ensuring that adequate buses service the Rozelle Station, especially using Darling Street to reduce the reliance on private motor vehicle trips. An extended bus zone would provide a better solution then providing kiss'n'ride parking which is not favoured.	Kiss and ride options at Rozelle will be explored with RTA and Council officers. At this point the provision of spaces in Darling Street to the north and south of Victoria Road is preferred.
103.	Any provision of a Taxi Rank will need to be discussed with the NSW Taxi Council and affected residents / businesses and Council.	Discussions have been held with the Taxi Council and their views taken into account.
104.	The relocation of the inbound bus stop east of Darling Street should occur to prevent likely conflicts with left turning trucks onto the St Thomas site.	Yes, this has been provided for in Section 5.6 of the Rozelle TMP.
105.	Assistance and guidance will be required for all mobility impaired and sight impaired pedestrians.	Noted
106.	Any loss of parking on the Darling Street frontage needs to be identified and Council to be advised.	Noted
107.	It is noted that most truck movements will require “left turn” movements which will involve a wider opening at the worksite driveway and boundary entrance. This movement is worse for heavy vehicles than right turn movements. The proposed alternate access routes via Terry Street / Beattie Street to Darling Street and using	Noted. Generally the approach to the management of truck traffic is to limit access to and from Victoria Street. This necessitates left turns which are less disruptive to traffic flow along Victoria Road.

No.	Leichhardt Municipal Council Issue	Sydney Metro response
	Moodie Street / Waterloo Street to Darling Street are not supported.	
108.	Council's comments on the treatment of the public domain are provided in Council's submission and should be included in the Station plans	Noted

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Rozelle Depot -Traffic		
109.	The information in the Station Plans and the Environmental Assessment does not clearly articulate how the proposal for the stabling yards and depot might integrate with the potential future extension of the M4 East extension.	The Depot Master Plan places most depot structures on the northern part of the site.
110.	No heavy vehicles should use surrounding residential streets, particularly on Lilyfield Road, Catherine Street or Gordon Street during operation of the depot.	There may be the need for some heavy vehicles to use Gordon street to access the worksite in the very early phases of development before the access intersections are available on the City West Link Road frontage to the site.
111.	Sydney Metro should provide an operational plan and meet the cost of any load limits, resident parking scheme or other traffic management LATM scheme required in the vicinity of the depot site.	This request is acknowledged. Further discussion and consideration is required.
112.	Lilyfield Road streetscape & traffic parking design to be submitted to Council for approval (& LTC approval). All works to be undertaken at no cost to Council.	Noted.
113.	Provision for loss of parking alterations to be considered only following a survey of neighbouring resident to be undertaken at the applicant's cost.	This request is acknowledged. Further discussion and consideration is required.
114.	The following issues are raised in relation to the proposed accesses to the depot and the impact on surrounding streets, including the City West Link :	Addressed below (see a-l).
	a. Access from City West Link Gordon Street – and defaults.	Potential impacts are assessed in the EA.
	b. The proposed pedestrian bridge is only 2.5 m wide. A 4 m wide bridge should be considered to accommodate cyclists and pedestrians.	The bridge as proposed by Sydney Metro is approximately 4 metres wide and will be designed in accordance with standards for pedestrian and cycle bridges.
	c. Need to consider providing a crossing/refuge in Lilyfield Road to connect to overbridge and also connection at eastern end.	This request is acknowledged. Further discussion and consideration is required although the feasibility is questioned. The bridge has been designed to link Lilyfield Road with the Light Rail stop at Annandale.



No.	Leichhardt Municipal Council Issue	Sydney Metro response
	d. The connection at the eastern end should also provide direct connection to the existing pedestrian/cycle facilities at The Crescent.	As above
	e. Fig 6.25 indicates “Reserved land for future transport infrastructure” and it is noted that the useable width of this corridor is quite narrow at the north-east end near Victoria Road and this raises what the work of this corridor is?	The station plans identify the potential for a future pedestrian cycleway to the north east. At present, community consultation is underway on the future of the Bays Precinct. The depot design reflects the aim of trying to ensure that future access proposals that might arise through that process are not precluded.
	f. Further information is required regarding the access from City West Link and how separation of bicycle and cars will be achieved.	Vehicular access via the City West Link Road has been agreed with the RTA. It is not intended that the access driveways on city West Link Road would accommodate public pedestrian or cyclist access during construction. Scope does exist to make provision for pedestrian and cyclist access post construction, however, that would need to be agreed with relevant authorities and factored into the broader master planning of the Depot site.
	g. Integration with the Road Network. Evan Street and Terry Street are not sub-arterial roads and act as collector roads and should be dealt with as such.	Noted
	h. All access for construction traffic must be via City West Link, Victoria Road and The Crescent.	Noted. There may be the need for some heavy vehicles to use Gordon street to access the worksite, particularly in the very early phases of development before the access intersections are available on the City West Link Road frontage to the site.
	i. Traffic generation figures need to be provided for Depot access via Gordon Street and Lilyfield Road.	This information is provided in the last paragraph of section 6.8.2 of Technical Paper 1.
	j. Details need to be provided on the implementation of LATM initiatives near Depot at Lilyfield Road.	Noted
	k. Heavy vehicle movements proposed outbound onto Lilyfield Road need to be reconfigured to use the main arterial road system.	A net reduction of traffic activity including heavy vehicles along Lilyfield Road is anticipated post Metro operation.
	l. Depot construction traffic to use City West Link – not Lilyfield Road or other residential streets including Gordon Street.	Noted
115.	Pedestrian cycle bridge to be DDA compliant and provided with CCTV security system 7 day 24hr and be provided with lighting at no cost to Council. Pedestrian Cycle Bridge to additionally link to the footpath level at The Crescent, Annandale with a graded ramp. Bridge to be under ownership and maintenance of the project (or other agency other than Council).	The alignment and grounding of the pedestrian and cycle-way bridge is determined DDA requirements, gradient constraints, pedestrian and cycleway linkages and spatial requirements. Bridge ownership and maintenance responsibilities will be considered further at detailed design stage.

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Rozelle Depot		
116.	The applicant to meet the cost of streetscape improvements & landscape improvements in Easton Park to cater for the amenity of workers at the proposed depot.	Eastern Park is outside the Sydney Metro worksite boundary.
117.	Additional proposed Open Space and future East West pedestrian and cycleway link to be provided (as shown parallel to the City West Link) at no cost to Council. Plan of Management for Open Space to be prepared at no cost to Council. Land to be owned and managed by others.	The southern portion of the depot site has been kept free of structures and the opportunity for future access is shown on the Master Plan. This is to address potential access requirements that may arise through the community consultation on the Bays Precinct
118.	Potential visual impact of the proposed sound wall adjacent to Lilyfield Road	Sydney Metro recognises the importance of high quality design for all structures associated with the depot.
119.	Potential impact of depot lighting from the 8m high (60m diameter) landscape mounds adjacent to City West link.	The depot design will address lighting and the need to minimise light spill to surrounding areas.

No.	Leichhardt Municipal Council Issue	Sydney Metro response
Traffic and Transport		
120.	Councils proposed framework for public transport includes:	Noted
	<p><i>a. Establish an integrated subregional and metropolitan public transport network</i></p> <p>Without a plan to integrate the metro rail planning with the metropolitan wide public transport network, projects such as the project will be costly and risky. A plan putting forward the proposed total Metro network and the role of the project is required. It should include routes, modes, budgets, design and implementation and construction timetables.</p>	<p>NSW Transport and Infrastructure is the transport super agency of the NSW Government, with responsibility for all transport policy, planning and coordination functions as well as oversight of infrastructure delivery and asset management.</p> <p>Connecting NSW: The Transport Blueprint is the NSW Government's 25 year plan for integrating the delivery of transport services and land use planning in NSW. A key component of the blueprint is the development of a Metro Network Strategy, integrated with improved CityRail services and rail system enhancements. A sub regional plan is not envisaged at this time.</p>
	<p><i>b. Establish an integrated land-use and transport plan</i></p>	As above



No.	Leichhardt Municipal Council Issue	Sydney Metro response
	<p>A new methodology needs to be developed that more adequately addresses the interactions between land-uses and transport options.</p>	
	<p><i>c. Establish a clear development concept</i></p> <p>A number of land use scenarios should be prepared and debated for the strategic lands located around the Bays Precinct, including the Rozelle Depot and Stabling yards, the area around the proposed White Bay station box and Rozelle itself. This would include options for open space and recreation, commercial and residential development including affordable housing and special uses.</p>	<p>The Master Planning of White Bay will be progressed by the Sydney Harbour Foreshore Authority under the Bays Precinct Project. Sydney Metro has provided a submission to SHFA focussing on design guidance in relation to the integration of the safeguarded metro station with future planned development.</p>
	<p><i>d. Undertake an evaluation of alternatives</i></p> <p>Investment in public transport requires a rigorous assessment and evaluation of alternatives. The assessment should include light rail, metro and buses and include discussion of light rail infrastructure connections to Dulwich Hill and the CBD. All cost benefit analysis should be available for public consideration.</p>	<p>Alternatives are assessed in Chapter 5 of the EA.</p>
	<p><i>e. Demonstrate significant improvements in accessibility</i></p> <p>The project Environmental Assessment does not demonstrate how improvements in accessibility will be achieved.</p>	<p>Chapters 6, 14 and 22 of the EA specifically demonstrate how the design the Metro and its stations contributes to improved accessibility at the local level and how the Metro services will work with other modes to deliver regional and cross regional accessibility improvements.</p>
	<p><i>f. Quantify impacts</i></p> <p>The Environmental Assessment does not quantify potential economic impacts and adequately address potential social impacts of the project. It does not incorporate world-best practice. A starting point would be to consider methodologies developed by the OECD and the Eddington report into transport infrastructure in the UK.</p>	<p>Social and Economic trends are addressed in Chapter 16 of the EA.</p>
	<p><i>g. Establish a partnership between the three tiers of government</i></p> <p>Given the strategic importance of inner city lands such as the Rozelle Stabling Yards and areas in the Bays Precinct Leichhardt Council seeks mechanisms which will establish partnerships between local, state and Australian Governments in relation to transport strategies and funding.</p>	<p>This is a matter for Council to raise with the NSW Department of Industry and Investment.</p>

No.	Leichhardt Municipal Council Draft Statement of Commitments	Sydney Metro response
121.	<p><i>SoC No.4</i></p> <p>Council seeks a more specific Statement of Commitment in relation to the waste recycling facilities to be provided at stations, the depot and all construction sites.</p>	Addressed by Statement of Commitment No. 74
122.	<p><i>SoC No.5</i></p> <p>Council seeks a commitment to off-site (as well as on-site) water harvesting to meet the requirement for 4.7 million litres of water required per annum for train washing and other activities at the Rozelle Stabling Yards.</p>	<p>As set out in Statement of Commitment No. 5 a target of 95% recycling of train wash water has been adopted for the project. Water usage will therefore be limited, negating the need to harvest water from other sources including stormwater.</p> <p>The general philosophy in site water management is to separate upstream stormwater runoff from site stormwater to minimise the potential for pollution to waters. It is also noted that any alternative water supply arrangements need to be available on demand and reliable and it is unlikely that the proposed stormwater harvesting can meet these requirements.</p>
123.	<p><i>SoC No.5</i></p> <p>Council seeks a commitment that stormwater harvesting facilities be installed within the site to collect and harvest stormwater from existing Council or Sydney Water drainage lines within the site.</p>	See response to Comment 122.
124.	<p><i>SoC No.5</i></p> <p>Council seeks a commitment that any proposed works do not cause or exacerbate existing flooding problems, or limit Council's capacity to address flooding problems upstream or adjacent to the site.</p>	The depot will be designed to avoid any increase in inundation levels in a 1 in 100 year flood event.
125.	<p><i>SoC No.5</i></p> <p>Council seeks a commitment that all public drainage systems that currently run through the site should be upgraded to ensure that the combined minor/major (piped /overland system has capacity to convey the 100 ARI storm event.</p>	The general philosophy adopted for site water management is to separate upstream stormwater runoff from site stormwater to minimise the potential for pollution to waters. The upgrading of existing drainage systems is outside the scope of the project.
126.	<p><i>SoC No.5</i></p> <p>Council seeks a commitment that development is designed to address all relevant guidelines of the NSW government floodplain development manual 2005, with floor level of all buildings should be a minimum of 500mm above the ARI flood level.</p>	Hydrology and flooding will be further considered in developing the design of buildings and plant on this site in consultation with Leichhardt Council.



No.	Leichhardt Municipal Council Draft Statement of Commitments	Sydney Metro response
127.	<p><i>SoC No.5</i></p> <p>Council seeks a commitment that adequate drainage infrastructure be installed adjacent to the boundaries of the affected properties, supported by drainage easements where appropriate, sufficient to accommodate connection from these properties.</p>	<p>As noted in the response to Comment 50 hydrology and flooding has been considered in developing the reference design and will be further considered during detailed design development.</p>
128.	<p><i>SoC No.6</i></p> <p>Council seeks a Statement of Commitment to instigating a capture and relocation strategy for native fauna (including snakes)</p>	<p>As noted in the response to Comment 56, a suitably qualified and experienced fauna handler will be present on site to capture and relocate any fauna.</p>
129.	<p><i>SoC No.6</i></p> <p>Council seeks a Statement of Commitment to ensure the progressive removal of on-site vegetation at the Rozelle Stabling Yards to enable native fauna to relocate progressively</p>	<p>This recommendation is not supported as it may exacerbate potential impacts on any fauna present on site. Please see response to Comment 55.</p>
130.	<p><i>SoC No.6</i></p> <p>Council seeks a Statement of Commitment which will require the use of local provenance plant stock (Lower Parramatta River stock) in the Rozelle Stabling Yards.</p>	<p>As noted in response to comment 54, procedures for the relocation of any fauna found within the site will be incorporated into the Construction Environmental Method Statement for the establishment of the Rozelle stabling and maintenance depot.</p>
131.	<p><i>SoC No.7</i></p> <p>Council seeks a Statement of Commitment for monitoring of bus congestion to occur on completion of the project, as this is one of the stated aims of the project</p>	<p>This is not supported. Bus monitoring is a matter for the State Transit Authority.</p>
132.	<p><i>SoC No.8</i></p> <p>Council notes that the Green Star rating system does not yet apply to industrial spaces (although a draft tool exists). Green Star ratings themselves are not an indicator of end use energy consumption – more a design tool. Sometimes this results in over engineered designs when a simpler, lighter footprint design would be a more sustainable outcome.</p>	<p>Resource reduction is a basic concept of the Green Star tool. As such, it is unlikely that using it will result in over-engineered designs, as these would need to account for the large increase in resource use.</p>
133.	<p><i>SoC No.8</i></p> <p>Energy Performance Contracting may be just as effective a mechanism to deliver buildings that deliver low carbon outcomes. Similarly, high water conservation design could be achieved using simple, good design measures.</p>	<p>Energy Performance Contracting is traditionally undertaken for existing buildings. It is considered that when new structures are being built, integrating sustainability into the design will generate better sustainability outcomes.</p> <p>With regard to water conservation, section 12 of the EA states that WSUD principles will be used when designing the depot facility. Also, WSUD principles will be employed during the sustainability-in-design review</p>

No.	Leichhardt Municipal Council Draft Statement of Commitments	Sydney Metro response
134.	<p><i>SoC No. 10</i></p> <p>Council seeks a Statement of Commitment that the Design Review Panel includes a representative of Leichhardt Council.</p> <p>Council also seeks a commitment that the design process be by way of a charette with community input. There should be both broad community and council representation in the charette process.</p>	<p>The Sydney Metro Design Review Panel is independent advisory panel comprising design, transport and sustainability specialists to provide design advice during the design process. No stakeholders have been included on the panel to ensure independence. Comment from Council related to design issues will be sought at various stages of the design process.</p>
135.	<p><i>SoC No. 11</i></p> <p>Council seeks a Statement of Commitments relating to the design and construction of the Rozelle Station which includes:</p> <ul style="list-style-type: none"> • Areas for public domain improvements and ongoing maintenance outside of the land controlled by the project to be at no cost to Council. • The Design of Main street footpath improvement areas to be in accordance with Darling Street Master plan and to be submitted for Council approval. • Streetscape paving materials to have minimum 50 year life expectancy. • The public footpaths to be upgraded with paving, footpath lighting and street furniture to Council's satisfaction on Victoria Road and Darling Street and side streets as required in area bounded by Waterloo Street, Moodie Street, Withecombe Street and National Street. • Solar access, public toilets, disabled access, general public amenity to be provided in public domain spaces to Australian Standards. Facilities to incorporate provision for public meetings / gatherings such as power and a public address system available for community use. • Proposed open public domain areas to be protected as far as practicable from vehicle exhaust and prevailing winds (some form of screening, given the noise and pollution coming from Victoria Road). • Directional signage is to be provided at Rozelle Station, with Council to review the details, with nearby facilities such as Balmain Hospital, Bay Run, Callan Park, Dawn Fraser Pool, Balmain Town Hall, Iron cove Bridge, etc • Operational Waste Management Plan to be provided to service the proposed public domain areas ideally from the project corridor (via tunnel and barge). Reliance on road transport to be negligible for cleaning and operations of proposed station. • The link from the existing Anzac Bridge path, under Victoria Rd to some point on Lilyfield Rd and Annandale will be delivered as part of the project 	<p>Sydney Metro is currently undertaking Design Principles workshops involving representatives of the community and stakeholder groups.</p> <p>Sydney Metro will only deliver works identified within the Sydney Metro delivery boundary. Future planning and delivery of public realm improvements outside of this boundary are the responsibility of others, such as council.</p>



No.	Leichhardt Municipal Council Draft Statement of Commitments	Sydney Metro response
	<p>construction to result in a path to the Anzac Bridge path, via the railway alignment, is delivered at the same time as the new shared bridge is constructed,</p>	
136.	<p>SoC No.15 Council seeks a commitment that the Chemist shop at Rozelle and any other displaced retail premises should be the first to be accommodated in any new development replacing the demolished sites.</p>	<p>This is a commercial issue between Sydney Metro and acquired businesses. All acquisition will be undertaken in accordance with the <i>Land Acquisition (Just Terms) Compensation Act</i>.</p>
137.	<p>SoC No.18 Public Artwork to be provided in public domain space with final details to be submitted for Council approval. Aboriginality and interpretive signage to also be considered.</p>	<p>Sydney Metro has prepared a Public Art Strategy. Public Art will also be considered by the Design Review Panel.</p>
138.	<p>SoC No.22 Council seeks a commitment include the following:</p> <ul style="list-style-type: none"> • That the concept of trigger level be removed and changed to noise limits. • That the noise management criteria include reference to the DECCW sleep arousal criteria of Background + 15dB(A) 	<p>Sydney Metro has agreed to adopt the ground-borne noise trigger levels as noise limits.</p> <p>The DECCW's sleep arousal screening criterion of Background + 15dBA is not applicable for background noise. The DECCW's <i>Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects</i> document notes that the World Health Organisation recommends that maximum noise levels greater than 45dBA should be avoided for a good night's sleep. This level of 45dBA is 10dBA higher than the 35dBA noise limit adopted by Sydney Metro</p>
139.	<p>SoC No.24 Council seeks a commitment that the concept of "trigger levels" be removed and compliance required.</p>	<p>This is already referred to in Statement of Commitment No. 24</p>
140.	<p>SoC No.24 Council seeks a Commitment that the Noise Guide for Local Government sleep arousal criterion of background plus 15dB(A) is used in conjunction with background noise levels which accurately reflect noise levels currently being experienced. This means that sleep disturbance goals associated with air dryer and brake release noise levels need to be reviewed.</p>	<p>The DECCW's sleep disturbance screening criterion of background + 15 dBA is not applicable for train passby noise. Air Dryer and brake release noise levels are assessed as part of the train stabling and maintenance noise assessment.</p>
141.	<p>SoC No.24 Council seeks a Commitment that the reference to feasible and reasonable be removed.</p>	<p>The Construction Contractor will be required to produce a noise and vibration technical report which demonstrates how the airborne noise levels will comply with the noise limits.</p>

No.	Leichhardt Municipal Council Draft Statement of Commitments	Sydney Metro response
142.	<p>SoC No.28</p> <p>Further design work is required to fully contain the noise. Council seeks a Commitment that the Noise Guide for Local Government sleep arousal criteria of background plus 15dB(A) is used in conjunction with background noise levels which accurately reflect noise levels currently being experienced. This means that sleep disturbance goals associated with air dryer and brake release noise levels need to be reviewed.</p>	<p>Further design work will be undertaken by the contractor during the detailed design of the facilities. The assessment undertaken for the EA indicates that the adopted noise limits will be achieved with the proposed mitigation measures. The noise assessment has applied the DECCW's background + 15 dBA sleep disturbance screening criterion to assess the potential noise impacts associated with air dryer and brake release noise. The assessment undertaken for the EA indicates that noise levels from these sources will comply with the DECCW's sleep disturbance screening criterion at all locations.</p>
143.	<p>SoC No.30</p> <p>Further design work is required to fully contain the noise.</p>	<p>Statement of Commitment No. 30 sets noise limits based on DECCW's Industrial Noise Policy.</p>
144.	<p>SoC No.32</p> <p>Council seeks the following Statement of Commitments:</p> <ul style="list-style-type: none"> • That there be no loss in amenity for existing residential and commercial premises in Leichhardt • That Acoustic and Vibration criteria be specified that protects the existing amenity • That additional noise control works or other construction methods must form part of the assessment That the Rozelle stabling yards be redesigned to contain the noise • That where acoustic and vibration result in reduced amenity then temporary relocation of residents/businesses must be provided as an alternative. • That independent noise and vibration monitoring be overseen by Council at the full cost of the proponent 	<p>Refer to Items 43-45.</p>
145.	<p>SoC No.34</p> <p>Council is seeking a commitment that a full business impact statement is prepared, including quantification of impacts on business turnover for each affected business.</p>	<p>Business impacts are addressed in Chapter 16 of the EA. Statement of Commitment No. 34 commits to the establishment of a Business Management Strategy.</p>
146.	<p>SoC No.34</p> <p>Council is seeking a commitment that any compensation for property acquisition fully compensates the affected persons, including employees.</p>	<p>Property acquisition will be undertaken in accordance with the <i>Land Acquisition (Just terms) Compensation Act</i>.</p>
147.	<p>SoC No.34</p>	<p>Statement of Commitment No. 34 commits to the development of a Business Management Strategy which includes the provision of</p>



No.	Leichhardt Municipal Council Draft Statement of Commitments	Sydney Metro response
	<p>Council is seeking a commitment that any business that is unable to continue to operate during the construction phase as a consequence of disturbance have all their costs borne by CBD metro to temporarily relocate. This includes community/not for profit organisations such as the Rozelle Neighbourhood Centre which is likely to be significantly adversely impacted. There needs to be a methodology to quantify impacts on businesses and an independent assessment of how much business viability is impacted during construction and businesses compensated.</p>	<p>Small Business Owners Support Program to provide assistance to small retail businesses adversely impacted by construction. For more information refer to the Social and Economic section of this Submissions Report.</p>
<p>148.</p>	<p>SoC No.40</p> <p>Rozelle do not lead to significant loss of heritage value the following commitments should be included:</p> <ul style="list-style-type: none"> • A heritage interpretation strategy be incorporated into the master plan to ensure the heritage values of the commercial precinct at Darling street & the historic development patterns of the properties either side are communicated in the station precinct. • A comprehensive photographic archival recording of the interior and exterior of the buildings in their current setting be undertaken in accordance with heritage branch of the DoP guidelines. 	<p>These activities are not required at Rozelle.</p>
<p>149.</p>	<p>SoC No.46</p> <p>Council seeks a Statement of Commitment that Council will be provided an opportunity to utilise quantities of Yellow Block sandstone for local projects in recognition of its connection historically to the locality and in reducing transport-related energy consumption</p>	<p>Sydney Metro will consult with the Department of Commerce with regard to yellow block sandstone as they are the appropriate authority.</p>
<p>150.</p>	<p>SoC No.51</p> <p>Council seeks the following Statement of Commitments:</p> <ul style="list-style-type: none"> • All Traffic Management Plans to be supplied to council. • All construction waste to be removed where possible via tunnel and barge. No on road waste transfer via Council managed roads or via Darling Street / Balmain Road. • Pedestrian crossings at grade to remain operational throughout construction and after. • Darling Street traffic crossing Victoria Road to not be impeded unnecessarily during works. • Temporary parking areas for shoppers to be provided to replace any lost parking in vicinity of the station due to the works. 	<p>Refer to Items 27-41.</p>

No.	Leichhardt Municipal Council Draft Statement of Commitments	Sydney Metro response
	<ul style="list-style-type: none"> • Construction management plan to include strategy for servicing neighbouring premises, garbage disposal, pedestrian and cycle route maintenance, maintenance of traffic routes at the intersection of Victoria Road and Darling Street. • Detailed dilapidation survey required prior to any construction for all surrounding Local Regional or State roads and footpath assets in say a 100m radius vicinity of the site. • Details of proposed dilapidation survey parameters to be agreed with Council's Manager Assets. Applicant to bear the cost and renewal of all public road assets damaged during the works. • Limit access of construction traffic to Victoria Road only. (as use of Waterloo Street will detrimentally impact on residents and Darling Street north of Victoria Road would detrimentally impact on operation of intersection which becomes a more important access point following closure of right turn into Evans Street at Victoria Road.) • Pedestrian access around the site at Rozelle requires greater footpath widths to cater for increased bus patronage with the Inner West Bus way. • Safety of all pedestrian / cycle traffic, including school children around site. • All parking for construction workers must be provided on site within White Bay construction sites. • Needs of cyclists are given a high priority as well as pedestrians, and their use of shared paths around construction sites, to eliminate any "squeeze" points. • All footpath crossing to be managed for all road users. • All modelling scenarios for construction traffic to include delivery trucks, not just spoil removal figures. • That current LoS is maintained or improved for the Victoria Road / Darling Street intersections (Note: the EA has identified improved LoS and this is questioned given increased traffic/truck movements and the removal of the right turn into Evans street from Victoria Road) • That all access arrangements and intersection performance at City West Link and Victoria Road must meet all RTA requirements. • That all road users – including cyclists – require to be included in the preparation of TMI and TCP. • Any proposed changes of construction hours must also be forwarded to Council for its consideration and approval. 	





No.	Leichhardt Municipal Council Draft Statement of Commitments	Sydney Metro response
151.	<p>SoC No.53</p> <p>Council seeks the following commitments:</p> <ul style="list-style-type: none"> • That additional monitoring be undertaken in the area of the Rozelle Stabling Yards to more accurately characterise the ambient background noise levels. • That there be no loss in amenity for existing residential and commercial premises in Leichhardt • That Acoustic and Vibration criteria be specified that protects the existing acoustic and vibration amenity. • That additional noise control works or other construction methods must form part of the assessment • That the Rozelle stabling yards be redesigned to contain the noise • That where acoustic and vibration result in reduced amenity then temporary relocation of residents/businesses must be provided as an alternative. • That independent noise and vibration monitoring be overseen by Council at the full cost of the proponent 	Refer to Items 42-47.
152.	<p>SoC No.54</p> <p>Council seeks that the Statement of Commitment include the following:</p> <ul style="list-style-type: none"> • the concept of trigger level be removed and changed to noise limits. • That the noise management criteria include reference to the DECCW sleep arousal criteria of Background + 15dB(A) 	<p>In relation to the concept of trigger levels, refer to Item 43.</p> <p>In relation to night-time construction activities, the Sydney Metro <i>Construction Noise and Vibration Management Strategy</i> already includes a requirement to undertake an assessment of the potential sleep disturbance in accordance with the DECCW's sleep disturbance screening criterion of background + 15 dBA</p>
153.	<p>SoC No.55</p> <p>Council seeks the following Statement of Commitments:</p> <ul style="list-style-type: none"> • That the Sub plans referenced in this section require compliance with the reference 54 (amended) noise limits. • Note: the use of the sub-plan as expressed in this reference does not require any compliance with limits in the public domain. • That where acoustic and vibration result in reduced amenity then temporary relocation of residents/businesses must be provided as an alternative. • That independent noise and vibration monitoring be overseen by Council at the full cost to the proponent 	Refer to Items 42-45.

No.	Leichhardt Municipal Council Draft Statement of Commitments	Sydney Metro response
154.	SoC No.58 That where acoustic and vibration result in reduced amenity then temporary relocation of residents/businesses must be provided as an alternative.	This is covered in the Sydney Metro <i>Construction Noise and Vibration Management Strategy</i> .
155.	SoC No.58 That where acoustic and vibration result in reduced amenity then temporary relocation of residents/businesses must be provided as an alternative.	This is covered in the Sydney Metro <i>Construction Noise and Vibration Management Strategy</i> .
156.	SoC No.58 Remove reference to feasible and reasonable.	Refer to Item 43.
157.	SoC No.60 That where acoustic and vibration result in reduced amenity then temporary relocation of residents/businesses must be provided as an alternative.	This is covered in the Sydney Metro <i>Construction Noise and Vibration Management Strategy</i> .
158.	SoC No.60 Remove reference to feasible and reasonable	Refer to Item 43.
159.	SoC No.61 That where acoustic and vibration result in reduced amenity then temporary relocation of residents/businesses must be provided as an alternative.	This is covered in the Sydney Metro <i>Construction Noise and Vibration Management Strategy</i> .
160.	SoC No.61 Remove reference to feasible and reasonable.	Refer to Item 43.
161.	SoC No.61 Compliance with the sleep arousal criterion is considered the minimum standard. In Council's view there should be no loss of acoustic amenity for our residents.	The Application Notes to the DECCW's <i>Industrial Noise Policy</i> indicate that if the background + 15dBA " <i>criterion is met, sleep disturbance is not likely, but where it is not met, a more detailed analysis is required</i> ". The Sydney Metro <i>Construction Noise and Vibration Management Strategy</i> is based on the recommended DECCW guidelines and where the screening criterion is exceeded, further detailed analysis is undertaken in order to assess the likely impacts and determine if additional mitigation measures are required.
162.	SoC No.67 Council seeks a Statement of Commitment which includes strategies for the protection and/or relocation of native fauna found onsite	As noted in the response to Comment 56, requirements and procedures for the relocation of any fauna found within the site will be incorporated into the Construction Environmental Method



No.	Leichhardt Municipal Council Draft Statement of Commitments	Sydney Metro response
		Statement for the establishment of the Rozelle stabling and maintenance depot.
163.	SoC No.68 Council seeks a Statement of Commitment to the preparation of a Noxious Weed Management Plan which addresses the protection of fauna	As noted in the response to Comment 58, noxious weed management requirements and procedures for the relocation of any fauna found within the site will be incorporated into the Construction Environmental Method Statement for the establishment of the Rozelle stabling and maintenance depot.
164.	SoC No.69 Council seeks a modified Statement of Commitment. The Landscape Management Sub-Plan should address fauna as well as flora. Fauna and flora monitoring should be undertaken by specialists prior to, during and after construction.	Fauna monitoring will also be addressed in the Landscape Management Sub Plan.
165.	SoC No.71 Council seeks a Statement of Commitment that both Leichhardt Council should beinvolved in identifying and securing opportunities for work on the project.	Sydney Metro is unsure of what roles Council wishes to secure and why this would be required.
166.	SoC No.72 Council seeks a Statement of Commitment that mechanisms be developed to compensate businesses negatively impacted by the construction and operation, not only those directly impacted by street closures and demolitions but also those indirectly impacted within a agreed catchment area.	Compensation to businesses that would not be acquired is not proposed. However, Statement of Commitment No 34 provides for the development and implementation of a Small Business Owners Support Program to provide assistance to small retail businesses adversely impacted by construction.
167.	SoC No.73 Council will require dilapidation reports prior to any heavy vehicles cross Council's footpaths.	Noted.



