

Name: Peter Olive

Marrickville, NSW
2204

Content:

I oppose the Chatswood to Sydenham Metro Line proposal because, if built, it will make the Sydenham to Bankstown Metro Line inevitable. New rail infrastructure should open up new parts of Sydney to mass transit. New infrastructure should not build a rail line where one already exists. From the perspective of providing all Sydney-siders access to mass transit this is a retrograde step and a waste of billions of dollars.

Submission for the **Chatswood to Sydenham Metro Line**

Peter Olive, 29 Premier Street Marrickville 2204: 0401 719 148: peterolivearch@gmail.com

25/6/2016

The purpose of this submission is to oppose the The Chatswood to Sydenham Metro, in particular that part of the line which is proposed to go from Central to Sydenham. The objection is based on the Sydenham to Chatswood Line's relationship to the proposed Sydenham to Bankstown Metro Line. Effectively, the Chatswood to Sydenham leg is a precursor to the Sydenham to Bankstown leg. If the former is built to Sydenham then the latter will be a fait accompli.

While there is great merit in building new city stations as part of the Metro Project the failure to continue building new stations in Sydney's suburban catchments stands in stark contrast. The Sydney Metro Project provides a once in a generation opportunity for not only improving but expanding Sydney's rail system. A Metro Project that merely duplicates the existing catchment will squander that opportunity. Unfortunately, the proposed Metro Line between Sydenham and Bankstown does just that.

Previously Proposal New Catchment

Previous State Governments have proposed rail projects that open up new catchments. In 2009 the then State Government proposed a Metro line through suburbs to the North of Parramatta Road (fig 1). If constructed this new line and its adjoining catchment

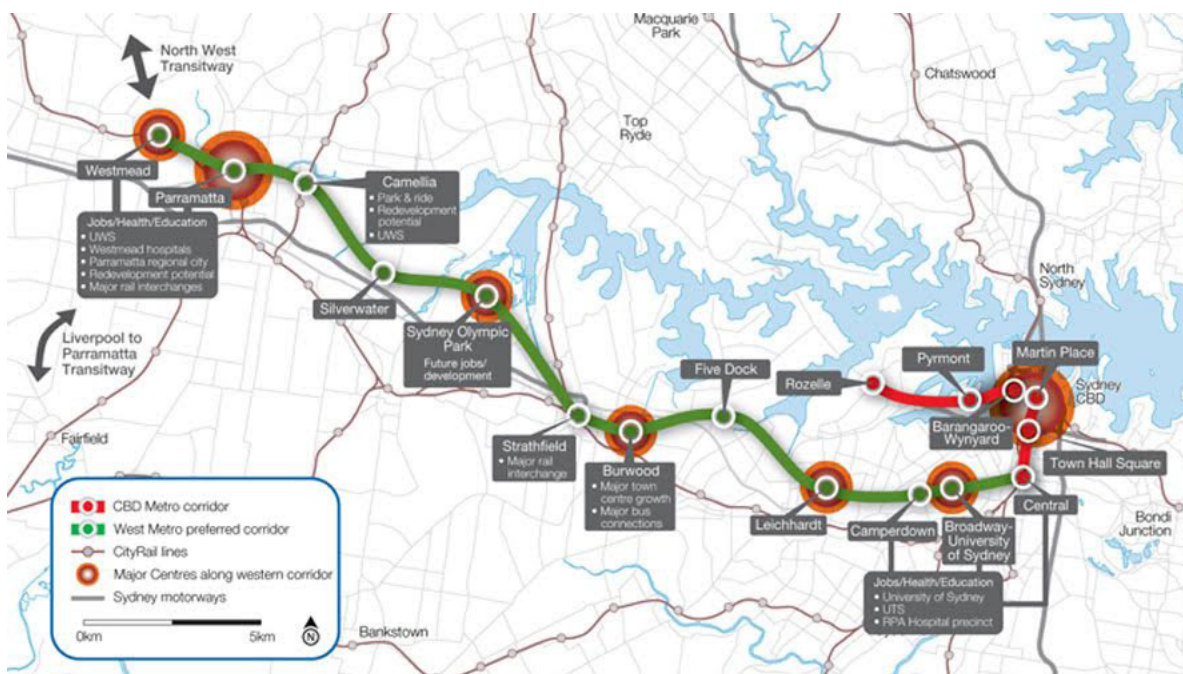


Fig 1. The 2009 proposal for the Central to Parramatta Metro

would have provided many thousands of car and bus users the opportunity to travel quickly and efficiently by rail to their places of work, home and leisure. Political factors rather than the transport planning merit or the importance of opening up new rail catchments

meant this project didn't go ahead. By not opening up new rail catchments as part of the Metro Line project the State Government is denying hundreds of thousands of existing Sydneysiders the facilities of a 21st century city: walkable access to a train line.

Density Already Planned

In conjunction with the Sydenham to Bankstown Metro Line the State Government has delivered broad-brush, preliminary up-zonings within 800m of existing stations. The Government has argued like that this increased density is essential for the success of the Metro, and Sydney’s future. However, the reality is that significant density is already being delivered around the Sydenham to Marrickville line Stations (fig 2). In Marrickville’s case this density was delivered under its recent LEP Review. This Review was driven by the previous Government’s Metropolitan Strategy and set targets for Sydney’s growth until 2031.

Buildings Already Being Built

Both Dulwich Hill and Canterbury are already being developed with high density buildings (fig.3). Further arbitrary increases in density are not needed to underwrite the viability of the Metro Line or to increase density around the line. The Metro cannot plausibly be used as a driver for sustainable densification. At best it will merely smash nuance and cogency from the existing planned densification.



Fig 3 These artist’s renderings have already been built at Canterbury Station

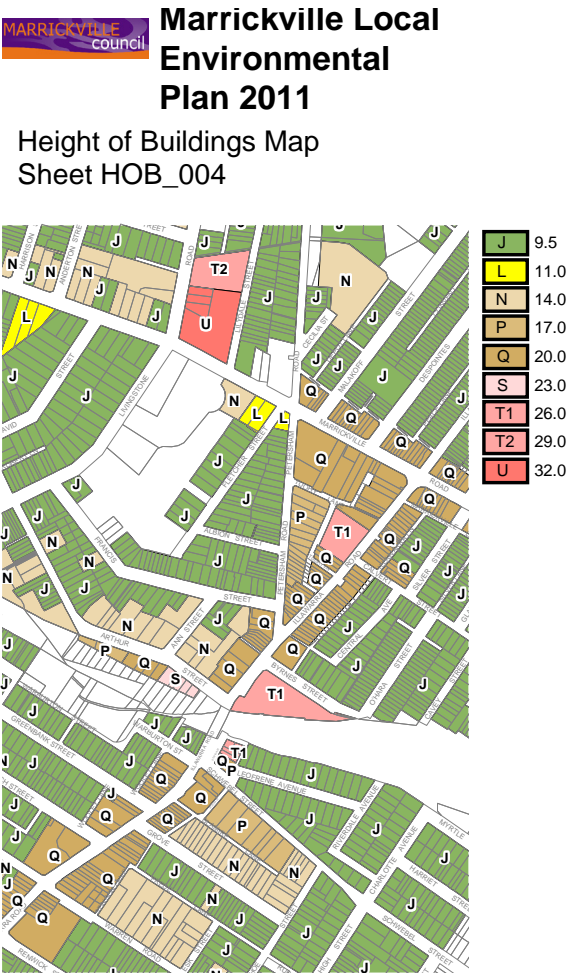


Fig 2 Density already provided by Marrickville LEP 2011

Indicative Metro Lines opening New Catchment

As already seen the idea of a new Metro Line opening up new catchment has been planned before (fig.1). But the 2009 Central to Parramatta is not be the only option. The image below (fig. 4) shows a range of options for indicative purposes. Each option would open up new catchment to the Sydney rail network and be a genuine part of solving Sydney's transport problem.

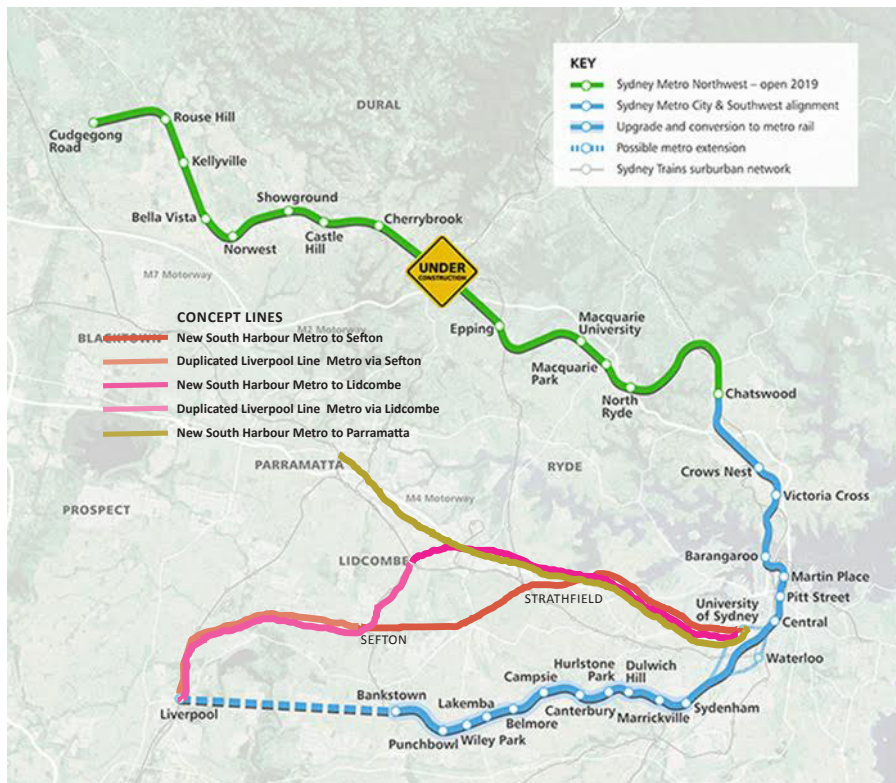


Fig 4 Density already provided by Marrickville LEP 2011

Reasons to Build the Metro Line in New Catchments


A Metro that duplicates the Sydenham to Bankstown Line will:

- Not increase the rail network catchment to existing residents
- Cause significant delay and disruption on the Bankstown Line during construction
- Require significant retro-fitting of existing infrastructure
- Duplicate densification already projected under Reviewed LEP's
- Require further significant new construction to connect with Liverpool

A new line that runs underground from Sydney University to South Strathfield then above ground to Sefton and on to Liverpool has the potential to:

- Open up new rail catchment between Sydney and Sefton, Clyde or Parramatta
- Avoid disruption to the Bankstown line
- Provide a more direct, quicker route from Liverpool to the City
- Take pressure off the existing Bankstown and Inner West Lines
- Deliver the City/Liverpool link in one project
- Ensure the existing line from Liverpool to Sefton remains vital
- Revitalise the a rail network hub at Birrong/Sefton/Regents Park

Content:
Please see attached document


Towns Place
Millers Point NSW 2000

Director
Transport Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

26 June 2016

Dear Director,

CHATSWOOD-SYDENHAM METRO: SS15 7400 (the Proposal)
DELETE PERSONAL INFORMATION BEFORE PUBLICATION

- 1 This Owners Corporation represents the Owners of 65 apartments and 2 retail outlets on land bounded by Towns Place, Dalgety Road and Hickson Road Millers Point.
- 2 It has not made any political donations (reportable or otherwise) in the last two years.
- 3 The Owners Corporation has a number of objections to the implementation of the Proposal, the most serious relating to noise and vibration issues adversely impacting residents and businesses, and to the due process available to objectors which impacts on the nature and detail of those objections.

Substantive Objections

Position of Tunnels

- 4 It appears from the current plans/ diagrams that the eastern tunnel may pass beneath, or very close to, the north western corner of the Dalgety Road building of the Owners Corporation at a (stated) depth of 35 metres. Given that the EIS Summary notes that the current plans / diagrams are indicative only (as well as containing a 30 metre tolerance for the tunnels' final position), this objection is based on the assumption that it is intended that the tunnel is in fact due to be located in the position described.
- 5 The tunnel described continues south below Dalgety Road and continues to the new proposed metro station at Barangaroo. The tunnel also passes below Dalgety Road and, in part, passes beneath terraces on Dalgety Road. Those terraces sit on a sandstone cliff situated approximately 10 metres above the Dalgety Road surface. That adds an additional 10 metres to the (claimed) 35 metre buffer between the tunnel and the surface for those properties. In contrast, the Towns Place residential tower not only lacks this 10 metre buffer, but also has a private and public car park down to a depth of approximately 20 metres below ground level, significantly reducing the buffer shown on the plan, and exacerbating noise and vibrations.

- 6 The technicians present at the explanatory meeting in respect of this part of the tunnel on 25 May 2016 were not aware that the Owners Corporation building had a 6 level carpark below ground to a depth of approximately 20 metres and that, if the tunnel depths were maintained at 35 metres, as indicated on the current plans / diagrams, the buffer between the eastern tunnel and the bottom level of the carpark would, at most, be only about 10 metres.
- 7 If, as appears to be the case, the actual depth of the top of the tunnel is less than the publicly disclosed 35 metres (due to rail gradient limits coming up to the Barangaroo metro station), then the buffer under Towns Place will be materially less than 10 metres.
- 8 This issue could simply be resolved by relocating the eastern side of the tunnel approximately 10 metres to the west of Dalgety Road so that no part of it runs close to or below the Towns Place building on Dalgety Road.
- 9 Moving the tunnel west is clearly within the 30 metre tolerance allowed for in the Proposal and places the tunnel below a much higher cliff face where noise and vibration will not impact on any surface building.
- 10 This solution / amendment to the Proposal would move the western tunnel slightly to the west. However, this would in no way adversely impact on the Dalgety Road terraces, as they have an existing tunnel below them and they sit on an additional 10 metres of sandstone above the 35 metre deep tunnel.

Noise / vibration abatement measures

- 11 The Proposal indicates that the Metro's tracks will be of steel, as will the wheels of the rolling stock. The reason expressed for this choice at the explanatory meeting on 25 May 2016 is that it needs to be consistent with other tracks/rolling stock in the system.
- 12 Best modern practice for this type of rapid transport system is for the rolling stock to have rubber wheels running on rubber tracks. This makes its operation virtually silent. This is evidenced by the Paris Metro and other lines in Montreal, Kobe and Mexico City.
- 13 Attenuation is proposed for other parts of the line but not between the harbour and Barangaroo metro station. Without resiling from the principal submission that 21st century best practice dictates a rubber wheel / track system be installed, all of this track should have high quality attenuation measures installed. Particularly that part from the harbour to Barangaroo metro station.
- 14 If the tunnel is moved as suggested above, the Owners Corporation will not press their objection to steel wheels / tracks, but does press its submission regarding attenuation of all of the track.

Removal of spoil

- 15 The Proposal indicates a suggested intention of removing spoil from the tunnel to a temporary site under the overhead bridges on Hickson Road, and then for re-removal to a final unidentified site elsewhere. The indicated timing of construction (and removal) is on a 24/7 basis, which is both superfluous and unreasonable. The spoil should just simply be removed from the area directly to its final destination, and this should not occur at night.

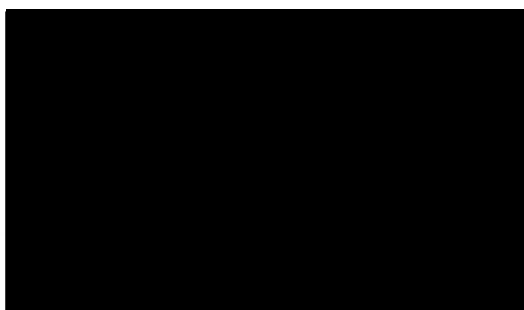
- 16 The EIS represented at the explanatory meeting on 25 May 2016 that the spoil may be removed from the area by barge. If that was to happen, it must only do so from the harbour side of the central Barangaroo site. To do so from any other local harbour location would again involve double handling, unwarranted and unreasonable noise and increase the number of truck movements in the area.

Due Process Objections

- 17 Objections to the Proposal were invited on 11 May 2016. We understand that there has been only limited public advertisement of the Proposal and only one 'information' public meeting for Barangaroo in relation to it. Given the complexity of the Proposal and the vast detail of it, it is unreasonable to allow such a short objection period¹. The time period allowed for objections is simply not feasible for objectors such as Owners Corporations who need considerable time to consider the implications of the Proposal, obtain legal and expert advice, and subsequently time to call meetings to consider that advice and the impacts of the Proposal. That cannot reasonably be achieved within 6 weeks.
- 18 Although the proposal is detailed in part, it is imprecise and simply inaccurate in crucial areas (for example, the exact position of the tunnels). A number of the plans and diagrams contained in the Proposal are internally inconsistent. Consequently, this impacts on the nature and precision of objections.
- 19 The Owners Corporation reserves its rights in respect of the lack of due process afforded to the Owners Corporation in implementing the Proposal. It also reserves its rights to supplement this submission with expert(s)' report(s) as received.

Conclusion

- 20 The Owners Corporation has made practical and reasonable suggestions to the implementation of the Proposal in the hope that their adoption will lead to the Proposal satisfying Sydney's transport needs without adversely impacting on those who live and work near the proposed metro line.



¹ We note that objections close on 27 June 2016.

Content:

Given that the houses and amenities, such as water and sewage pipes, are extremely old I have concerns about the impact of drilling. I would like assurances that our houses will be subject to rigorous inspection prior to drilling and that any damage to houses and amenities will be compensated.

Name: alan sandow

marrickville, NSW
2204

Content:

Dear Sir/ Madam

I attended the Sydney Metro project information session in Tempe .

I would like to submit my comments based on being a resident of the Marrickville area.

Traffic ; the route chosen for trucks from the Sydenham works area will have a major effect on traffic in already clogged arteries around this site. The major shopping centre of Marrickville Metro will lose custom . The bridge over existing railway line which forms part of the truck route is very old and in need of work . The roads in general are pot holed and subsiding due to the weight of traffic currently using this route. The Westconnex porthole will impact on this area possibly creating traffic issues for years. Improvements to roads & bridges prior to and after may alleviate fears of being left with damaged road infrastructure.

General comments ; I hope for the sake of the people of NSW that all procurement of goods required will be sourced from businesses within the State .(I did notice that railway lines have been sourced from Spain.) I would like to see all staff that are involved in this project are sourced from within NSW including contractors. That all these employees have all the industrial rights that the current NSW Government employees have. The Work Health & Safety of all people whether directly as employees or indirectly such local residents is a number one priority.

Appreciate the opportunity to comment of this massive project.

Regards

Alan Sandow
28 Roseby Street
Marrickville

Content:
TO WHOM IT MAY CONCERN

Our property is within 100 metres of the construction site (the Chatswood dive site).

We are very concerned with the noise, vibration and air impact of the construction to the health and well-being of our family (including elderly and children) at our home.

Given the number of years that the construction would involve, particularly when work would be undertaken during night time and weekends, we strongly ask the project's responsible entity consider installing adequate noise barriers, dust barriers during the construction process, as well as permanent noise barriers that are of sufficient height at the eastern side of the railway corridor between Chatswood Station and Mowbray Road so as to minimise the negative impact to the neighbouring homes.

The health wellbeing of people in the neighbouring properties is something that is worth significant consideration, and we trust that the responsible entity would take this submission seriously.

Thanks.

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Thanks.

Yours faithfully,



Content:

I live a short distance from the dive site. Therefore, I would strongly suggest that (1) a coordinator be appointment who has excellent cross-cultural communications skills to provide information etc about progress. This person should be contactable either in person, phone or by email; and (2) all contract staff should be made aware that the Artarmon area is essentially residential and they should respect this. Also, every effort should be made to employ staff with good communication skills.

Name: Greg Smith

Alexandria, NSW
2015

Content:

I submit that at least one additional Metro station should be provided between Waterloo and Sydenham. Growth in that 'in between' area is forecast to be dramatic in the next 10 years. Erskineville Station and St Peters Station are unable to cope with current demand. When they are bypassed by the Metro and services are correspondingly reduced, the area will develop chronic shortage of public transport, just at the same time that its residential and working populations are increasing dramatically. Retrofitting of subway stations is apparently not a viable economic option. So, the time is now. Please do not make the strategic mistake of not including at least one extra Metro station between Waterloo and Sydenham. Thank you.

Name: William O'Byrne

Crows Nest, NSW
2065

Content:

I do support the proposal and submit the following comments.

Our apartment block is adjacent to planned station in Crows Nest.

It also appears that we are the only resident occupied apartment building which will be impacted significantly with construction works.

We would then ask that prior to any work commencing that our building is insulated to reduce noise and vibration impact. Also that we have continual monitoring of noise and vibration to ensure we retain existing comfortable living conditions.

Content:

We are objecting to proposed noise and air quality management at the Chatswood dive.

Our property is significantly impacted both during the construction and when it is in operation.

1) Concerns: The construction will span over 6 years (2017 to 2022) 24 hours 7 days week. The noise and air pollution will increase dramatically as a result of demolition, excavation, movement of trucks/equipment and construction. In addition, I am extremely sensitive to dust and am concerned the impact it has on my health.

Suggestion: acoustic control such as acoustic shed and sound barrier to mitigate the noise level. I am unsure what can be done with the dust and air pollution but this needs to be addressed.

2) Concern: Relocation of the T1 southbound (will be 1 meter closer to our property), T1 northbound (will be elevated 2 meters above the ground) and the new metro lines. This will certainly increase the noise level and air pollution while the removal of existing trees in the corridor which assists in reducing the noise and air pollution.

Suggestion: install a sound barrier fence of 4 meter height permanently to mitigate the noise level. There is currently a sound barrier fence at the end of Hopetoun Avenue which this should be extended to the entrance of the tunnel for the impacted residence as a result of the Sydney Metro project. There should also be landscape or alternate control on air pollution as a result of this project.

We are a family with young children whom enjoy spending their time at the yard. If the project proceeds, it is only reasonable request that controls (both on noise and air) are in place to ensure we are not worse off than what we are now as a result of the new project, our living environment and condition need to be protected. Therefore we seek that an acoustic shed to be built during construction to mitigate the noise; landscape to reduce the noise and air pollution with increased train lines when in operation and a 4 meter height noise barrier to be built permanently as a noise control moving forward.

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: John Macris
Email: johnlmacris@gmail.com

Address:
55/192 Vimiera Rd

Marsfield, NSW
2122

Content:
Submission is attached as PDF.

27th June 2016

To Whom it may concern,

Submission supporting a new metro rail line between Chatswood and Sydenham

I submit the following responses to the Environmental Impact Statement (EIS) produced by Transport for NSW Sydney Metro Delivery Office:

General response on environmental impacts and their mitigation

Air, water, noise and visual pollution are well considered under the proposal, and should not present an impediment to proceeding to construction. The mitigation and remediation approaches outlined in the EIS are supported. Particular vigilance in protecting site values is required in relation to the estuarine environments of Sydney Harbour, and the built heritage values at Central Station.

Integration of the Metro Project with Broader CBD Access and Mass Transit Initiatives

The majority of this submission is concerned with ensuring the maximum positive socio-economic impacts are attained when the metro line becomes operational in the middle of next decade.

The following points are made with the assumption of subsequent approval for the Sydenham to Bankstown conversion to metro. A corresponding release of spare timetable capacity for other rail lines routed through the City Circle and on the North Shore lines is noted under this scenario.

Uptake of Commutes involving Transit Interchange

Sydney's current transport network is such that only a minority of commuters are accustomed to transferring between services during a mass transit journey to or from the CBD. At the currently functioning interchange locations like Central or Strathfield, commuters rarely encounter a 'turn-up-and-go' frequency level when making transit connections. Further, a physical transfer often entails moving between fairly distant alighting and re-boarding zones, so reducing time efficiency.

A key indicator of a higher-performing future transport network will be the widespread adoption of public transport journeys using efficient and reliable connections, particularly into and across the CBD. An inner city is ideally traversable by a suite of high capacity, intersecting mass transit pathways and active transport precincts. This facilitates travel efficiencies, congestion alleviation and consequently, attractiveness to commuters to a much greater degree than is otherwise attainable on a more traditional radial network.

Some infrastructure initiatives through which large numbers of commuters will adopt these new, more efficiency-targeted travel patterns in the coming years are:

- This project's metro line, greatly expanding north-south capacity in the city, offering transfers with the Sydney Trains network at two CBD and four suburban stations
- A surface light rail line of high capacity on the former primary bus spine of George Street
- Reorganisation of some bus networks into feeder services, or terminating services around the CBD's periphery - implementation being already underway and continuing in stages, as the southeast light rail and northwest metro begin operation

The opal ticketing system provides accompanying pricing-based incentives that are complementary to these network enhancements.

To ensure that this project is meeting a goal of decongesting the commute of the greatest range of customers, areas in which the intent expressed in the EIS should be further developed, and a more detailed description given in the Preferred Project Report are as follows:

1. Permeability of each Station to its Passenger Catchment

Goal – the preferred project conveys deliverables for each underground station, in terms of visibility, interfaces with key surrounding public realm, arcade or pedestrian subway connections, and efficiency of movement to and from any nearby transit hubs

By the time of planned first CBD metro operations in 2024, the behaviour shift towards interchanging during transit journeys for many commuters will be underway. A highly walkable CBD zone will extend between three of the busiest existing underground railway stations, encompassing a pedestrianised George Street between Town Hall and Wynyard, and upgrades around Martin Place.

Case Example: Underground Station with High Permeability to its surrounds

Wynyard station (not on the metro line) will likely set a new standard of premium service among underground stations for permeability to its surroundings, arising from the combined amenity of:

- The Wynyard Walk accessible link to Barrangaroo South - 2016
- A new Clarence Street station entry with reactivated Kent Street connection – 2016
- Upgraded or expanded ticket gates, York Street entry, paid zone and platform access – 2016
- A light rail stop at the George Street entry – 2019
- A new and expanded transit hall between George and Carrington Streets provided under a voluntary planning agreement by the private sector – 2020
- Existing retail connections to Hunter, Pitt, George, Jamison and Margaret Streets; and
- The existing northern CBD buses hub on Clarence, York and Carrington Streets

Wynyard's permeability is further increased by having platforms situated only 5-15 metres below street level, each accessible via multiple stairways from the concourse level. The egress, access and transfer time for commuters between Wynyard's platforms and their trip end points is thus minimised.

The preferred project should include sufficient detail on the design intent of the new underground CBD stations to allow their evaluation against the above standard set by the upgraded Wynyard Station and its surrounding commuter and pedestrian infrastructure.

Street-level and arcade connections are integral in the case of the metro stations, due to their additional platform depth and the consequent time that this contributes to an overall commute. An efficient network of access and egress points at CBD stations is the most practical way of maintaining the otherwise clear time advantages of travelling on the metro, e.g. its service frequency, short dwell times and high operating speeds.

As evident with Wynyard's proposed transit hall, any above-station commercial activation should be a secondary consideration which supports, rather than competes with, the achievement of these strengthened public accessibility goals. Some specific recommendations are presented in table form below for each station.

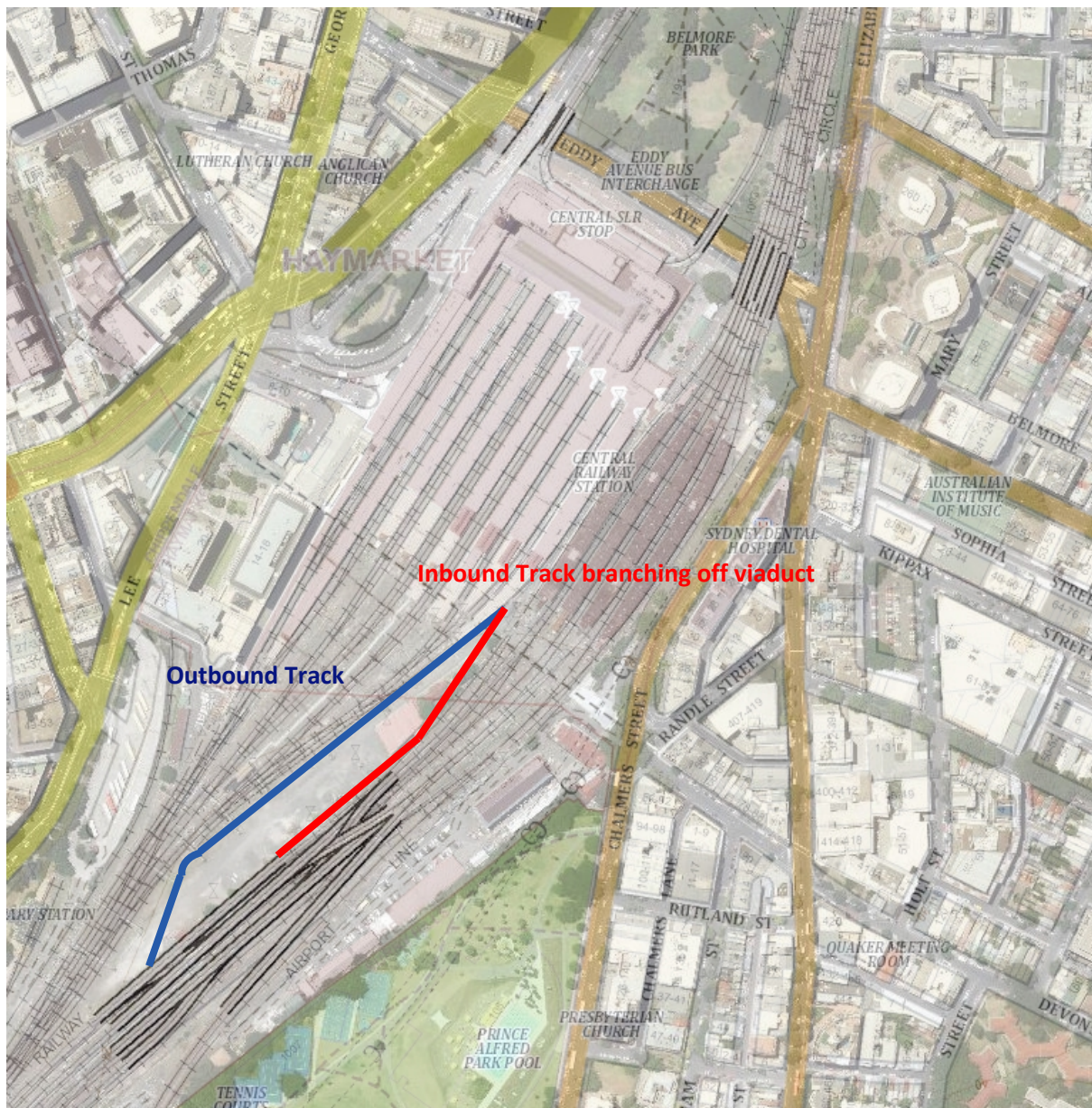
Station	Constraints to be addressed	Opportunities to be pursued
Martin Place	Retention of some form of underground access between Martin Place at Castlereagh Street and the existing Martin Place station concourse – i.e. implement alternative street-frontage entry portals replacing any plaza stairwell access points that are removed	<p>Northern metro entry, and the proposed link to O'Connell Street under 33 Bligh Street is strongly supported. This gives the metro station efficient reach into the City North precinct, where a number of bus routes now terminate.</p> <p>Investigate with Sydney Buses whether O'Connell Street's bus layover area could accommodate a future metro/bus interchange zone, e.g. for routes which currently turn around via Gresham and Loftus Streets.</p>
Pitt Street	Position of the station's Park Street entry is on the diagonally opposite corner of Pitt and Park street compared with previous station proposals in this area (e.g. former CBD metro scheme, 2009). Consequently, the station loses proximity to the future public square situated between Pitt and George Streets. If property acquisitions had already occurred at 295 Pitt St for the previous station, the NSW government should work with City of Sydney to provide an expanded public square all the way to Pitt St. A below-ground connection easement under the new square and existing street intersection to the metro concourse should also be preserved.	<p>Retail arcade connections surround both station entries. Park Street is a primary corridor for bus traffic and subject to associated road and footpath congestion. Integration with the below-street arcade networks should be pursued to take some of the pressure of commuter surges off the surface street crossings and bus stop zones</p> <p>Areas of interest include –</p> <ul style="list-style-type: none"> • Arcade commencing in 35-53 Park Street, with a direct thoroughfare from Museum Station and the adjacent bus hub on Elizabeth Street via a 2-3 minute walk. • Galleries Victoria, which connects from Town Hall to Pitt and Park Streets in the vicinity of the new northern metro station entry • The Greenland development at 115 Bathurst St, which is likely to integrate with existing arcade connections from Town Hall Station and the George Street entertainment precinct
Central	EIS envisages restoring the under-platform walkways between Central's suburban and intercity platforms at the conclusion of works. Clarify whether a connection from the southern end of the underground metro concourse level into this network would be achieved. This affects the directness of pedestrian connectivity with the bus hub at Railway Square via Devonshire tunnel.	Proposal to provide dual-sided loading and unloading of trains on Central's Platform 16 in conjunction with this project (as per Fig. 6-27) is supported. In addition to the reasons given below under heading 2, this upgrade increases the efficiency of passenger movements between Central's current busiest surface platform and the new underground metro platforms.

2. Optimising Central Station during Peak Capacity Periods

Goal –Existing system pinch points are relieved as part of the reinstated track and platform array spanning terminus platforms 13-15 to suburban platform 16

The proposal to integrate Platform 15 as a terminating suburban platform is supported. This needs to operate as an effective turnback point for outer suburban trains while permitting brief headways between train arrivals. The platform would ideally therefore connect to the suburban rail tracks, rather than the congestion-prone array of bifurcating intercity tracks that invariably impair train speeds in both directions between the Cleveland Street underpass and the terminal at Central.

Works in the Sydney Yard area of Central are required under this project. It would be most practical to incorporate new rail track connections for the rebuilt Platform 15 around the margins of this yard alongside the metro construction program. A rough visual representation of the connectivity being suggested is shown below.



Platforms 13-15 should be reinstated with sufficient length to accommodate 10 carriage train arrays, as may be required in the future for some outer suburban Sydney Trains services to meet patronage growth.

As expressed previously, the proposed dual-sided loading and unloading of trains on Central's Platform 16 is strongly supported. If well managed, this new capacity would consistently reduce station dwell times for T1 northbound services across the morning and evening peaks, and so enhance timetable reliability more broadly.

3. Future Metro Connections

Goal –that network coverage can be expanded along logical corridors in the future without causing service disruptions to metro operations

The stub tunnels currently proposed north of Sydenham station may be a limitation on the alignment of future network expansion. For example, potential metro lines serving the Broadway/Chippendale area or the Bays precinct would not logically have their branching point in the vicinity of Sydenham.

Stub junction tunnels in the line section between Central and Waterloo are therefore recommended to be excavated, to properly future-proof the line. The planned stub tunnels north of Victoria Cross are supported.

Closing comment regarding the next project stage EIS

In relation to preparation of an EIS for the Sydenham to Bankstown line conversion – it is suggested that a range of alternative transport strategies, to run during the temporary closure of the T3 Bankstown Line, be included as a section of the EIS document to allow for public comment on that aspect. Options considered should include:

- A closure of the line in stages, to limit the period of being wholly reliant on replacement buses
- The potential to run express or shuttle trains from Campsie to Sydenham across the daily peak hours by diverting onto the adjacent freight track
- Continuing some of the Bankstown to Lidcombe peak services to run express to/from the city, sharing tracks of the T2 South and Inner West service

Best contact:	Via email address as provided at submission
Overall position of this submission:	Supportive of project, with qualifications noted on various points related to the quality of outcomes
Basis of interest in the project:	Commuter; Sustainability Practitioner

Name: Marie Flood
Organisation: Ms (2015)

Alexandria, NSW
2015

Content:
uploaded submission

M.Flood Submission to Sydney Metro City EIS

Marie Flood, Alexandria 2015

My submissions in relation to the Sydney Metro City EIS are as follows:

1. Public consultation about this project has been inadequate. It is only a few months since revelation that the line would go under the area I live in, Alexandria, and that there would be only one underground station nearby in Waterloo. Residents seem to be unaware of how the project will impact on them in both the short term and long term. The community needs to be consulted and listened to. This has not happened. If it were not for the work of community organisations in analysing and publicising the project then community information would be almost non-existent.

The impacts of other projects and a population explosion in the Alexandria, Waterloo and Green Square areas need to be properly factored into planning for this area. We are only just coming to terms with the implications for us of the Westconnex project, which is acknowledged even in its own EIS as being detrimental to our health and the liveability of our suburbs. We are only just learning about the proposed Central to Everleigh Project, which will bring about massive changes, including towering buildings, and huge population growth on the city side of our suburbs.

These developments need to be planned together and the implications for all sections of the community considered through careful consultation with all sections of the community.

2. 'Metro' is a total misnomer for this project. It is dishonest to use the name of a popular transport concept to disguise the fact that the project does not meet any of the usual advantages of a metro system. Metro systems are used to transport people short distances, with stations every 400 to 800 metres. This proposal is to bypass inner south Sydney, with stops as far apart as 5 kilometres.

What is being envisioned – a crowded long haul train service designed for people who can stand safely for long periods – does not resemble a Metro. This is not the transport the community deserves – we need a system that is safe and accessible to anyone including people with impaired mobility and parents travelling with children.

3. I find it difficult to believe that what is being proposed is a system being deliberately planned not to integrate with the heavy rail system. The billions of dollars proposed to be spent on this system would solve many of Sydney's existing transport problems and provide adequate capacity for the future. Our heavy rail system needs fixing and developing – integration should be a given in all transport planning. The system could be linked to existing rail services by providing interchanges with our local stations. But no, the only station planned for this area is at Waterloo and not close to either Green Square or Redfern stations.

If privatisation is the motivation for separating this expensive development of new transport capacity from our publicly owned rail system surely the evidence that privatisation of public transport does not work is overwhelming in Sydney, even without projecting into our future transport needs. I refer in particular here to the public/private projects - the airport line and the cross city and Lane Cove tunnels.

4. I would prefer to see this project taken back to the drawing board, and compared with alternatives that have been proposed over recent years and likely to be much more effective and less costly – alternatives which analyse how the heavy rail system with double deck trains can be developed in a way that fixes existing problems.

However, if this proposal goes ahead it is important that more stations be considered in the inner southern suburbs. The heavy rail system is nowhere near adequate for our needs in the inner southern suburbs, and things will only get worse as populations increase. The existing plan does not address our transport needs, not even now let alone into the future.

Content:

My query relates to chapters 10 and 11 of the EIS. I'm a resident in the Hayberry Street, Crows Nest area of the development. In relation to the assessment of construction noise and vibration the RBL used was taken from the area surrounding the station development (more commercial than the Hayberry to Curlew St areas that will be impacted). Was the residential area assessed to determine the acceptable levels of noise/vibration during the construction?

In chapter 11, the operational ground borne vibration and noise predictions for residential areas are often close to the criteria. For vibration the EIS clarifies that the prediction is based on a mid floor multi storey building. As much of the area is single storey residential dwellings of approx. 100 years of age, was this taken into consideration in the operational assessment and is this information available?

Regards,

Name: Nikola Viereckel

Newtown, NSW
2042

Content:
Please see attached pdf with my concerns about this project.

27/06/2016

We are residents of Lord Street Newtown and we have concerns about the Sydney Metro tunnel that will be built under our street, the damage it may do to houses and infrastructure and the transparency from Sydney Metro for the works that they have planned.

- We are concerned that there may be damage to the houses in Lord Street as they are old, even those that have been renovated are on old footings.
- We are concerned that the extra vibrations from the tunneling and then the light rail trains will add stress to our old houses, especially when combined with the Bankstown line that runs down the side of the street.
- We are concerned for the water and sewerage pipes in the street as they are also very old. The water pipes over flow very quickly when it rains and so the extra vibrations may damage them even more.
- We are concerned that there has been no survey of the area to even see if it is suitable for a tunnel and a train line. There are a few houses in the street that have underground parking and they regularly pump water out of these spaces. There may be some kind of stream here that will not make this a suitable place for a tunnel and hurt the local environment.
- We are concerned about other problems that may arise, such as a tunnel collapse.
- We are concerned about property buy-outs and property value loses.
- We are concerned that a tunnel will be built under our street for a Metro Link that most likely will not be used by us or any of the other residents due to the location of the nearest Metro stations, especially as St Peters Railway Station will always be more convenient.
- We are concerned for the rumours that we will lose trains on the Bankstown line because of a Metro line that most local residents will not be able to easily access without the use of a car.

What we need to know to help us understand this project and lessen our concerns is:

- Will there be inspections on all houses in Lord Street both pre and post tunneling?
- If there is damage to houses is there mitigation plan that will fix any issues with the houses AND also the water and sewerage pipes.
- We would like to request extra inspections be completed on ALL houses in the street. The first to be just before the trains start, and then again 6 months and 12 months after it has been running. As mentioned above we are concerned about the extra vibrations doing damage to our houses and pipes due to the light rail AND the train line running so close to our houses.
- We would like to know if there are any plans to purchase houses in Lord Street and can we get a guarantees that our houses will not be bought from us for this project?

And lastly we are concerned that no-one from Sydney Metro has come to discuss this with the residents in the street to allay our fears about damage, property buyouts and property value losses. The tunnel was only discovered by a vigilant resident who read the entire EIS.

We did attend a community information session on the 28 May, and requested that someone come and chat directly with residents before the submission deadline but nothing has been done so far.

So we would like to know when will we find out more about the project and if there is a timetable that residents can subscribe to so we can be kept informed about the project and how it specifically applied to our street.

We want transparency from Sydney Metro.

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We want transparency from Sydney Metro.

Content:

There are only two proposals that I am objecting as outlined below:

1. Operational area of Pitt Street Station. Loss of historic buildings along Park St, Castlereagh St and Pitt St is unnecessary. These are the only low rise building group still intact in Town Hall area that connect Pitt and Castlereagh street and they maintain one last remaining low-rise streetscape in Sydney CBD. Demolish them will further isolate heritage Criterion Hotel and Pitt Street Uniting Church.

Please consider alternative option such as basement foodcourt area at 201 Elizabeth Street which could potential provide construction access. And also potential sites that would be for future Town Hall Square development such as 303-305 313 Pitt Street.

2. Sydney Yard Access Bridge. The bridge's footprint is too excessive. The bridge is too close to heritage item - Mortuary Station. The bridge will obstruct park users view of Mortuary station from Prince Alfred Park. The bridge will also obstruct passenger views of Mortuary station from both northbound and westbound suburban trains. In other words, eastern facade and platform of the historic station which eastern views is considered the only visual reminder of it is once a operating station and part of the railway precinct will be totally obstructed and lost forever.

Furthermore, loss of historic buildings along Regent Street is unnecessary. This group of two levels buildings integrated well with historic precinct of Chippendale on western side, the Lord Gladstone Hotel and streetscape. Demolish these buildings will only have negative impact and further isolate historic Chippendale.

Please consider other potential access locations such as site near existing driveway between 26 Lee Street and bus depot or existing maintenance access driveway from Chalmers St adjacent to Central station south eastern entry.

Dear Sir/Madam

It is important to provide public transportation in an increasingly congested area due to over development and lack of forward planning, therefore the issues remain that this proposal has a lack of stations and no face to face public consultation for the affected residents of Alexandria and surrounding suburbs. The EIS seems to lack cohesion and consistency in its lack of planning

Content:

As a resident of [REDACTED] I object to the proposal to excavate Blues Point Reserve for a Metro Retrieval site.

- [REDACTED]
and have been thoroughly enjoying our stays at our new unit. Either enjoying the views of the reserve and water or walking around the reserve in a friendly, quiet and safe community.
- our pedestrian safety will now be at risk with the unbelievable amount of truck movements and traffic. It seems like it will be highly dangerous for pedestrians. We often walk to the bus stop on the reserve.
- the unit which faces the reserve will now be subject to noise, dirt, dust, exhaust pollution, not to mention the vibrations.
- parking is already a problem which will be made worse especially for us when carrying our shopping and luggage to the unit. We need to be able to have close parking
- it is one of the very few places left where families and the elderly can drive and park close to our beautiful harbour and sit on the grass and have a picnic or just enjoy the view and peace and quiet.
- there will be irreversible impact on the heritage site
- do we really need this site?
- surely there must be alternative places for this site that would not have the impact on Blues Point Reserve, it's residents and the community that this will most certainly have.

Name: Martin Lau

Chatswood, NSW
2067

Content:

Our property is within 100 metres of the construction site (the Chatswood dive site) and we are very concerned with the noise, vibration and air dust pollution impact of the construction to the health and well-being of our family living in our home. Given the number of years that the construction will take to complete and particularly that the construction work would be undertaken during nights and weekends, we strongly urge the project's responsible entities install adequate sound and dust barriers that are of sufficient height at the eastern side of the railway corridor from Nelson street to Mowbray Road so as to minimise the negative disturbances and noise pollution levels to occupants in the homes along the corridor. We strongly requested that the responsible entities take into serious consideration the health wellbeing and rightful peaceful living environment of the people living in the affected properties along the eastern corridor and take appropriate measures to minimise the negative impact to our living environment.

Content:

Good afternoon,

I would like to express my concern with the proposed truck route both into and out of McLaren Street, North Sydney.

██████████ McLaren Street and having lived through the recent new developments in Angelo Street I have come to understand that trucks, heavy equipment carriers and cement trucks park outside in No Standing and regular parking spaces with their engines running despite being outside the terms of the approved building plans.

Our house is very old and it shakes with the vibrations even when the trucks are outside Monte's properties on McLaren Street. The noise is so loud you can't be on the phone in conversation.

My only recourse was to take photos and tell the driver I would forward them to the Council. As you can imagine, this got some hot responses.

I am concerned that there will be no overseeing this heavy traffic or consideration given to its use by the North Sydney Demonstration School or Monte St Angelo school or the eye clinic or Dr Isaacs medical practice, the kindergarten at the churchand so on!

Name: Sabrina Luan

Chatswood, NSW
2067

Content:

Our property is within 100 meters of the proposed Chatswood Metro Dive site and we are very concerned of the noise and vibration and pollution that will impact us.

We are requesting that the responsible departments erect noise protection barriers along the eastern borders of the construction site from Nelson Street to Mowbray Road, which doesn't have any noise reduction barriers currently.

Please seriously consider the pollution hazards that will effect the families living in the properties along the eastern border and erect the protection barriers as requested before the start of the construction. Thank you!

Name: Suzanne Clarke-Nash

Chatswood, NSW
2060

Content:

I have attached a statement regarding the Nelson St closure. I am recommending an additional set of lights be provided at Eddy Ave to assist Chatswood West residents who wish to access the Pacific Hwy south bound. These residents presently use Nelson St via Mowbray Road. The closure of Nelson st will remove this vital access.

11 Beresford Road
Chatswood 2067
27 June 2016

Dear Sir/Madam,

Re: Nelson St Chatswood road closure: Metro project.

I wish to raise a concern and offer a possible solution to one aspect of the plan. I live at 11 Beresford Ave Chatswood.

It is the intention of the project to close Nelson St, Chatswood as part of the long term works for the Metro line. They have indicated that they will provide a right turning lane from the Pacific Highway, for those who wish to access Mowbray Road from the Pacific Highway. This single solution ignores the local residents in Chatswood West who use Nelson St daily to access the Pacific Hwy Southbound when they are coming from Mowbray Road.

It is a well-worn path for locals who live in Chatswood West and parts of Lane Cove, to head east on Mowbray Ave, cross the Pacific Highway then turn left into Orchard and again left into Nelson, to then access the Pacific Highway heading south.

If you live in the catchment bounded by Mowbray, Pacific Highway and Fullers Road, then there are very few options to access the Pacific Highway except via Nelson St.

It is not possible to widen Mowbray Road, due to the Church and the Pub, to provide a right hand turn directly onto the Pacific Highway. The only other possible access is via Centennial Ave next to the schools. This route is already beyond capacity due to the increasing number of students at the Chatswood Public and Chatswood High schools.

As the town planner who worked for DEC on increasing capacity of the two local schools, I am acutely aware of the looming traffic burden in the coming five years on Centennial Ave. There will be well over 3000 students attending the two school campuses.

With Nelson St removed, and the rat runs through Artarmon closed already, then Centennial Ave will become a gridlock.

A sensible solution would be to provide a set of lights with a right hand turn, at Eddy Ave onto the Pacific Highway. This would help relieve the pressure on Centennial and provide a route for the local community who are affected by the Nelson St closure.

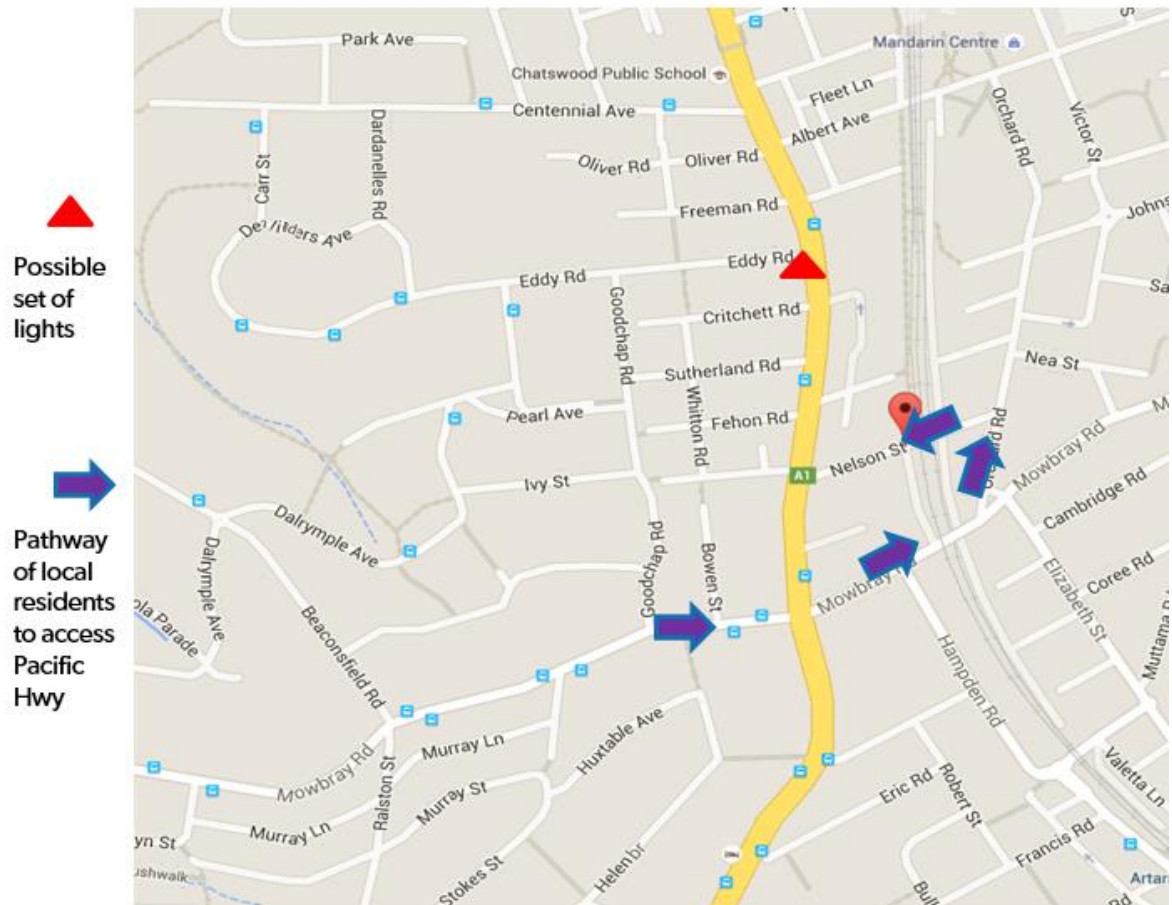
If it's not provided as part of these works, then the area will eventually become gridlocked and locals will have no real options that do not include significant diversions.

I have provided an illustration below and I would welcome the opportunity to discuss this issue further. I can be contacted on 0407 232 409.

Kind regards

Suzanne Clarke-Nash

Map of area and pathway indicated.



Name: Adrienne Shilling

PETERSHAM, NSW
2049

Content:

PETERSHAM NSW 2049

Major Projects Assessment
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Director, Infrastructure Projects

27 June 2016

Sir/Madam

Sydney Metro City and Southwest - Chatswood to Sydenham ("the Metro")
Submission on EIS-Application Number: SSI 15_7400

I object to the building of the City and Southwest Metro for the following reasons:

1. The Metro is not about providing more passenger capacity across the suburban rail network. Rather, it is just a facilitation of overdevelopment of Waterloo, Sydenham and around all the stations on the Bankstown Line. If allowed to proceed, the Metro would destroy communities by displacing existing residents and creating high-rise slums. Given current "planning" processes in NSW it is highly unlikely that accessible, useable and plentiful open space would be allocated in proportional ratio with numbers and density of high rise buildings.
2. The Metro would not, as claimed, increase capacity across the Sydney Rail Network. The purported 60 per cent increase (as claimed in the "Have your say" brochure) relies on improvements to signalling operations on existing lines. This not part of the Metro proposal and has evidently been included to mislead the public about the actual capacity increase claimed for the Metro.
3. Experience in other countries demonstrates that double deck trains can run at the same frequencies as the Metro, offering a higher standard of comfort and carrying more passengers -for example, the operation of the Paris RER network demonstrates this clearly.
4. At 30 trains per hour (ie one every two minutes), the Metro would carry only 36,000 passengers per hour. If the line were built and operated with double deck trains, the capacity would be 45,000 passengers per hour, based on the same frequency.
5. The Metro would have very few seats. In the peaks, 70 per cent of commuters would be forced to stand for up to half an hour. At present, with double deck trains, 70 per cent are seated.
6. At a cost of \$12 billion, the City and Southwest Metro is a very expensive way of increasing track capacity through the CBD. Using existing infrastructure, a heavy rail link for double deck trains could be built for less than \$4 billion.

Conclusion

It is hard to escape the conclusion that once again, private interests are dominating what should be a public utility: publicly-owned, publicly funded and INTEGRATED public transport. It is my understanding that if approved, the Metro would almost certainly be owned and run by a private company, Hong Kong MTR. It is also my understanding that if MTR were to be handed this project, the company would simultaneously build grossly overheight high rise buildings along the rail corridor, as they have in Hong Kong. I invite you to disabuse me of this understanding.

In any case, I doubt very much whether any submissions other than those supporting this ill-conceived and poorly explained (to the general travelling public) project will be accorded any weight.

From recent experience with the WestCONnex project, over 12,000 submissions mostly objecting to the New M5 arm of the WestCONnex project were sent to the Department of Planning (mine included) and were ignored.

I fully expect the same outcome for the Metro . NEVERTHELESS, I OBJECT TO THIS PROJECT.

I expect to receive a written acknowledgement of this submission. Please do not publish my street address online or anywhere else. You may publish my name and suburb.

I have not made a reportable political donation.

Adrienne Shilling

PETERSHAM 2040

Content:

I wish to object to the building of the City and Southwest Metro on the following grounds:

- * I am very concerned about the reduction in seating on single deck trains with most of the space for standing passengers - up to 70%.
 - * On current line, in peak hours 70% of passengers can be seated and enjoy a much more comfortable, relaxing trip
 - * With an ageing population I think that it does not make sense to reduce the seating on trains that will travel a long distance. Elderly people will have no choice but to stand which may create an unsafe journey for many.
 - * As a shorter statured person myself I dread standing on crowded public transport where you cannot reach the swinging "handles".
 - * This is of even greater concern because on Sundays this line is packed with families with many young children in prams and Grandparents going to the city. I am very concerned about the fact that many children or elderly Grandparents will have to stand from Bankstown to the city or greater distances.
 - * Increase in capacity on the existing Sydenham/Bankstown line could easily be achieved with increasing the frequency of trains on the existing line, which happens in other major world cities.
 - * It does not seem to be economically responsible to spend so much on replacing an existing well functioning line when a new line without public transport would be a better option.
 - * Disruption to commuters will continue for many years with the necessity to straighten 11 stations from Sydenham to Bankstown. An estimated 6 month disruption is not realistic when we consider that it has taken more than two years for upgrades to Sydenham and Marrickville Stations.
 - * Safety concerns in relation to tunnels from Chatswood to Crows Nest, Victoria Cross to Barrangaroo and Waterloo to Sydenham. The proposed evacuation procedures do not cater for people in wheelchairs or those with limited mobility and lead to loss of life.
 - * The tunnels should be built to accommodate double decker trains so that they can increase capacity that way and conform to the rail system.
 - * I am very concerned that the trains will be driverless and with reduction of staff on railway stations that lives will be lost. I say this after having witnessed an attempted suicide on Sydenham Station last year. The station attendant was able to signal to the driver to stop just a few metres before the man balancing on the edge of the platform.
 - * I understand that there are driverless trains on for example the Paris Metro however it is interesting to note that there are plans to have many more lines there using double decker trains in the future.
 - * On MTR trains it has been revealed that 1/3 of women suffer sex crimes as a result of crowded standing only trains. With the introduction of the Metro passenger comfort and safety will be downgraded.
- I have not made a reportable political donation

Name: Mark Byrne

Chippendale, NSW
2008

Content:

The Secretary
NSW Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Secretary

Sydney Metro City & Southwest - Chatswood to Sydenham
Application Number SSI 15_7400
Sydney Yard access Bridge and Excavation Shaft

We act for the owners of 54 Regent Street, Chippendale. This comprises all the owners of the 16 units and commercial premises in the Strata Plan SP8112 at 54 Regent Street, Chippendale. Due to the time constraints involved they have asked us to write directly. Our clients together demolished and rebuilt the building some years ago and manage the rental of the 16 units. As you are aware the units are part of the redevelopment of the Co-Masonic heritage listed building.

All of the units face directly onto the proposed Sydney Yard Access Bridge. The block immediately adjoins the resumed terraces which front Regent Street. That site will provide the primary vehicular access to the construction site in the area between the railway lines to the immediate south of Central Station.

All of the units have windows which provide for the units' outlook and natural light. The amenity impacts from the proposal will be severe, to say the least. This will be during construction and into the future.

We are writing on behalf of our clients to express their strongest objection to proposal number SSI 15_7400.

They believe that the allowance of 10 days from the public meeting for them to muster professional advice and put on a well reasoned objection to such a large scale proposal that so significantly affects their rights and the amenity of their building is totally inadequate.

This letter sets out a preliminary outline of their objection and their concern with the current 'assessment' of the impacts on them. They may need expert noise advice, though time has not yet allowed this. It also seeks to set out some options to try and seek a practical framework for investigating a 'resolution'.

Physical impacts

Details on exactly what is proposed immediately adjoining the Regent Street frontage of their heritage listed building following the demolition of the terraces presently adjoining are, to say the least, scant. Meaningful assessment of the short and long term impacts of the use of this area is simply unavailable on the information provided.

The attached photographs marked "A" clearly show an adverse impact on the building's Regent Street heritage context in the short term and the long term is simply unknown.

The bridge however seems to be broadly identified in plan form and with a montage type image (see annexure "B"). It appears that there will be a ramp up from the Regent Street site though it is unclear where this starts and how steep it will be. This ramp continues across the whole of the eastern window frontage of our clients' building and into the excavation shaft and development site. Physical details of its construction however again are unclear.

Environmental impacts

To the extent it can be gleaned from the Environmental Impact Statement (EIS) and details so far published, as well as provided at

the public meeting on 16 June 2016 at South Sydney, they indicate that the amenity impacts on our clients' property would be extreme should the proposal go ahead.

The EIS shows no, or at best limited, consideration of the impact of trucks using the Sydney Yard Access Bridge on the adjacent residential property. The impact is serious and must be properly modelled and analysed. Trucks will be using the access way at all hours of the day, and the gradients of the approach to the bridge and the bridge itself and the large trucks involved require compression braking and engine revving. The height of the bridge means a direct line of sight to the various levels of the residential property even over any sound barrier which might be attempted.

In the time available, detailed expert assessment has not been able to be achieved, though a town planning review has been undertaken. Clearly the following areas are of significant concern in relation to the impacts:

1. Noise.

Our clients' two and three bedroom units are occupied by a number of different tenants with varying noise sensitivities. For example, there are a number of student tenants that need to study.

Sleep disturbance is highly likely from the over 200 daily truck movements 24 hours a day from demolition, excavation, construction, fit-out during excavation plus other light vehicles. This will very likely be in breach of the State government's industrial noise requirements. With a 24 hour use sleep disturbance criteria will be infringed.

In addition, the vehicles entering from Regent Street onto the site adjoining, going up a ramp, crossing in front of the building, loading excavation material then returning down the ramp immediately adjoining the building, will provide an untenable noise environment for occupants. This heavy vehicle traffic noise including air brakes, gear changing etc is suggested to be occurring for seven years.

Beyond this construction period the impact of State Rail and State transit vehicles is completely unknown. Originally the bridge was suggested to only be for the project's construction, it now seems to be a permanent fixture.

In our client's view, the noise assessment in the EIS is wholly inadequate. It seems to our clients that according to the EIS:

(a) There has been no assessment of the noise impact of the bridge traffic being used. However, it is intended for the bridge to be used for maintenance access indefinitely. This is a significant omission.

(b) Under part 10.4.10 of the EIS, it is not entirely clear where receivers were placed. Figure 10.24 only appears to indicate two locations, neither near Regent Street, but Figure 10.25 then purports to have predicted airborne noise exceedances specific to different sites.

(c) The EIS claims to have significant exceedances of more than 20 db in first 2 periods of construction (see figure 10.25).

(d) Night-time truck noise is expected to exceed sleep disturbance screening levels by up to 10 dB during excavation, with no practical options to address this.

(e) With regard to Construction Traffic Noise: "The predicted noise level increase associated with construction traffic complies with the 2 dB allowance. Whilst there is an exceedance of the sleep disturbance screening criterion (of up to 18 dB) and external sleep disturbance NML of 65 dBA (by up to 13 dB), the L_{Amax} levels would be similar to other heavy vehicles using Regent Street and Chalmers Street. Therefore sensitive receivers are not likely to notice an increase in the average road traffic noise levels during construction." The suggestion that our clients' residents will not notice this is, with respect, fanciful. The existing night time noise environment in accordance with our instructions, does not have such other 'heavy vehicles'.

The noise impacts are totally unacceptable. The assessment in the EIS is completely inadequate.

2. Dust.

The shaft and the trucks with excavated material are within the immediate environment of 54 Regent Street. The prevailing north-easterly summer breeze will exacerbate the issue of dust on our clients' property. Adverse amenity impacts are likely.

3. Vibration.

The vibration from use of the bridge will significantly and adversely affect the amenity of our clients.

4. Fumes.

Diesel exhaust fumes will be experienced by our clients' tenants from the use of the bridge given the prevailing summer north-easterly breezes when windows are likely to be opened.

5. Visual outlook.

To the extent that the visual impact of the bridge can be assessed from the material provided (which is limited) it will be at a level and of a size that dominates the building's outlook. The present outlook though onto the railway lines on the lower vision line then moves to a very pleasant distant outlook towards the city, the park etc. The blot will be significant and permanent on this outlook.

6. Traffic.

Traffic impacts will be significant and adverse for vehicles entering and exiting the area immediately adjoining our clients' site.

7. Parking.

There seems to have been no assessment of parking for employees brought in from other areas. To the extent parking is displaced in the area this will adversely affect our clients' tenants amenities.

8. Heritage.

The captions from the photographs attached and marked "A" clearly identify significant adverse impacts on our clients' heritage façade and context. The visual presentation of it within the existing streetscape will be significantly depleted.

Financial impacts

Our clients have rented all apartments for the last 10 years. They achieved very strong rents - on average \$600 for the two-bedroom apartments and \$720 for the three-bedroom apartments. This, along with the commercial rent, produces some \$630,000 per annum in rent.

Since the announcement of the proposal three tenants have already left. Four other tenants have given notice. The reasons for vacation are clear. This proposal. For example a long term female tenant when asked as to why she was leaving stated:

'I am very sad to leave, it has been great living here. I am just very concerned about the level of noise pollution and dust pollution that the Sydney Metro City and South-west Rail Project will create. I have been informed they will be pulling down the buildings right next to us, and that there will be hundreds of trucks going in and out all day which will be far too much noise for us to endure, as will the dust and other pollution that it will create.'

The financial impact on their property will be huge. It will arise from what is presently a single focused and insufficiently documented project. The impacts of the proposal are feared by the tenants who are openly 'responding with their feet' or risk facing significant hardship if they stay and the proposal goes ahead.

The EIS

In the short time available to review the EIS, it seems to be inadequate in relation to the assessment of the impacts on our clients' property. Significant and very important environmental issues concerning the residents of 54 Regent Street appear to have been simply ignored.

It may be the reason for this is that the project's impact on our clients' property can simply not comply with what would be seen as reasonable and acceptable environmental impacts. Clearly unless some other option can be found, on the material currently before us or likely to be produced, the project cannot be described as having acceptable environmental impacts on our clients' building and tenants and they must review all options to have their concerns addressed.

Options

Our clients strongly oppose the proposal however they appreciate the 'David and Goliath' nature of their position and the importance of the project for the State. Accordingly they are prepared to sit down and try to negotiate a practical and fair 'solution'. They will be pragmatic in attempting to achieve this in considering all parties' interests. Notwithstanding, their concerns cannot be ignored and if the development is pursued with the current level of assessment and impacts it would simply be a flawed process.

Options for discussion include:

1. This part of the project - Sydney Yard Access Bridge be abandoned.
2. Some lip service to conditions may be able to be achieved. In circumstances however where acceptable impacts cannot be ensured, this approach seems impractical and could provide major adverse practical ramifications for the project with associated actions - the unviable option for enforcement.
3. Purchase the whole building. Our clients recognise however that the building cannot be demolished being a heritage item or at least not demolished as easily as the other terraces. In addition, our clients' site consists of 16 units which would result in a \$14- \$15 million acquisition; and 3 commercial suites with a value of \$1.8- \$2 million acquisition.
4. Leasing the whole property to the government for the seven years for use by it and its contractors as part of the project as it sees fit.
5. That some appropriate, transparent and adequate form of compensation is provided to our clients to deal with the medium term (seven years), and long term impacts.

Our clients believe the proposal both in its current form and foreshadowed amended form cannot produce an environmentally acceptable result for their building. Accordingly they are vehemently objecting to the proposal, though have sought our advice as to whether a mutually acceptable compromise can be found.

We are grateful for your consideration of our clients' submission. Should you have any queries or wish to discuss the above, please do not hesitate to contact John Cole.

Yours faithfully

John Cole
Partner
HWL Ebsworth Lawyers

+61 2 9334 8676
jcole@hwle.com.au

Our Ref: JAC:610915

27 June 2016

The Secretary
NSW Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Secretary

Sydney Metro City & Southwest - Chatswood to Sydenham
Application Number SSI 15_7400
Sydney Yard access Bridge and Excavation Shaft

We act for the owners of **54 Regent Street, Chippendale**. This comprises **all** the owners of the 16 units and commercial premises in the Strata Plan SP8112 at 54 Regent Street, Chippendale. Due to the time constraints involved they have asked us to write directly. Our clients together demolished and rebuilt the building some years ago and manage the rental of the 16 units. As you are aware the units are part of the redevelopment of the Co-Masonic heritage listed building.

All of the units face directly onto the proposed Sydney Yard Access Bridge. The block immediately adjoins the resumed terraces which front Regent Street. That site will provide the primary vehicular access to the construction site in the area between the railway lines to the immediate south of Central Station.

All of the units have windows which provide for the units' outlook and natural light. The amenity impacts from the proposal will be severe, to say the least. This will be during construction and into the future.

We are writing on behalf of our clients to express their strongest objection to proposal number SSI 15_7400.

They believe that the allowance of 10 days from the public meeting for them to muster professional advice and put on a well reasoned objection to such a large scale proposal that so significantly affects their rights and the amenity of their building is totally inadequate.

This letter sets out a preliminary outline of their objection and their concern with the current 'assessment' of the impacts on them. They may need expert noise advice, though time has not yet allowed this. It also seeks to set out some options to try and seek a practical framework for investigating a 'resolution'.

Physical impacts

Details on exactly what is proposed immediately adjoining the Regent Street frontage of their heritage listed building following the demolition of the terraces presently adjoining are, to say

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the least, scant. Meaningful assessment of the short and long term impacts of the use of this area is simply unavailable on the information provided.

The **attached** photographs marked "A" clearly show an adverse impact on the building's Regent Street heritage context in the short term and the long term is simply unknown.

The bridge however seems to be broadly identified in plan form and with a montage type image (see annexure "B"). It appears that there will be a ramp up from the Regent Street site though it is unclear where this starts and how steep it will be. This ramp continues across the whole of the eastern window frontage of our clients' building and into the excavation shaft and development site. Physical details of its construction however again are unclear.

Environmental impacts

To the extent it can be gleaned from the Environmental Impact Statement (**EIS**) and details so far published, as well as provided at the public meeting on 16 June 2016 at South Sydney, they indicate that the amenity impacts on our clients' property would be extreme should the proposal go ahead.

The EIS shows no, or at best limited, consideration of the impact of trucks using the Sydney Yard Access Bridge on the adjacent residential property. The impact is serious and must be properly modelled and analysed. Trucks will be using the access way at all hours of the day, and the gradients of the approach to the bridge and the bridge itself and the large trucks involved require compression braking and engine revving. The height of the bridge means a direct line of sight to the various levels of the residential property even over any sound barrier which might be attempted.

In the time available, detailed expert assessment has not been able to be achieved, though a town planning review has been undertaken. Clearly the following areas are of significant concern in relation to the impacts:

1. Noise.

Our clients' two and three bedroom units are occupied by a number of different tenants with varying noise sensitivities. For example, there are a number of student tenants that need to study.

Sleep disturbance is highly likely from the over 200 daily truck movements 24 hours a day from demolition, excavation, construction, fit-out during excavation plus other light vehicles. This will very likely be in breach of the State government's industrial noise requirements. With a 24 hour use sleep disturbance criteria will be infringed.

In addition, the vehicles entering from Regent Street onto the site adjoining, going up a ramp, crossing in front of the building, loading excavation material then returning down the ramp immediately adjoining the building, will provide an untenable noise environment for occupants. This heavy vehicle traffic noise including air brakes, gear changing etc is suggested to be occurring for seven years.

Beyond this construction period the impact of State Rail and State transit vehicles is completely unknown. Originally the bridge was suggested to only be for the project's construction, it now seems to be a permanent fixture.

In our client's view, the noise assessment in the EIS is wholly inadequate. It seems to our clients that according to the EIS:

- (a) There has been no assessment of the noise impact of the bridge traffic being used. However, it is intended for the bridge to be used for maintenance access indefinitely. This is a significant omission.
- (b) Under part 10.4.10 of the EIS, it is not entirely clear where receivers were placed. Figure 10.24 only appears to indicate two locations, neither near Regent Street, but Figure 10.25 then purports to have predicted airborne noise exceedances specific to different sites.
- (c) The EIS claims to have significant exceedances of more than 20 db in first 2 periods of construction (see figure 10.25).
- (d) Night-time truck noise is expected to exceed sleep disturbance screening levels by up to 10 dB during excavation, with no practical options to address this.
- (e) With regard to Construction Traffic Noise: "The predicted noise level increase associated with construction traffic complies with the 2 dB allowance. Whilst there is an exceedance of the sleep disturbance screening criterion (of up to 18 dB) and external sleep disturbance NML of 65 dBA (by up to 13 dB), the LAmax levels would be similar to other heavy vehicles using Regent Street and Chalmers Street. Therefore sensitive receivers are not likely to notice an increase in the average road traffic noise levels during construction." The suggestion that our clients' residents will not notice this is, with respect, fanciful. The existing night time noise environment in accordance with our instructions, does not have such other 'heavy vehicles'.

The noise impacts are totally unacceptable. The assessment in the EIS is completely inadequate.

2. Dust.

The shaft and the trucks with excavated material are within the immediate environment of 54 Regent Street. The prevailing north-easterly summer breeze will exacerbate the issue of dust on our clients' property. Adverse amenity impacts are likely.

3. Vibration.

The vibration from use of the bridge will significantly and adversely affect the amenity of our clients.

4. Fumes.

Diesel exhaust fumes will be experienced by our clients' tenants from the use of the bridge given the prevailing summer north-easterly breezes when windows are likely to be opened.

5. Visual outlook.

To the extent that the visual impact of the bridge can be assessed from the material provided (which is limited) it will be at a level and of a size that dominates the building's outlook. The present outlook though onto the railway lines on the lower vision line then moves to a very pleasant distant outlook towards the city, the park etc. The blot will be significant and permanent on this outlook.

6. Traffic.

Traffic impacts will be significant and adverse for vehicles entering and exiting the area immediately adjoining our clients' site.

7. Parking.

There seems to have been no assessment of parking for employees brought in from other areas. To the extent parking is displaced in the area this will adversely affect our clients' tenants amenities.

8. Heritage.

The captions from the photographs attached and marked "A" clearly identify significant adverse impacts on our clients' heritage façade and context. The visual presentation of it within the existing streetscape will be significantly depleted.

Financial impacts

Our clients have rented all apartments for the last 10 years. They achieved very strong rents - on average \$600 for the two-bedroom apartments and \$720 for the three-bedroom apartments. This, along with the commercial rent, produces some \$630,000 per annum in rent.

Since the announcement of the proposal three tenants have already left. Four other tenants have given notice. The reasons for vacation are clear. This proposal. For example a long term female tenant when asked as to why she was leaving stated:

'I am very sad to leave, it has been great living here. I am just very concerned about the level of noise pollution and dust pollution that the Sydney Metro City and South-west Rail Project will create. I have been informed they will be pulling down the buildings right next to us, and that there will be hundreds of trucks going in and out all day which will be far too much noise for us to endure, as will the dust and other pollution that it will create.'

The financial impact on their property will be huge. It will arise from what is presently a single focused and insufficiently documented project. The impacts of the proposal are feared by the tenants who are openly 'responding with their feet' or risk facing significant hardship if they stay and the proposal goes ahead.

The EIS

In the short time available to review the EIS, it seems to be inadequate in relation to the assessment of the impacts on our clients' property. Significant and very important

environmental issues concerning the residents of 54 Regent Street appear to have been simply ignored.

It may be the reason for this is that the project's impact on our clients' property can simply not comply with what would be seen as reasonable and acceptable environmental impacts. Clearly unless some other option can be found, on the material currently before us or likely to be produced, the project cannot be described as having acceptable environmental impacts on our clients' building and tenants and they must review all options to have their concerns addressed.

Options

Our clients strongly oppose the proposal however they appreciate the 'David and Goliath' nature of their position and the importance of the project for the State. Accordingly they are prepared to sit down and try to negotiate a practical and fair 'solution'. They will be pragmatic in attempting to achieve this in considering all parties' interests. Notwithstanding, their concerns cannot be ignored and if the development is pursued with the current level of assessment and impacts it would simply be a flawed process.

Options for discussion include:

1. This part of the project - Sydney Yard Access Bridge be abandoned.
2. Some lip service to conditions may be able to be achieved. In circumstances however where acceptable impacts cannot be ensured, this approach seems impractical and could provide major adverse practical ramifications for the project with associated actions - the unviable option for enforcement.
3. Purchase the whole building. Our clients recognise however that the building cannot be demolished being a heritage item or at least not demolished as easily as the other terraces. In addition, our clients' site consists of 16 units which would result in a \$14- \$15 million acquisition; and 3 commercial suites with a value of \$1.8- \$2 million acquisition.
4. Leasing the whole property to the government for the seven years for use by it and its contractors as part of the project as it sees fit.
5. That some appropriate, transparent and adequate form of compensation is provided to our clients to deal with the medium term (seven years), and long term impacts.

Our clients believe the proposal both in its current form and foreshadowed amended form cannot produce an environmentally acceptable result for their building. Accordingly they are vehemently objecting to the proposal, though have sought our advice as to whether a mutually acceptable compromise can be found.

We are grateful for your consideration of our clients' submission. Should you have any queries or wish to discuss the above, please do not hesitate to contact John Cole.

Yours faithfully

A handwritten signature in black ink, appearing to read 'John Cole', with a long, sweeping underline that extends to the left.

John Cole

Partner

HWL Ebsworth Lawyers

+61 2 9334 8676

jcole@hwle.com.au

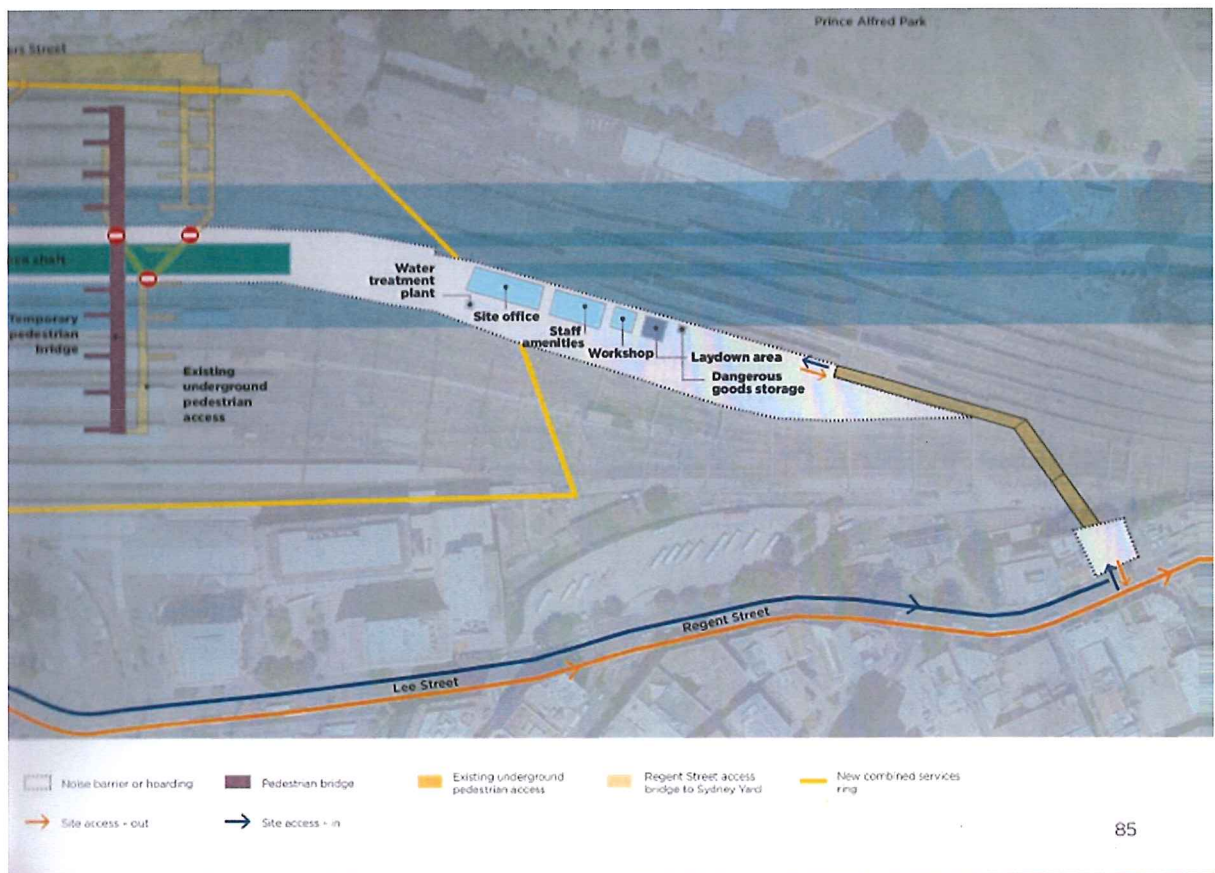
"A"



"A"



"B"





Name: John D Wilson

Fairlight, NSW
2094

Content:

I believe that the Chatswood -City-Bankstown Metro should be built urgently. I know that Sydney cannot grow outwards forever. Since Up is the only direction we need effective, frequent high capacity Public Transport. With an extra million people living near the metro line in the next 20 years any road based non rail solution is wasting money as it just promotes congestion which is already costing Government and Business sectors, a lot of money. I hope this is just the second of many projects which will take Sydney into the World City status it will become. Prior Planning Prevents Pitiful Performance. Too long has this been ignored especially around development of Public Transport.

Name: Roger Stuart-Smith

Pymont, NSW
2009

Content:

Dear Sir/Madam

My comments on 2 matters are as follows:

1. Crows Nest Station

The station would be better placed a bit further to the south. (in other words swap the location of the sallied spaces with the station so that it is located on the south side of Hume street. The current location is too close to St Leonards Station and too far from the heart of Crows Nest. The proposed entries are OK but a new entry would be useful in the vicinity of the 5 ways intersection or at the southern end of Willoughby Road. This location is the heart of Crows Nest.

2. Artarmon tunnel portal

This stage of the project requires the removal of the Nelson Street bridge. To accommodate traffic requirements flowing from this removal, a new southbound right turn phase is proposed for the pacific Highway at Mowbray Road.

However, this intersection is already at capacity at certain times. The introduction of a new phase will decrease the capacity with possible collateral damage on other routes.

I don't have an obvious solution. Nonetheless, this is a problem that will need to be solved.

Many thanks for the opportunity to comment.

Roger Stuart-Smith

Forensic Traffic Engineer.

Name: toni Warburton

2204 Marrickville, NSW

Content:

I object to the impact that approving this precedent will have the Bankstown line CBD onwards. I object to existing rail being replaced by minimal seating single level light rail. The existing double decker trains should remain, I object to the lack of green space to accommodate increased population density along this corridor I support maintaining existing rail infrastructure effective public transport for young and old both during and outside of peak hours.

Content:

June 27, 2016

This objection relates to the EIS SSI 7400 (Sydney Metro City & Southwest Chatswood to Sydenham)

I object to this proposal on the grounds that the project should provide additional Metro stations at Alexandria and St Peters. The objection is based on the project's flawed and inadequate traffic and transport capacity modelling as well as an inadequate public consultation process.

Further detail supporting this objection and the demand for immediate reconsideration and provision of additional Metro stations for Alexandria and St Peters follows.

1. Inadequate transport capacity modelling

The current Metro station selection process was undertaken before several recent infrastructure decisions and therefore requires immediate revision. These decisions significantly bear on the transport requirements of the inner-city. They include the ATP Commonwealth Bank project (11,000 workers, 1,600 cars), the Waterloo Public Housing redevelopment (20,000 residents), the Alexandria Super School (2,200 students), the Ashmore Estate development (6,000 additional residents) and Green Square as a high-job-growth area. Collectively these developments will swamp local road networks, limiting the ability of bus services to scale up to service growing transport needs.

2. Inadequate traffic modelling

The Metro EIS does not model any relationship between the Metro (Waterloo to Sydenham) and Westconnex traffic, despite the Metro line running under McEvoy / Euston Road and St Peters. The EIS has no modelling of additional Metro stations (Alexandria and St Peters) ability to reduce cross-town car use or offset the impact of Westconnex traffic spilling onto the inner-city road network.

3. Inadequate public consultation

Inadequate public consultation has been undertaken with residents of Alexandria, St Peters and Erskineville now that the Metro route from Central to Sydenham has been finalised.

The finalised Metro route (passing under Alexandria and St Peters), announced in February 2016, is still poorly understood by the communities being bypassed. Now that the route is finalised a further meaningful and substantial community consultation process should be undertaken to truly gauge the transport needs of these communities.

4. Additional (Alexandria and St Peters) Metro stations

In light of the flawed and inadequate traffic and transport capacity modelling and inadequate public consultation process I urge an immediate reconsideration of the provision of additional Metro stations for Alexandria and St Peters. I petition that adding these Metro stations would provide a mass-transit inner-city transport system and cross-town interconnectivity to and from the high jobs growth corridor (Green Square / Airport). It provides mass-transit systems for the areas' doubled population, reduces chronic overcrowding on Erskineville station and reduces inner-city car congestion.

(Insert any other personal statement here)

Declaration:

I have made no reportable political donations made in the previous two years.

Yours Faithfully,

Content:

I wish to object to Blues Point Road McMahon's Point and the Blues Point Retrieval site being used for the construction of the Sydney Metro City and Southwest. As an owner of a unit fronting the road and looking directly at the site I feel that there must be an alternate way to manage the construction with the use of the harbour. I am elderly and am concerned about my safety with so many truck movements as well as the visual impact. The retrieval site is a park I use frequently. I am also concerned about my street parking as I am unable to have off street parking.

Name: Geraldine O'Connor

Broadway, NSW
2007

Content:

I would like to provide a couple of comments for your consideration.

1. The EIS contains little information on metro train operating hours and frequency. Can consideration be given to operating the metro for 24 hours per day to support Sydney in its role as a global city. Providing a late night service at regular intervals, such as hourly after midnight, at least for a trial period, could build the habit of taking public transport.

2. There is little detail on impacts during special events. Have the city stations been designed to accommodate the large crowds during events like Vivid and New Years Eve. The operational transport working paper does not appear to have assessed the contribution Metro can make to Special Events or how the city will function through metro in combination with other transport modes.

3. The EIS does not address development on the land identified for metro. Any new developments need to consider existing planning guidelines and the surrounding urban form. Development on the land in Crows Nest should focus on the suburban character and should consider achieving increased density that builds on the existing Crows Nest development rather than development that replicates St Leonard's. Development around the Crows Nest station needs to retain the character of Crows Nest and differentiate this area from North Sydney and St Leonard's.

I hope that you can give my comments due consideration.

Name: Jean Hartman

marrickville, NSW
2204

Content:

I wish to lodge my objection to the City to Southwest Metro.

Passenger comfort and safety will be seriously compromised

the Metro trains will be uncomfortable. There will only be room for 30% of commuters to sit. The other 70% will have to stand, packed like sardines, whether they are old or infirm. Statistics show there is an increase in sex crimes against women in transport where people are standing in a crowded fashion.

There are more efficient ways to increase the amount of commuters that can be moved from one place to another such as increasing the amount of trains on the existing line.
Double decker trains could be utilised.

Thanks for taking this into consideration,

Jean Hartman

Name: Andrew Fraser

Neutral Bay, NSW
2089

Content:

My name is Andrew C Fraser and I wish to lodge the uploaded submission on the Sydney Metro

**SUBMISSION TO DEPARTMENT OF PLANNING & ENVIRONMENT
SYDNEY METRO-CHATSWOOD TO SYDNEHAM - REF: SSI 7400**

A Plan for a Spur Line to Northern Beaches

***How to Connect the Major Dee Why /Brookvale Industrial Area To
Sydney's Global Economic Corridor & Ease Traffic Congestion on
Military Road***

By

**Andrew C Fraser
B.Econ., Dip Ed.,
Master of Environmental Planning**

28 June 2016

The Plan

This submission advocates an integrated public transport plan that strikes a virtuous balance between the economic, social and environmental perspectives. There are two core components to it:

- A rapid spur line to the Sydney Metro that would connect the major Northern Beaches industrial centre of Brookvale/Dee Why to the Global Economic Corridor at the new Victoria Cross station North Sydney, with additional metro stations at Dee Why, Brookvale and Spit Junction; and
- Complementary light rail lines connecting the proposed new metro stations at Crows Nest and a possible one at Brookvale to the tourism, recreation and residential centres of Balmoral Beach and Manly respectively.

The new spur line and the proposed Sydney metro would meet at proposed Victoria Cross Station, North Sydney that would become a metro hub.

The plan will boost economic growth because it would provide efficient and effective public transport alternatives to the Military Road traffic bottleneck that is currently a nightmare.

As metro and light rail can be powered from renewable sources, the proposed plan will greatly reduce greenhouse gas emissions and air particle pollution. And because the plan will slash road traffic congestion and pollution, it will make our city a much more liveable and socially amenable place.

Motivation for Writing this Submission

I am motivated to write this submission because I am very concerned about the enormous WestConnex project. Since the project was announced it has become a huge 'black hole' both from a planning and a financial point of view. The experts say the project will provide no long-term answer to why it was set up; to ease road traffic congestion. Meanwhile community opposition to WestConnex has risen exponentially and it has become a major vote changer in the marginal seat of Grayndler in the 2016 Federal Election.

Of particular concern is that the budget for WestConnex has continued to blow out until today some commentators are saying it could cost \$30 billion or more of taxpayers' money. That is a lot of money to waste on a project that will not work!

Along with tens of thousands of others, I am calling for WestConnex to be scrapped and the money spent on public transport projects that do work. In particular I am advocating that the money that would otherwise be wasted on WestConnex should be used to fund the integrated public transport project

outlined in this paper. Indeed I believe that there would be plenty of change left over to go towards worthy public transport projects besides this one.

Rationale for Extending the Sydney Metro to Dee Why

The Sydney Metro EIS persuasively argues the economic case for improving transport connections in Sydney's Global Economic Corridor. The new metro will link the North West and South West growth centres of Sydney with a state of -the -art- high- capacity- turn- up -and- go- service, drastically reduce travel times and drive the knowledge economy.

But unlike Westconnex that will ultimately worsen road traffic congestion, the Sydney Metro and a possible Northern Beaches metro will cause a shift away from private car travel to public transport. In support of this conclusion, I cite page 37 the Sydney Metro EIS that says:

By increasing the reach of the rail network, frequency of services, interchange with other modes and connections to key destinations Sydney Metro City and Southwest is expected to increase accessibility trip diversity and utilisation of the network during both peak and non-peak periods. This would facilitate a shift to rail from car....

Private cars that heavily congest Military Road, create a major obstacle to efficient transport connections from the Northern Beaches to the City. Military Road is the only major direct route to the city from the Northern Beaches. The road acts as a bottleneck for vehicle traffic that seriously detracts from the resilience of the transport network because the people of the Northern Beaches lack alternative modes of transport to the City other than buses or private cars that are funnelled together into a slow moving traffic jam as they negotiate the problematic harbour crossing. Military Road is a vital artery that is congested not only during the morning peak but at most other times of the day. The road to the Northern Beaches is the cause of major delays and frustration that has a detrimental effect on economic productivity. Without doubt, the vehicle carrying capacity of Military Road and the approaches to the harbour crossing has reached its limit and an effective solution must be pursued as a matter of priority.

But expanding road capacity with poorly thought out projects like WestConnex is not the answer. Studies have shown that building motorways just induces more demand and road traffic congestion worsens within a very short time. This in turn prompts calls for more motorways and we end up in a city liveability nightmare that has been expressed in horror films like Peter Weir's *The Cars that Ate Paris*.

As the Sydney Metro EIS shows, the right answer is to improve public transport in such a way that most people will see that travelling by public transport is the cheapest, fastest and most amenable way to get from A to B. They will then leave their car at home and take public transport, causing a major shift away from private car travel that is the cause of the smog-inducing-greenhouse -gas- emitting- road -traffic- congestion that blights our city.

Victoria Cross as the Metro Exchange Station

Proposed Victoria Cross Station (outlined in the Sydney Metro EIS) stands out as the logical choice for a metro exchange to connect the Northern Beaches spur line to the Sydney Metro.

Making Victoria Cross the metro hub will:

- Provide the strongest connection to the Global Economic Corridor(GEC) short of the prohibitively expensive option of a second metro tunnel across Sydney Harbour.
- Create the most efficient passenger transfer point between the two metro lines because Victoria Cross is strategically situated as the closest station to the Sydney CBD before crossing the Harbour;
- Enable the most efficient transfer of passengers between heavy rail and metro because at Victoria Cross these two mass transit modes come very close together at this strategically important Harbour crossing point

North Sydney is a key destination city in the GEC and it is only one metro stop from the Sydney CBD at Barrangaroo that will become a major new employment land when completed. As regards the second point above, the faster dwell times of metro compared to heavy rail mean that peak hour passengers can be quickly exchanged at Victoria Cross station. Moreover even more efficient passenger transfer may be achieved if spur line trains are staggered to arrive at slightly different times from the main Sydney Metro trains. Fourthly the proximity of the metro to heavy rail at Victoria Cross means that the two rail modes may be efficiently connected with an underground pedestrian tunnel. Fifthly this proximity of rail modes at North Sydney creates resilience at this critical harbour crossing point. If breakdowns or delays occur on either rail mode, passengers will find it relatively easy to change to the alternative mode.

Why a Metro to the Northern Beaches?

There are three main reasons why a metro to the Brookvale/Dee Why area is the best solution to the traffic bottleneck that is Military Road.

1. The Brookvale/Dee Why area is a major employment land that unlike similar areas in Sydney lacks a rapid mass transit connection
2. The topography and urban morphology of the lower Northern Beaches area militates for a 'best fit' rail tunnel that would link Victoria Cross at North Sydney, to Brookvale and Dee Why with a stop mid-way at Spit Junction;and

3. An underground metro from Victoria Cross to Brookvale and Dee Why would permit a traffic –slowed- local-light -rail connection from Crows Nest to Balmoral Beach and from Brookvale to Manly Beach that will amenably connect and complement the rapid mass transit route.

Brookvale is the site of Waringah Mall while Dee Why is a major light industrial area. Without mass transit, the limitations of the relatively low capacity traffic- congesting buses currently serving the Brookvale/Dee Why area will tend to hinder jobs growth. And there is sufficient depth of economic saturation to warrant at least two Metro stations; one at or near Brookvale and one at Dee Why. The latter would also be the logical site for a bus interchange to serve the Upper Northern Beaches region.

The Northern Beaches area currently depends on the steep and winding Spit Road that becomes Military Road at Mosman where it picks up more traffic. The topography and urban morphology of this area means that light rail or extra buses alone can't or won't solve the traffic congestion problem. What is required is a rail tunnel that will expand passenger- carrying capacity without generating additional surface road congestion.

The advent of the Sydney Metro proposal serendipitously suggests that the rail tunnel should be a metro tunnel. The straightest direct (and therefore cheapest) line for a metro tunnel is from Brookvale/DeeWhy to the proposed new metro station at Victoria Cross, North Sydney, with a station mid- way at Spit Junction. Moreover the Sydney Metro EIS indicates that constructability is cheaper and easier for a metro than for a heavy rail tunnel with modern tunnelling machines.

The unfavourable topography and urban morphology of the lower Northern Beaches area is a major obstacle in the way of making Manly Beach the end destination for the proposed Northern Beaches metro spur. The fact that Manly Beach is already served by a good high capacity commuter ferry service to the City is another good reason not to put a metro station at Manly Beach. Instead it would be better to connect the ferry at Many Beach to a metro station at Brookvale with a light rail line that would run along Pittwater Road. This road is wide enough to carry light rail with trams running in both directions. Manly residents would then have a good public transport connection to Waringah Mall. Northern Beaches commuters generally would be able to choose either metro or ferry for travel to the Global Economic Corridor. The alternative routes would improve the resilience of this connection and assist economic productivity while taking private cars off Military Road.

Last but not least the famous description of Manly 'as seven miles from Sydney but a thousand miles from care' warrants a scenic route to Manly that is best served by ferry on the seaward side and by light rail on the landward side. The first vistas of Manly that tourists see should not be a rapid dark Metro tunnel but the scenic and sense of place opportunities afforded by light rail and ferry.

Light Rail from Crows Nest to Balmoral Beach

The Sydney Metro EIS found that there was overwhelming community support for a separate Metro station at Crows Nest to serve both the employment lands of St Leonards and the restaurant precinct in the Willoughby Road Crows Nest vicinity. Why not take this opportunity to further develop vibrant mixed use land uses along Falcon Street & Military Road by connecting the proposed Crows Nest metro Station to a possible metro spur line station at Spit Junction?

By creating this rapid transit metro connection that will take the bulk of private cars off the Military Road bottleneck, it becomes possible to make the road a 'boulevard of dreams' with a magnificent sense of place. Imagine a thriving traffic-slowed 'Champs Elysee' served by the sustainable transport options of light rail, cycling and pedestrian friendly streets. Cyclists, pedestrians and light rail passengers will love the flat terrain and traffic slowed streetscape. They will be tempted to linger at local shops, cafes and restaurants, creating a vibrant social atmosphere and profitable passing trade. At the same time they will enjoy rapid transit options connected by light rail at Crows Nest, Spit Junction and North Sydney.

Light rail will replace most of the buses that normally ply between Crows Nest, North Sydney and Spit Junction. At Crows Nest Metro Station there will be an pedestrian underpass that will efficiently connect metro passengers to a light rail interchange at Falcon Street connecting to Military Road and that route will be wide enough to take trams in both directions. There will be a single track light rail loop connecting Victoria Cross Station to the Crows Nest TAFE/ High School precinct in Miller Street.

At Spit Junction light rail passengers will change to a single track light rail loop that will take them to Balmoral Beach, passing through Mosman shopping centre before proceeding down Raglan Street to the beach where the buses currently go. A shuttle bus will link Clifton Gardens and Taronga Park Zoo to the Balmoral Beach light rail line near Raglan Street.

The single loop tram line will replace the buses that currently go through Mosman and shift passengers away from the private cars that almost always clog the shopping centre. At the Spit Road side of Spit Junction buses to Manly will begin. While the red Metro buses from the Spit to Sydenham would be phased out as a combination of light rail and metro take their former passenger load.

In this way, the North Sydney and Mosman communities that were once cruelly divided by the monstrous chasm of the Warringah expressway will be reunited with the wonderful connection created by the light rail connection. And at the same noxious motor vehicle traffic will be minimised, as people switch to metro in order to meet their rapid transport needs. Private car travel will be the slowest, dearest and most stressful way to travel and people turn away from it in droves, thus realizing good public policy. Our city then becomes a less polluted, more sustainable and more liveable place.

Content:
I object to it.

The Secretary
NSW Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Secretary

I am a tenant of 54 Regent Street, Chippendale.

I write to express my strong objection to the Sydney Metro and in particular the proposed Sydney Yard Access Bridge, proposal number SSI 15_7400.

From the limited information available and the lack of time to process it, I understand that if the proposal goes ahead it will have significant impacts on my ability to live comfortably in my home.

The impacts from the construction site and from the associated operation of the bridge and the Regent Street site haven't been properly evaluated.

I have been informed they will be knocking down the buildings next to us, and that there will be hundreds of trucks going in and out at all hours of the day and night. My unit adjoins the bridge and the noise impacts from the trucks will be unbearable. My sleep during the 7 plus years of the project will almost definitely be disturbed.

Another key issue that stands out in this proposal is the fumes and dust from the construction and use of the bridge.

At the moment I have views towards the city across the train line. The proposal will be a significant imposition and will ruin my outlook and the level of amenity I currently enjoy.

The heritage significance of our building will also be diminished if the proposal goes ahead due to the demolition of the terraces along Regent Street and the imposing bridge structure.

Traffic impacts from negotiating construction works and trucks will make entering and leaving my home very difficult and time consuming. In relation to parking, there seems to have been no assessment for employees coming in from other areas and I expect that there will be fewer on street spots available for the duration of construction.

I am concerned that it doesn't look like the parking traffic, vibration, dust, fumes and noise impacts on my building and my amenity have even been considered in the proposal.

I understand that this is a major project but surely better consideration needs to be given to the effects of the proposal on nearby residents, especially given the length and intensity of the construction.

I am reluctant to leave my home but unfortunately options are limited if the proposal goes ahead as planned and I will be forced to either suffer through over 7 years of dust, noise, traffic and other disturbances or leave.

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Name: Edy Karriadi

Chippendale, NSW
2008

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email: edy_kartiadi@yahoo.com

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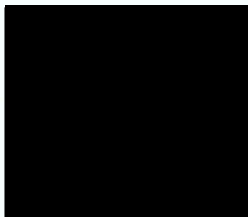
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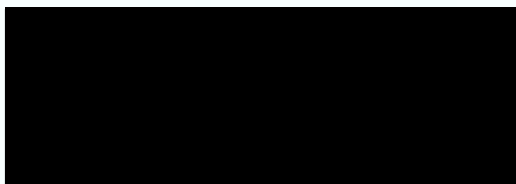
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Content:
File is uploaded!

Submission to NSW Planning and Environment
Sydney Metro – Blue Point Temporary Retrieval Site

information@planning.nsw.gov.au

Sunday 26th June 2016

1. [REDACTED] Blues Point Rd, McMahon's Point, NSW, 2060

2. Application to mitigate impact Blues Point

3. SS1 15_7400

4. Brief Statement of Objection:

I object to the proposal to excavate Blues Point Reserve for a Metro Retrieval Site on the following grounds:

- a. It is unnecessary;
- b. The loss of use and access to the park is a major impact;
- c. The use of trucks for removal of waste soil and delivery of cement will have significant impacts:
 - i. Traffic congestion;
 - ii. Noise and pollution from the trucks;
 - iii. Added danger to pedestrians;
 - iv. Loss of residents parking;
 - v. Damage to properties from the vibration of the road traffic
 - vi. Impact to local business from increased traffic
- d. The lack of alternate options proposed or considered:
 - i. Why not use a site on the rail line near Sawmillers Reserve and remove the waste by rail not trucks?
 - ii. Why not use barges to remove the waste by the harbour?
- e. The tunnel drilling will cause damage to properties;

I declare that I have made no reportable political donations in the previous 2 years!

[REDACTED]

26th June 2016

a) It is unnecessary:

The requirement for a site to remove the drill equipment is predicated on the assumption that two rather than one drill heads are required! Surely a single drill head that starts in Chatswood and finished at Barangaroo is going to provide a much simpler and efficient approach than having an additional drill head run from Barangaroo to Blues Point – only a distance of some 1,000 to 2,000 meters.

Please take a serious revision of whether a second drill head is required and whether the Blues Point Retrieval Site is required!

b) The loss of use and access to the park is a major impact;

Blues Point Reserve is a well-used public park and vista of Sydney Harbour used by residents and visitors/Tourists alike. The loss of access to this park will have an impact on the lives of residents.

c) The use of trucks for removal of waste soil and delivery of cement will have significant impacts:

The proposed use of trucks poses a very serious concern and a number of extremely serious impacts to the local community. The proposed “average” number of truck movements appears to be misleadingly low and the level of assessment of the impacts is incomplete. Below are the areas of impact that warrant proper and fair assessment.

i. Traffic congestion;

Blues Point Rd already suffers from traffic congestion now! The additional truck movements proposed will create a grid lock during residential operating hours – 7am to 9pm. The speed bollards form traffic choke points already on Blues Point Rd with a limited space for large trucks and buses to navigate.

ii. Noise and pollution from the trucks;

Trucks are extremely noisy and produce significant levels of exhaust pollution. The properties that line Blues Point Rd have a canyon like amplification of any road noise. The noise and pollution will have significant impacts on residents and workers in the areas around the site and the truck routes.

iii. Added danger to pedestrians;

McMahons Point is home to many elderly residents as well as young children. Both of these types of pedestrians will face a higher risk given the proposed number of truck movements and the increased traffic congestion caused.

iv. Loss of residents parking;

Parking is very difficult for many residents who must share a limited number of street parking spaces. The majority of residents do not have any off-street parking options. It is critical that any impact to residents parking is given serious consideration as well as finding alternative parking in the case of any removal of residents parking in Blues Point Rd and the greater McMahon's Point.

- v. Damage to properties from the vibration of the road traffic;

The truck movements will cause road based vibrations that pose a risk to residential properties. Many properties that line Blues Point Rd are very old and some like my own was built in the 1800's. These old properties use lime based mortar that is extremely susceptible to small levels of disturbance like road based vibrations. Properties on Blues Point Rd are less than 20 feet from the road and the roadways are narrow through traffic/speed management bollards.

- vi. Impact to local business from increased traffic.

The increased traffic congestion and impact from trucks will reduce the ability for shop customers to frequent the businesses. Having a procession of trucks run up and down Blues Point Rd will be a strong deterrent to Café customers.

d) The lack of alternate options proposed or considered:

- i. Why not use a site on the rail line near Sawmillers Reserve and remove the waste by rail not trucks?

There are some obvious alternates to Blues Point Reserve that would have a much less impact on the residents and the community but there is no reference to any alternatives being assessed. Having the retrieval site located at Sawmillers Reserve where there is rail access would solve many logistical, cost and community impact concerns.

e) The tunnel drilling will cause damage to properties;

Many properties that line Blues Point Rd are very old and some like my own was built in the 1800's. These old properties use lime based mortar that is extremely susceptible to small levels of disturbance like road based vibrations. What pre-work surveys are proposed? What damage impacts are projected? What levels of compensation will be made available? There are many questions and serious concerns regarding the likely property damage that will occur as a result of the drilling and truck movements.

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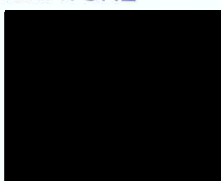
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At the moment I have views towards the city across the train line. The proposal will be a significant imposition and will ruin my outlook and the level of amenity I currently enjoy.

The heritage significance of our building will also be diminished if the proposal goes ahead due to the demolition of the terraces along Regent Street and the imposing bridge structure.

Traffic impacts from negotiating construction works and trucks will make entering and leaving my home very difficult and time consuming. In relation to parking, there seems to have been no assessment for employees coming in from other areas and I expect that there will be fewer on street spots available for the duration of construction.

I am concerned that it doesn't look like the parking traffic, vibration, dust, fumes and noise impacts on my building and my amenity have even been considered in the proposal.

I understand that this is a major project but surely better consideration needs to be given to the effects of the proposal on nearby residents, especially given the length and intensity of the construction.

I am reluctant to leave my home but unfortunately options are limited if the proposal goes ahead as planned and I will be forced to either suffer through over 7 years of dust, noise, traffic and other disturbances or leave.

Please consider my objection to this proposal and the impacts on residents that haven't yet been adequately addressed. Frankly it just doesn't seem that the environmental impacts on our amenity can be determined to be acceptable.

SIGNATURE



Content:
I object to it.

The Secretary
NSW Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Secretary

I am a tenant of 54 Regent Street, Chippendale.

I write to express my strong objection to the Sydney Metro and in particular the proposed Sydney Yard Access Bridge, proposal number SSI 15_7400.

From the limited information available and the lack of time to process it, I understand that if the proposal goes ahead it will have significant impacts on my ability to live comfortably in my home.

The impacts from the construction site and from the associated operation of the bridge and the Regent Street site haven't been properly evaluated.

I have been informed they will be knocking down the buildings next to us, and that there will be hundreds of trucks going in and out at all hours of the day and night. My unit adjoins the bridge and the noise impacts from the trucks will be unbearable. My sleep during the 7 plus years of the project will almost definitely be disturbed.

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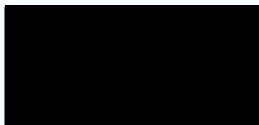
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SIGNATURE



Name: Cam Balzer

chatswood, NSW
2067

Content:

My families submission is attached as a PDF, with other referenced marked up extracts from the EIS.

Sydney Metro City & Southwest Chatswood to Sydenham section State Significant Infrastructure Application SSI 15_7400

1 APPLICATION NAME

Sydney Metro City & Southwest - Chatswood to Sydenham

2 APPLICATION NUMBER

SSI 15_7400

3 SUBMISSION BY;

Cam Balzer & Balzer Family (Wife & two children)

Address: Unit 9 / 1-3 Gordon Avenue Chatswood.

4 OBJECTION SUMMARY

We object to Sydney Metro Project specifically in respect of construction of the Chatswood Metro tunnel dive site and heavy rail works immediately adjacent to our block of 12 units at 1-3 Gordon Avenue, due to the lengthy excessive noise and vibration during construction and also excessive noise and vibration at our home during operation of the rail networks on completion.

The EIS plans for dealing with construction noise have significant “opt out” clauses which permit major breaches without any penalty to the Contractor on the grounds of “unavoidable events or work” and “impractical to mitigate or avoid”. Our review of the complaints reports for the Norwest Metro project reveal this excuse is used in almost every instance of breach, and that the mitigations are trivial or too late. The frequent response has been an offer of ear plugs or noise cancelling headphones, which is a disgusting affront to the affected residents. The offers of noise monitoring come AFTER the event and far too late to be of any benefit.

Similarly, the entire operational noise performance and criteria is referenced to the “Rail Infrastructure Noise Guideline (EPA, 2013)” which is a VOLUNTARY GUIDELINE, not mandatory. It also contains multiple exclusions / excuses to exceed noise and vibration levels without action or penalty. This was quoted to us, the residents, by the operators and project management after the

Chatswood to Epping project which caused frequent and intolerable excessive operational noise and vibration at 1-3 Gordon Avenue.

Our preferred and recommended outcome is an immediate acquisition of the properties at 1-3 Gordon Avenue.

The alternatives are equally expensive, equally painful for everyone and very time consuming.

5 SPECIFIC REASONS FOR OBJECTION

5.1 EXCESSIVE RAIL OPERATIONAL NOISE AND VIBRATION - EXISTING

High levels of Train Noise of can be heard and vibration felt at 1-3 Gordon Avenue from the current railway, and is frequently intrusive and interrupts sleep of the residents. The noise is both direct and also regenerated ground borne noise.

The northbound rail line was already moved 3m closer to the unit block during the Chatswood to Epping rail project. At various times since that work many complaints have been lodged, but with little or no useful action by the operators. It is only in the last twelve months that there has been some improvement in the noise and vibration, for reasons unknown, and unpredictably. We cannot rely on this improvement based upon bitter past experience.

The existing high levels also create an excuse for the operators to base the new operational noise limits higher than otherwise defined as acceptable, based upon on the already intolerable high levels being pre-existing.

The proponent has not even bothered to carry out site specific measurements at 1-3 Gordon Avenue during the EIS, despite specific issues raised in their own report, and strong objections from the residents in correspondence and at site meetings during the EIS phase.

5.2 EXCESSIVE RAIL OPERATIONAL NOISE AND VIBRATION - POST COMPLETION

It is proposed to move the northbound heavy rail line closer to 1-3 Gordon Avenue by another three meters, and elevate it by 2m on a bridge structure which will make the noise at our units much worse. This is on top of the existing 3m closer relocation carried out under the Chatswood to Epping project in 2006.

1-3 Gordon Avenue is specifically mentioned in the EIS as an address that will remain affected excessively by operational noise after completion of the work. It further states that it is impractical to create an adequate noise barrier.

The is an inadequate and incomplete reference to “at site mitigation”, which implies someone may attempt to make some token sound proofing at the building, but not until after operation commences, and on an “ad hoc” basis. It is unclear who will be responsible, and police the process. As stated earlier, the EPA Railway Noise document is only a non-compulsory and unenforceable “guideline”. The operators may deem the situation is satisfactory or beyond their own definition of “reasonable” control.

1. The very close proximity of the works, the ground structure and our building basement and stairwell arrangement will result in vibration being amplified within our premises to excessive levels.
2. The realignment of the existing T1 northbound rail line to the temporary route requires heavy machinery and excavation work after hours with multiple rail corridor closure events that will cause severe disruption and noise fatigue effect to the life of all residents.
3. T1 northbound track is closer to Gordon Avenue unit block increasing the noise and vibration impact.
4. New Metro tracks will carry more traffic than the existing T1 tracks did. This volume is in addition to the T1 track traffic which will remain.
5. The T1 northbound track is raised in height due to being routed over the dive structure. However, in addition to this the dive structure itself finishes at Nelson Street which requires the T1 northbound track to be supported by a concrete bridge structure. This structure will generate significantly more noise than a closed structure and will also allow rail noise from the Metro tracks to pass through to the Gordon Avenue unit block.
6. For upper level units, the elevated T1 northbound trains and additional Metro trains will be noisier.
7. Ground vibration is a major concern with the increased volume of rail traffic on the T1 plus Metro lines. This vibration can potentially be amplified through the basement area of 1-3 Gordon Avenue.
8. All units feature large outdoor areas of open balcony or patio, making up typically ~25% of the nett liveable / rental space. The increase in train operational noise will make these areas useless and worthless as the sound levels will be far above tolerable levels for even casual use.

In the first instance we insist that our unit is resumed by the Government under a negotiated acquisition. The whole property and some 40-50 residents will be removed from the project objectors, and the project may proceed without interruption.

The specific reference to our properties is shown below;

Chapter 11 – Operational noise and vibration

OUR BUILDING IS SPECIFICALLY IDENTIFIED AS SUFFERING EXCESSIVE NOISE. THIS DOES NOT MENTION THE EXCESSIVE VIBRATION THAT IS ALSO ALMOST CERTAIN.

UNIT 9 IS OWNER OCCUPIED AND RUNS A PROFESSIONAL CONSULTING PRACTICE FROM A HOME OFFICE. THUS THEIR BUSINESS AND LIFE WILL BE SEVERELY AFFECTED BY THE WORKS ON A 24 HOUR BASIS, MAKING IT UNACCEPTABLE.

The results indicate that noise levels at residential receivers without the project are generally already close to, or exceeding, the overall noise criteria levels.

Comparing the 'with project' and 'without project' noise levels indicates that there is generally no change in noise levels from the project, primarily due to the measures incorporated into the design to minimise operational airborne noise impacts.

From the results it can be seen that there remains a predicted exceedance of the noise trigger levels at one residential receiver building (at address 1-3 Gordon Avenue, Chatswood) on the western side of the rail line. This residential receiver is a multi-storey apartment building and would consist of several dwellings. The upper floors of this receiver would have an unobstructed view of the rail tracks over the noise barrier, even with the proposed increase in barrier height. To break line of sight at the triggered receivers on the upper floor of this building would require a noise barrier in excess of six metres high. Noise barriers of this height are unlikely to be considered reasonable and may not be feasible, particularly since the barrier would need to be located in close proximity to the building facade. Based on the outcomes of noise modelling during detailed design, this property would be considered for at property treatment.

5.3 EXCESSIVE CONSTRUCTION NOISE AND VIBRATION AT 1-3 GORDON AVENUE

The extensive and heavy construction the works associated with the tunnel dive site and existing rail realignment will generate excessive noise, vibration and dust at 1-3 Gordon Avenue that cannot be mitigated adequately because the rail line is too close to the block, and the upper floor units immediately overlook the works and cannot be screened visually or acoustically;

1. The very close proximity of the works, the ground structure and our building basement and stairwell arrangement will result in vibration being amplified within our premises to excessive levels.
2. The realignment of the existing T1 northbound rail line to the temporary route requires heavy machinery and excavation work after hours with multiple rail corridor closure events that will cause severe disruption and noise fatigue effect to the life of all residents.
3. The construction of the bridge to accommodate the new T1 northbound track over the new dive structure requires major rock excavation and piling works immediately adjacent to 1-3 Gordon Avenue, with probable excessive noise and even structural damage.
4. Construction vehicles and material will continuously be moving in the track area adjacent to the 1-3 Gordon Avenue unit block. This construction traffic will occur when preparing the site for the new dive structure, bridge and track foundations for the new t1 northbound location.

5. There is the potential for noise and vibration from existing rail traffic to increase due to the temporary nature of the relocated main northern line.
6. While a noise barrier is planned for the Nelson St construction site, no such noise barrier is proposed between the Gordon Avenue unit block and the excavation area during the excavation work required for the T1 northbound bridge, dive structure and tunnel. This noise barrier is required during the construction of the bridge over the dive structure for T1 northbound. In addition, a noise barrier is required during the building of new Metro tracks.
7. Potential 24x7 work during the construction phase of this project will severely adversely impact residence during and after work hours. There are significant after hours large earth works, demolition, piling and track work proposed in the proximity of 1-3 Gordon Avenue unit block.

5.4 BUSINESS INTERRUPTION DUE TO CONSTRUCTION & OPERATIONAL NOISE

I operate a home business during the hours of 7am – 8 pm, the project will result in having a disruptive and high impact noise level unacceptably high for a workplace on a frequent basis for a long period of time (~12 – 18 months). I will be forced to relocate at great personal expense and inconvenience.

This is compounded by the night time works that will also be frequently required for the rail corridor.

The adverse effects my business must be mitigated for this imposition by the project, by temporary or permanent relocation.

5.5 TRAFFIC PROBLEMS FOR GORDON AVENUE RESIDENTS

The loss of the Nelson Street direct access to Chatswood is a major transport problem for the residents of Gordon Avenue, and hundreds of all other residents between Albert Avenue and Nelson St. We currently have direct easy road access to our local Chatswood retail, business, schools and community without traffic lights, without having to further congest the Pacific Highway and Mowbray Road, or Orchard Road intersections.

The Mowbray Road - southbound Pacific Highway intersection is already extremely congested at all times of the day, and particularly in morning and afternoon times. The location of the construction site entrances in Nelson Road and Mowbray Road mean that there will be continuous major truck “movements” through this intersection aggravating the situation to an unacceptable level. Trucks will invariably block this lane and make it nearly impossible for us to enter the Pacific Highway.

Residents in Gordon Avenue will experience increased difficulty when joining onto Pacific Highway. Already there is major gridlock caused by cars blocking the exit from Gordon Avenue. Once truck start using the left lane to enter the Nelson Street site, causing increased congestion this problem will become much worse.

On completion the traffic problems will remain with increased travel time and pollution.

As a minimum mitigation we require that a DEDICATED LEFT TURN ONLY lane is established at the southbound Pacific Highway / Mowbray road intersection, without traffic light control and at the beginning of the project. There is plenty of space on the southwest corner in the large construction site to allow this to be built immediately at the project start.

We also require that the intersection of Gordon Avenue and Pacific Highway is line marked and signposted with "Do not Block this Intersection" and that this is policed.

5.6 TRAFFIC NOISE DURING CONSTRUCTION FOR GORDON AVENUE

Trucks will use exhaust brakes to slow down to enter the Nelson St Site entry, particularly at night from high speed. This noise will affect ALL the residents including 1-3 Gordon Avenue because we have line of sight and reflectance of the Payless Tyres building façade.

Additionally the large volume of northbound truck traffic will be generating excessive noise accelerating and gear changing at the same point of road which affects our property directly.

A strict "no exhaust brakes" law, signage and enforcement is required, or alternatively ban construction traffic between 8pm and 7am.

Also we require that 24/7 noise & video recording monitoring is installed in both directions at the intersection of Gordon Avenue and Pacific Highway to identify and assist in prosecuting offending vehicles.

6 ACCEPTABLE MITIGATIONS

6.1 ACQUISITION

To be clear, the residents of 1-3 Gordon Avenue will object and seek a Court Injunction in the Land and Environment Court and / or Local Court if their objections are not answered clearly and completely to their satisfaction.

Our preferred and primary objective which we will fight for is that the Government shall acquire our property at 1-3 Gordon Avenue under the Hardship considerations of the NSW laws, at fair value and with all costs considered. We agree that the overall project is essential and benefits a large number of people in Sydney, but the severe imposts and losses on us very few families at this address are NOT ACCEPTABLE to us, and we will fight for our rights.

With an acquisition of the properties the Government would be free to carry out the proposed development without hindrance or objection, and may choose to spend time and money making the residential property adequately resistant to the ill effects of the operational noise without hindrance of owners / occupants, then potentially selling the properties on completion for a nett minimal cost, or even profit.

The loss of value on our properties due to the degradation imposed by this project and hardship on our lives is not reconcilable or acceptable under any circumstances.

6.2 TEMPORARY RELOCATION DURING CONSTRUCTION

Failing our preferred option of acquisition, the second minimum acceptable solution is relocation us for the duration of the construction project. This is a complex and expensive solution as it involves a large volume of "stuff" for a three bedroom family with a full double garage and an operating business.

We would expect that a total acquisition would be cheaper, more expedient and satisfactory.

6.3 AT BUILDING NOISE MITIGATION

Failing our preferred option of acquisition, the third minimum acceptable solution is an immediate complete noise and vibration treatment of ALL units prior to commencement of construction. This will require extensive investigation and detailed design to approval by qualified acoustic engineers and architects, and include as minimum;

- 1 Underpinning of the building structure to mitigate noise and vibration.
- 2 Full acoustic double glazing of all unit and common area windows, including the common entry doorway and surrounds.
- 3 Sound rated sealed fire doors on all common areas including unit entrances.
- 4 Roof acoustic treatments, including lifting roof tiles and laying a full acoustic barrier and insulation. Note the existing roof structure contains glass fibre and aluminised sheet thermal insulation.

- 5 Replacement of the top two floors unit bathroom ventilation systems with acoustically treated systems.
- 6 Replacement of existing vertical cement sheeting roof parapet elements with fully acoustically treated cladding.
- 7 Redesign and reconstruction of the existing common area light well / natural ventilation skylight and stairway with acoustically treated structure and ventilation to eliminate resonance and reverberation of noise. It is currently open to the atmosphere at the top and directly overlooking the railway.
- 8 Acoustic absorption panels shall be installed in the skylight well itself and the stairwell recesses to minimise reverberation and regenerated noise.
- 9 Complete acoustic sealing of the basement car park area, and associated forced ventilation system with acoustic treatment.
- 10 Full acoustic enclosure of all balcony and patio spaces in all units to make them suitable for normal use with the increased train noise levels.
- 11 If electrically powered forced ventilation is required for units or common areas then the operational cost of this shall be compensated to the body corporate or unit owners as an immediate lump sum calculated over a 20 year lifespan with escalation of energy and maintenance costs.
- 12 Continuous recording of noise and vibration at the premises during the works and on commencement of operation, with a live breach reporting structure in place to trigger immediate remedial action.

The extent, noise and duration of these works will require that the occupants are temporarily relocated for the duration to completion.

We again stress that it would be easier if the Government simply purchased the block so the whole project could proceed without our interference, then on sell it on completion of the upgrade.

6.4 TRAIN SPEED RESTRICTION

An enforced speed limit with dead man stop points of maximum 40kph for all rail traffic within 100m of 1-3 Gordon Avenue.

6.5 ATTACHMENTS

Multiple extracts from the EIS are attached to this submission upload. They are annotated with comments of relevance of the adverse impacts to 1-3 Gordon Avenue and residents.

1- Metro Chatswood SSIAAR_NOV 2015 comments & Aerial view of 1-3 GORDON AVE.pdf

2- Metro EIS - Visual Impacts - comments by C Balzer 1 Gordon Avenue 16.06.20.pdf

3- Metro EIS Technical Paper 2 - Noise and Vibration_DP&E Adequacy_23022016 - Severe affects at 1-3 Gordon Avenue .pdf

4- Metro EIS_Ch 11 Operational noise and vibration_DP&E_23022016 - 1-3 GORDON AVE EXTRACT.pdf



1-3 GORDON
AVENUE
CHATSWOOD

this is where we live,
and is unacceptable
to us

Suburban rail tracks

Adjustment to the T1 North Shore Line tracks and rail systems would be required between the southern end of Chatswood Station and in the vicinity of Brand Street, Artarmon to accommodate the metro surface tracks and northern dive structure.

Between Chatswood Station and the northern dive structure and tunnel portal (near Mowbray Road), the existing T1 North Shore Line tracks would be re-located to the outside of the metro tracks in a widened rail corridor, within existing rail corridor zoned land.

To accommodate the new metro tracks, the dive structure and tunnel portal, the existing T1 North Shore Line 'Down' (northbound) track would be relocated to the west and would pass over the dive structure on a bridge.

The operation of the T1 North Shore Line would continue to be managed by Sydney Trains.

5.4 Stations



New underground metro stations would be located at Crows Nest, Victoria Cross, Barangaroo, Martin Place, and Pitt Street, with new underground metro platforms at Central Station. The potential for an additional station between Central and Sydenham at either The University of Sydney or Waterloo is currently being investigated.

these people do not care
or comply with operational
noise limits

5.4.1 Preliminary design principles for metro stations

The preliminary design principles to guide the design of the stations are in Table 5.1. The design principles would be further developed and identified in the environmental impact statement.

Table 5.1 Preliminary station design principles

Station aspect	Design principles
 <p>Functionality and access</p>	<p>Quick and efficient transfer between metro and other transport modes is critical to station design.</p> <p>Station design would be guided by an 'access for all' philosophy. Stations would be designed using 'priority of access' principles, with pedestrians and cyclists first, followed by buses, taxis and 'kiss and ride' customers.</p> <p>Station design includes emergency exit and access facilities, such as lifts, escalators and fire stairs to allow for customer evacuation and emergency services access.</p> <p>The Sydney Metro network would be integrated into the Opal electronic ticketing system.</p>
 <p>Customer information and wayfinding</p>	<p>Customer information and wayfinding using the following guiding principles:</p> <ul style="list-style-type: none"> Customers would be provided with accurate, comprehensive, consistent and real-time multimodal information during multiple phases of their trip (ie before their trip, at the station and aboard the train) Real-time information would be delivered to customers through multiple media to make transit journeys as seamless and convenient as possible The NSW Government would work with councils to develop an easy, intuitive and consistent wayfinding system that facilitates efficient customer movements to, from and through stations.

Erskineville and St Peters Stations

Erskineville and St Peters stations will continue to be served by Sydney Trains services when the Project opens in 2024. Customer demand levels at these stations are always being monitored and will be taken into account when new train timetables are being designed over coming years.

Possible Liverpool extension

The Bankstown end of the project will be safeguarded for a possible extension to Liverpool, which will now be further investigated by Transport for NSW. Subject to further analysis, this could cut travel times from Liverpool to the CBD by up to 15 minutes and reduce crowding on the existing T1 Western Line and T2 South Line. Further investigations and public consultation will be undertaken in 2016.

Stations beyond Bankstown

The Sydney Metro City & Southwest Project will deliver turn up and go services between Bankstown and the city with a train every four minutes during peak periods. Customers will be able to transfer between metro and suburban trains services at an upgraded Bankstown Station. Suburban train services will continue to operate beyond Bankstown.



Sydney's new Metro train

PROPERTY ACQUISITION

In designing major infrastructure projects, Transport for NSW makes every possible effort to avoid the need to acquire private property. However, in some cases property acquisition is required to allow construction of a major project.

The Project team will make direct contact with any owner or tenant whose property is directly affected by the Project. Following this contact a formal letter will also be sent confirming that a property is required, including details of the proposed property acquisition process.

1-3 GORDON AVENUE IS DIRECTLY AND SEVERELY AFFECTED AND MUST BE ACQUIRED AS PART OF THE PROJECT



Aerial view over Sydney CBD

Approach to landscape and visual assessment

This assessment considers the expected impacts of the project on each surface works site in terms of:

- Landscape quality, and
- Visual amenity

The assessment identifies the landscape and visual impacts during construction and operation, and during the day and at night.

The scope of the surface works at the eight station sites is limited to the construction and operation of the ground floor level entry and structural elements to provision for future above station development. Any above station development would not be undertaken as part of this project and has not been considered in this assessment.

Overview of potential impacts

The following section summarises the potential landscape and visual impacts which are expected to be experienced at the eleven surface works sites.

Chatswood dive site (northern) & Northern surface works

Landscape impacts

Construction of the project would result in a **moderate adverse landscape impact** on the Frank Channon Walk. This would be primarily due to the direct impacts of construction upon the path, and its closure during some stages of construction. Although the Frank Channon Walk would be reopened during project operation, the loss of trees, scale of adjacent retaining structure, and overshadowing impacts would result in a **minor adverse landscape impact**.

There would be indirect impacts on Chatswood Park during the construction and operation of the project, however, this would result in a **negligible landscape impact**.

Visual impacts

There would be **minor** and **moderate adverse visual impacts** created by the project during construction. These impacts are primarily due to the scale and extent of the works, including the removal of vegetation along the rail corridor between Nelson Street and Mowbray Road, and the scale of works occurring at the dive site. These impacts are experienced in particular from Nelson Street, Gilham Street, Mowbray Road and the residential properties to the east of the existing rail corridor.

There would also be **minor adverse visual impacts** experienced from elevated residences to the west of the Frank Channon Walk. In these views, the removal of vegetation within the rail corridor would open up views to the existing corridor as well as the new Metro line.

During operation, there would be **minor** to **moderate adverse visual impacts** experienced in views to the site from residential properties to the west of Frank Channon Walk, residential properties and streets between Nelson Street and Mowbray Road, and residential properties between Mowbray and Hawkins Street. The removal of vegetation within the rail corridor would result in unfiltered views of the corridor works and dive structure.

At night there would be a **moderate adverse visual impact** during construction due to the requirement for vehicle deliveries and haulage after hours. During operation, however, there would be a **negligible visual impact** as the works would be visually absorbed into the existing character of the rail corridor and surrounding area of E3: Medium district brightness.

Artarmon substation

Landscape impacts

The landscape impacts of the project both during construction and operation are expected to be **negligible** at the Artarmon substation site. This is due to the

THEIR DEFINITION OF "MINOR" IS UNACCEPTABLE. 1-3 GORDON AVENUE WILL BE STUCK WITH A CONCRETE EYESORE VIEW OF THE TRACKS AND NO VEGETATION ON THE FRANK CHANNON WALK.

Table 11-10 Ground-borne vibration predictions for receivers containing highly sensitive equipment

Receiver	Location	Maximum 1/3 Octave Band Vibration Level (dB ref 1 nm/s)	
		Design objective	Predicted
Royal North Shore Hospital	Near the tunnel alignment between Artarmon substation and Crows Nest Station	82	74
Health Care Imaging Services	Near the tunnel alignment between Pitt Street Station and Central Station	82	75

The human comfort objectives for ground-borne vibration are more stringent than other possible design limits related to building damage risk or the potential effects on building contents.

Compliance with the ground-borne vibration design objectives (and the human comfort vibration criteria from *Assessing Vibration: a technical guideline* – DEC, 2006) is predicted for all receivers located above or near to the proposed tunnel alignment.

Surface track ground-borne vibration

Some residential buildings located immediately adjacent to the surface rail track between Chatswood Station and Chatswood dive may experience an increase in train passby vibration levels. Residential receivers located on the western side of the rail corridor between Mowbray Road and Gordon Avenue, Chatswood are currently around 11 metres from the closest rail track. As a result of the realignment of the T1 North Shore Line, the surface track would be located around eight metres from these receivers (three metres closer). Based on previous investigations of vibration propagation from rail lines undertaken by the US Federal Transit Administration (2006), this change would equate to a potential increase in vibration level of around 2 dB. This increase is expected to be barely noticeable to the receivers.

Ground-borne noise predictions

Predictions of ground-borne noise levels are provided in Figure 11-3 for residential receivers and Figure 11-4 for commercial and other sensitive receivers. The predictions are based on a ‘best estimate’ plus a 5 dB safety factor. On average, the predicted ground-borne noise levels (for the highest 1 in 20 trains) at the nearest receivers would be around 30 dB which is well below the ground-borne noise design objectives. At most locations the noise levels would be much lower.

The proposed ground-borne noise levels are predicted to comply with the ground-borne noise objectives at all residential, commercial and other sensitive receiver locations.

THIS AFFECTS 1-3 GORDON AVENUE AND IS NOT ACCEPTABLE TO US. THE EXISTING VIBRATION AND NOISE IS EXCESSIVE AND WE WILL NOT TOLERATE ANY INCREASE, IN FACT WE DEMAND ACTION BE TAKEN TO IMPROVE THE EXISTING PROBLEMS BEFORE ANY NEW WORK IS APPROVED

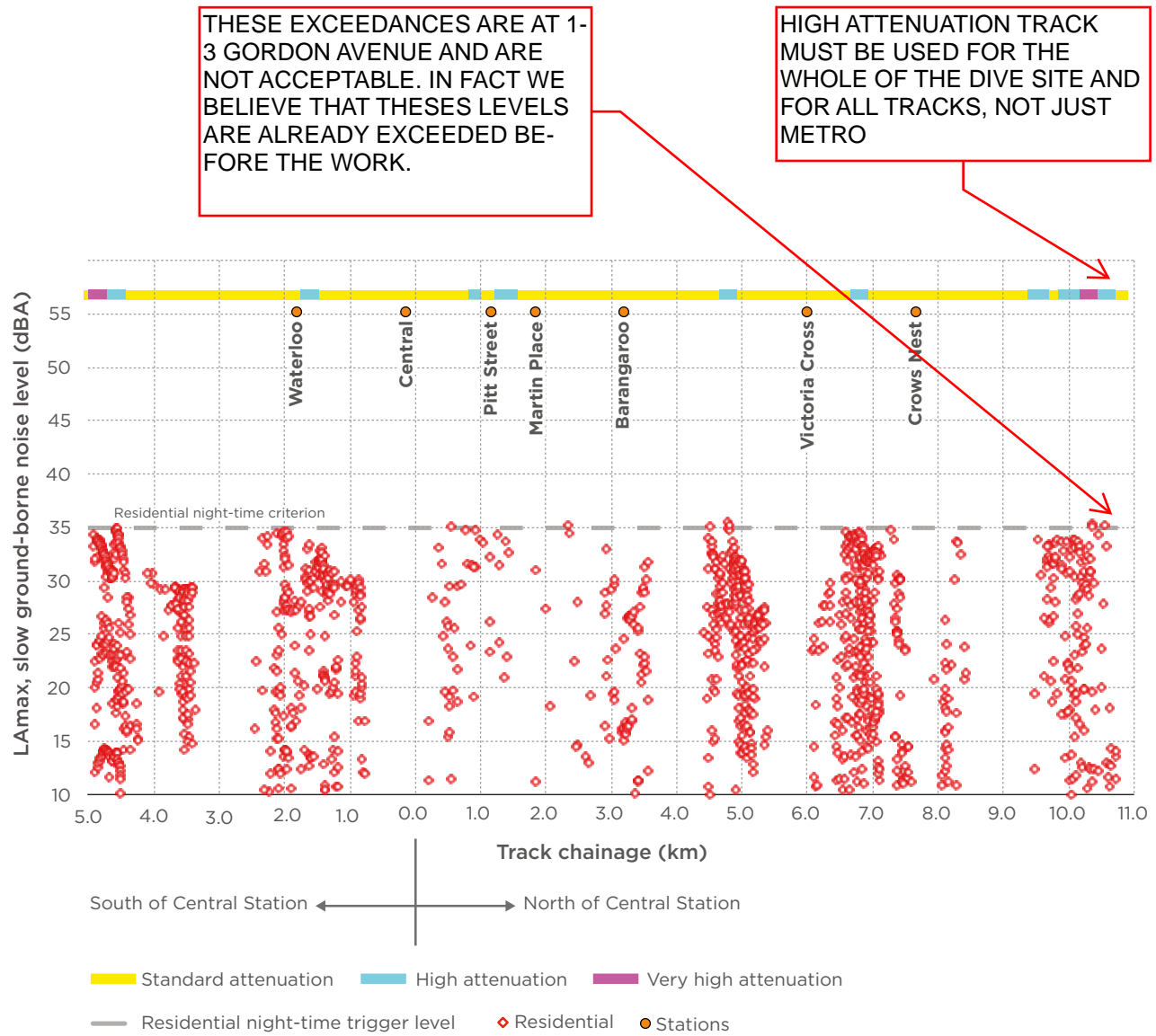


Figure 11-3 Predicted ground-borne noise levels – residential receivers

THIS INCREASE OPPOSITE 1 GORDON ACTUALLY WILL CREATE GREATER REFLECTED NOISE TO THE UPPER FLOOR OF OUR BUILDING.

THIS HIGHER WALL DOES NOT INCLUDE 1-3 GORDON AVENUE AS STATED ELSEWHERE BECAUSE IT WON'T HELP

THIS TREATMENT MUST INCLUDE THE HEAVY RAIL SYSTEM AND NORTH BOUND OVER BRIDGE AS WELL AS THE METRO, AND EXTEND TO THE FULL LENGTH OF THE DIVE SITE AS IT HAS GREATER IMPACT ON 1-3 GORDON AVENUE

Northern surface works

In order to mitigate potential airborne noise impacts at the northern end of the project, the design has incorporated the following measures:

- An increase in the height (to four metres) of the noise barrier between Chapman Avenue and Nelson Street on the eastern side of the rail line
- An increase in the height (to four metres) of the noise barrier between the Frank Channon Walk pedestrian underpass and Albert Avenue on the western side the rail line
- An increase in the height (to four metres) of the noise barrier between Nelson Street and Gordon Avenue on the western side the rail line
- A two metre high noise barrier to the south of the Mowbray Road on the western side of the rail line
- Rail dampers and deck absorption within the Chatswood dive structure.

The exact height and extent of the noise barriers in these locations would be further refined during detailed design.

A summary of the predicted worst-case noise levels for residential receivers for the 2034 (future year) scenario are presented in Table 11-11. The future year 2034 scenario has been presented as it results in the highest noise level predictions. Results for the at opening 2024 scenario are provided in *Technical paper 2 – Noise and vibration*.

Table 11-11 Predicted 2034 airborne noise levels – residential receivers Chatswood dive

NCA	Side	Worst-case predicted noise level (dBA)								
		Without project			With project			Increase		RING triggers
		LAeq(15h)	LAeq(9h)	L _A max	LAeq(15h)	LAeq(9h)	L _A max	LAeq	L _A max	
01	Up	50	46	68	52	47	68	1.6	-0.1	0
	Down	61	58	80	63	58	81	1.2	0.5	0
02	Up	68	64	86	70	65	86	1.9	-0.3	0
	Down	64	60	84	67	62	85	0	1.3	1
03	Up	69	65	88	68	64	87	0.7	0.8	0
	Down	63	59	81	65	60	81	1.8	0.7	0
04	Up	69	65	87	69	65	87	0.3	0	0
	Down	68	64	85	68	64	85	0.1	0	0

1 Red bold indicates an exceedance of criteria

2 For reference the trigger levels are:

development increases existing *L*_{Aeq(period)} rail noise levels by 2 dB or more, or existing *L*_{Amax} rail noise levels by 3 dB or more and predicted rail noise levels exceed: daytime: 65 *L*_{Aeq(15hour)} or 85 *L*_{Amax}, night-time: 60 *L*_{Aeq(9hour)} or 85 *L*_{Amax}.

UNIT 9 IS OWNER OCCUPIED AND RUNS A PROFESSIONAL CONSULTING PRACTICE FROM A HOME OFFICE. THUS THEIR BUSINESS AND LIFE WILL BE SEVERELY AFFECTED BY THE WORKS ON A 24 HOUR BASIS, MAKING IT UNACCEPTABLE.

THE REPORT ACKNOWLEDGES THAT THEY CANT PROVIDE ADEQUATE SOUND BARRIERS FOR 1-3 GORDON AVENUE.

1-3 GORDON AVENUE IS SPECIFICALLY SEVERELY AFFECTED AND MUST BE ACQUIRED AS PART OF THE PROJECT. IT IS NOT ACCEPTABLE THAT WE MUST SUFFER THROUGH EXCESSIVE CONSTRUCTION NOISE AND THEN BE LEFT WITH A PAINFUL PROCESS OF ARGUING THAT THE OPERATIONAL NOISE LEVELS ARE TOO HIGH, AND THEN WAITING FOR SOME HAPHAZARD ACTION BY A CONTRACTOR AND TEAM WHO HAVE "FINISHED" AND LEFT.

The results indicate that noise levels at residential receivers without the project are generally already close to, or exceeding, the overall noise criteria levels.

Comparing the ‘with project’ and ‘without project’ noise levels indicates that there is generally no change in noise levels from the project, primarily due to the measures incorporated into the design to minimise operational airborne noise impacts.

From the results it can be seen that there remains a predicted exceedance of the noise trigger levels at one residential receiver building (at address 1-3 Gordon Avenue, Chatswood) on the western side of the rail line. This residential receiver is a multi-storey apartment building and would consist of several dwellings. The upper floors of this receiver would have an unobstructed view of the rail tracks over the noise barrier, even with the proposed increase in barrier height. To break line of sight at the triggered receivers on the upper floor of this building would require a noise barrier in excess of six metres high. Noise barriers of this height are unlikely to be considered reasonable and may not be feasible, particularly since the barrier would need to be located in close proximity to the building facade. Based on the outcomes of noise modelling during detailed design, this property would be considered for at property treatment.

A summary of the predicted worst-case noise levels for other sensitive receivers for the 2034 (future year) scenario are presented in Table 11-12. The future year 2034 scenario has been presented as it results in the highest noise level predictions. Results for the at opening 2024 scenario are provided in *Technical paper 2 – Noise and vibration*.

Table 11-12 Predicted 2034 airborne noise levels – other sensitive receivers Chatswood dive

NCA	Side	Worst-case predicted noise level (dBA)					
		Without project		With project		Increase	RING triggers
		LAeq(1h) Day	LAeq(1h) Night	LAeq(1h) Day	LAeq(1h) Night	LAeq(1h)	
01	Up	59	55	61	56	2.2	0
	Down	61	58	62	58	1.2	0
02	Up	N/A	N/A	N/A	N/A	N/A	0
	Down	66	62	69	63	3.2	0
03	Up	N/A	N/A	N/A	N/A	N/A	0
	Down	63	59	64	60	1.8	0
04	Up	N/A	N/A	N/A	N/A	N/A	0
	Down	68	64	68	64	0.1	0

THE AT PROPERTY TREATMENT TO REDUCE RAILWAY NOISE TO ACCEPTABLE LEVELS FOR THE RESIDENTS WOULD BE EXPENSIVE AND EXTENSIVE CREATING EVEN GREATER DISRUPTION TO THE OWNERS AND RESIDENTS. IT WOULD BE BETTER TO BUY THEM OUT AND FIX UP THE SOUNDPROOFING WITH THEM OUT OF THE WAY.

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Table 2: Noise at Residences Using Quantitative¹

Time of Day	Management Level LAeq(15minute) ²	How to Apply
Recommended standard hours: Monday to Friday 7.00 am to 6.00 pm Saturday 8.00 am to 1.00 pm	Noise affected RBL + 10 dB	The noise affected level represents the point above which there may be some community reaction to noise. Where the predicted or measured LAeq(15minute) is greater than the noise affected level, the proponent would apply all feasible and reasonable work practices to minimise noise. The proponent would also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.
No work on Sundays or public holidays	Highly noise affected 75 dB	The highly noise affected level represents the point above which there may be strong community reaction to noise. Where noise is above this level, the proponent would consider very carefully if there is any other feasible and reasonable way to reduce noise to below this level. If no quieter work method is feasible and reasonable, and the works proceed, the proponent would communicate with the impacted residents by clearly explaining the duration and noise level of the works, and by describing any respite periods that will be provided.
Outside recommended standard hours	Noise affected RBL + 5 dB	A strong justification would typically be required for works outside the recommended standard hours. The proponent would apply all feasible and reasonable work practices to meet the noise affected level. Where all feasible and reasonable practices have been applied and noise is more than 5 dBA above the noise affected level, the proponent would negotiate with the community. For guidance on negotiating agreements see Section 7.2.2 of the ICNG.

Note 1: Adopted from the ICNG.

Note 2: Noise levels apply at the property boundary that is most exposed to construction noise. If the property boundary is more than 30 m from the residence, the location for measuring or predicting noise levels is at the most noise-affected point within 30 m of the residence.

THIS BASICALLY MEANS THEY DON'T HAVE TO DO ANYTHING TO REDUCE NOISE IF THEY DON'T WANT TO, RESPITE IS OPTIONAL, AND THERE IS NO PENALTY. THIS IS UNACCEPTABLE

WHAT DOES "NEGOTIATE" MEAN?

Table 3 presents management levels for noise at other sensitive land uses based on the principle that the characteristic activities for each of these land uses would not be unduly disturbed. The noise management levels apply only to when the property is being used, for example classrooms during school hours. Internal noise levels are to be assessed at the centre of the occupied room. External noise levels are to be assessed at the most-affected point within 50 m of the area boundary.

5.3.2. Commercial and Industrial Premises

Due to the broad range of sensitivities that commercial or industrial land can have to noise from construction, the process of defining management levels is separated into three categories. The external noise levels would be assessed at the most-affected occupied point of the premises:

- Industrial premises (external): 75 dB LAeq(15minute)
- **Offices, retail outlets (external): 70 dB LAeq(15minute)**
- Other businesses that may be very sensitive to noise, where the noise level is project specific as discussed below

Examples of other noise-sensitive businesses are theatres, studios and child care centres. The proponent would undertake a special investigation to determine suitable noise levels on a project-by-project basis; the recommended internal noise levels presented in Table 1 of AS 2107 “Acoustics - Recommended design sound levels and reverberation times for building interiors” (Standards Australia 2000) may assist in determining relevant noise levels; however, an acoustical consultant would be engaged in order to determine corresponding external noise levels based on the published internal noise levels. **The proponent would assess construction noise levels for the project, and consult with occupants of commercial and industrial premises prior to lodging an application where required. During construction, the proponent would regularly update the occupants of the commercial and industrial premises regarding noise levels and hours of work.**

THIS CRITERIA APPLIES
TO 9/1-3 GORDON AVENUE
AS OFFICE SPACE

5.4. Ground-Borne Vibration

The effects of vibration in buildings can be divided into three main categories; those in which the occupants or users of the building are inconvenienced or possibly disturbed, those where the building contents may be affected and those in which the integrity of the building or the structure itself may be prejudiced.

5.4.1. Human Comfort Vibration

The DECCW’s “Assessing Vibration: a technical guideline” dated February 2006 (DEC, 2006) recommends the use of BS 6472-1992 for the purpose of assessing vibration in relation to human comfort.

British Standard 6472-1992 “Guide to evaluation of human exposure to vibration in building” nominates guideline values for various categories of disturbance, the most stringent of which are the levels of building vibration associated with a “low probability of adverse comment” from occupants.

BS 6472-1992 provides guideline values for continuous, transient and intermittent events that are based on a Vibration Dose Value (VDV), rather than a continuous vibration level. The vibration dose value is dependant upon the level and duration of the short term vibration event, as well as the number of events occurring during the daytime or night-time period.

The vibration dose values recommended in BS 6472-1992 for which various levels of adverse comment from occupants may be expected are presented in **Table 5**.

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- High Impact

The classifications are to be determined on a case-by-case basis with consideration of the following points. These are guidelines for classifications only and subjective due to the number of variances within any construction scenario. An objective evaluation is to be applied to all construction scenarios.

- The location of the works in relation to NSRs with consideration of noise attenuation features such as noise barriers including topographical features (earth-mounds), buildings, dividing fences etc (distance of works from sensitive receiver(s)).
- The type and sensitivity of the NSRs:
 - Lower Impact: eg Commercial buildings/ Scattered Residential (low density)
 - Moderate Impact: eg Standard residential (typical density)
 - High Impact: eg Residential home for the elderly/high density unit blocks/persistent complainers/residents deemed to have “construction noise fatigue”.
- The extent of noise exceedance above Noise Management Level.
- The likelihood for potential sleep disturbance **RBL + 15 dB.**
- The type of and intensity of noise emitted from works (ie tonal or impulsive):
 - Lower Impact: No high noise and/or vibration intensive activities
 - Moderate Impact: Short/intermittent high noise and/or vibration intensive activities
 - High Impact: Prolonged high noise and/or vibration intensive activities.
- The duration of any OOHW required.
- The time frames for any OOHW:
 - Lower Impact: 6.00 pm till 10.00 pm weekdays 1.00 pm till 10.00pm Saturdays
8.00 am till 6.00 pm Sundays or Public Holidays
 - Moderate Impact: 10.00 pm to 7.00 am Weekday Nights 10.00 pm to 8.00 am Saturdays
 - High Impact: 6.00 pm to 7.00 am Sundays and Public Holidays.
- As a result of noise classification and/or the noise level exceedances at sensitive receivers provided by the CNIS reports, appropriate reasonable and feasible noise mitigation is to be adopted and implemented. For sites where works are predicted to significantly exceed noise goals and impact on receivers for a significant period of time, **additional reasonable and feasible noise mitigation measures such as those outlined in Section 7 would be considered** if practical to reduce the noise levels and impact on sensitive receivers.

WE WILL HAVE CON-
STRUCTION NOISE FA-
TIGUE AT 1-3 GORDON
AVENUE

FOR EVEN GROSS
EXCEEDANCES OF NOISE
LIMITS, "REASONABLE
MEASURES" "WOULD BE
CONSIDERED", BUT THE
EVIDENCE OF NORWEST
METRO REPORTS IS THAT
EVERYTHING IS DEFINED
AS UNREASONABLE OR
IMPOSSIBLE.
THE MEASURES REMAIN
OPTIONAL TO THE CON-
TRACTOR.

6.5. Ground-Borne (Regenerated) Noise

Ground-borne noise as a result of construction activities is usually associated with tunnelling projects where equipment such as tunnel boring machines, road headers, rock hammers and drilling rigs are operated underground. It is therefore anticipated that ground-borne noise may be an issue during the construction of Sydney Metro projects.

SPECIFIC ADDITIONAL MEASURES MAY BE SPECIFIED IN THE APPROVAL. IN VIEW OF THE MANY SERIOUS PROBLEMS CREATED AT 1-3 GORDON AVENUE WE DEMAND SPECIAL MEASURES BE SPECIFIED IN RELATION TO THAT SITE.

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Table 9: Standard Mitigation Measures to Reduce Construction Noise and Vibration

Action required	Applies to	Details
Management Measures		
Implementation of any project specific mitigation measures required	Airborne noise Ground-borne noise and vibration	In addition to the measures set out in this table, any <i>project specific</i> mitigation measures identified in the environmental assessment documentation (eg EA, REF, submissions or representations report) or approval or licence conditions must be implemented.
Implement community consultation measures	Airborne noise Ground-borne noise and vibration	Periodic Notification (monthly letterbox drop) ¹ Website Project information and construction response telephone line Email distribution list Place Managers
Register of Noise Sensitive Receivers	Airborne noise Ground-borne noise and vibration	A register of all noise and vibration sensitive receivers (NSRs) would be kept on site. The register would include the following details for each NSR: <ul style="list-style-type: none"> Address of receiver Category of receiver (eg Residential, Commercial etc.) Contact name and phone number
Site inductions	Airborne noise Ground-borne noise and vibration	All employees, contractors and subcontractors are to receive an environmental induction. The induction must at least include: <ul style="list-style-type: none"> All relevant project specific and standard noise and vibration mitigation measures Relevant licence and approval conditions Permissible hours of work Any limitations on high noise generating activities Location of nearest sensitive receivers Construction employee parking areas Designated loading/unloading areas and procedures Site opening/closing times (including deliveries) Environmental incident procedures
Behavioural practices	Airborne noise	No swearing or unnecessary shouting or loud stereos/radios; on site. No dropping of materials from height; throwing of metal items; and slamming of doors. No excessive revving of plant and vehicle engines Controlled release of compressed air.
Monitoring	Airborne noise Ground-borne noise and vibration	A noise monitoring program is to be carried out for the duration of the works in accordance with the Construction Noise and Vibration Management Plan and any approval and licence conditions.

¹ Detailing all upcoming construction activities at least 14 days prior to commencement of relevant works

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Action required	Applies to	Details
Attended vibration measurements	Ground-borne vibration	Attended vibration measurements are required at the commencement of vibration generating activities to confirm that vibration levels satisfy the criteria for that vibration generating activity. Where there is potential for exceedances of the criteria further vibration site law investigations would be undertaken to determine the site-specific safe working distances for that vibration generating activity. Continuous vibration monitoring with audible and visible alarms would be conducted at the nearest sensitive receivers whenever vibration generating activities need to take place inside the applicable safe-working distances.
Source Controls		
Construction hours and scheduling	Airborne noise Ground-borne noise and vibration	Where feasible and reasonable, construction would be carried out during the standard daytime working hours. Work generating high noise and/or vibration levels would be scheduled during less sensitive time periods.
Construction respite period	Ground-borne noise and vibration Airborne noise	High noise and vibration generating activities ² may only be carried out in continuous blocks, not exceeding 3 hours each, with a minimum respite period of one hour between each block ³ .
Equipment selection	Airborne noise Ground-borne noise and vibration	Use quieter and less vibration emitting construction methods where feasible and reasonable. For example, when piling is required, bored piles rather than impact-driven piles will minimise noise and vibration impacts. Similarly, diaphragm wall construction techniques, in lieu of sheet piling, will have significant noise and vibration benefits.
Maximum noise levels	Airborne-noise	The noise levels of plant and equipment must have operating Sound Power Levels compliant with the criteria in Table 11 .
Rental plant and equipment	Airborne-noise	The noise levels of plant and equipment items are to be considered in rental decisions and in any case cannot be used on site unless compliant with the criteria in Table 11 .
Plan worksites and activities to minimise noise and vibration	Airborne noise Ground-borne vibration	Plan traffic flow, parking and loading/unloading areas to minimise reversing movements within the site.
Non-tonal reversing alarms	Airborne noise	Non-tonal reversing beepers (or an equivalent mechanism) must be fitted and used on all construction vehicles and mobile plant regularly used on site and for any out of hours work.

² Includes jack and rock hammering, sheet and pile driving, rock breaking and vibratory rolling.

³ "Continuous" includes any period during which there is less than a 60 minutes respite between ceasing and recommencing any of the work.

3 HOURS NOISE - 1 HOUR RESPITE IS NOT ACCEPTABLE FOR A HOME OFFICE OPERATION

7.3. Maximum Allowable Plant Sound Power Levels

Plant or equipment operating on Sydney Metro project construction sites shall have an operating sound power level (SWL) which is no higher than the corresponding SWL presented in **Table 11**. The SWLs presented in **Table 11** have been compiled from a selection of field measurements conducted between 2004 and 2008 of plant and equipment operating on large construction projects throughout NSW and are therefore considered to be representative of plant and equipment SWLs which are readily achieved by current plant and equipment normally used in the construction industry.

Plant and equipment with SWLs higher than those presented in **Table 11** would be deemed to be emitting an excessive level of noise and would not be permitted to operate Sydney Metro project construction sites.

Table 11: Maximum Allowable Sound Power Levels for Construction Equipment

Equipment	Maximum Allowable Sound Power Level (dB) LAmax	Maximum Allowable Sound Pressure Level (dB) LAmax at 7 m
Excavator Hammer	118	93
Excavator (approx. 3 tonne)	90	65
Excavator (approx. 6 tonne)	95	70
Excavator (approx. 10 tonne)	100	75
Excavator (approx. 20 tonne)	105	80
Excavator (approx. 30 tonne)	110	85
Excavator (approx. 40 tonne)	115	90
Skidsteer Loaders (approx. 1/2 tonne)	107	82
Skidsteer Loaders (approx. 1 tonne)	110	85
Dozer (tracking) - equiv. CAT D8	118	93
Dozer (tracking) - equiv. CAT D9	120	95
Dozer (tracking) - equiv. CAT D10	121	96
Backhoe/FE Loader	111	86
Dump Truck (approx. 15 tonne)	108	83
Concrete Truck	112	87
Concrete Pump	109	84
Concrete Vibrator	105	80
Bored Piling Rig	110	85
Scraper	110	85
Grader	110	85
Vibratory Roller (approx. 10 tonne)	114	89
Vibratory Pile Driver	121	96
Impact Piling Rig	134	109
Compressor (approx. 600 CFM)	100	75
Compressor (approx. 1500 CFM)	105	80
Concrete Saw	118	93
Jackhammer	113	88

THESE LEVELS INSTANTLY EXCEED THE ALLOWABLE OR REASONABLE LEVELS AT 1-3 GORDON AVENUE GIVEN THE RAIL PROPERTY IS LESS THAN 7m FROM OUR BOUNDARY.

8.2. Applying Additional Mitigation Measures

In circumstances where - after application of the standard mitigation measures - the $L_{Aeq}(15\text{minute})$ construction noise and vibration levels are still predicted to exceed the noise or vibration objectives, the relevant Additional Mitigation Measures Matrix (AMMM) (see **Table 14** to **Table 16**) is to be used to determine the additional measures to be implemented. This requirement is supplemental to the basic requirements in the ICNG.

Using the relevant AMMM, the following steps need to be carried out to determine the additional mitigation measures to be implemented:

- Determine the duration (time period) when the work is to be undertaken.
- Determine the level of exceedance.
- From the relevant AMMM table, identify the additional mitigation measures to be implemented (using the abbreviation codes - expanded in **Table 13**).

THIS CRITERIA IS UNNACCEPTABLE - ALLOWS UP TO 20dB OVER AMBIENT ALL DAY!!

Table 14: Additional Mitigation Measures Matrix (AMMM) - Airborne Construction Noise

Time Period		Mitigation Measures			
		Predicted $L_{Aeq}(15\text{minute})$ Noise Level Above Background (RBL)			
		0 to 10 dB	10 to 20 dB	20 to 30 dB	> 30 dB
Standard	Mon-Fri (7.00 am - 6.00 pm)	-	-	M, LB,	M, LB
	Sat (8.00 am - 1.00 pm)				
	Sun/Pub Hol (Nil)				
OOHW	Mon-Fri (6.00 pm - 10.00 pm)	-	LB	M, LB	M, IB, LB, PC, RO, SN
	Sat (1.00 pm - 10.00 pm)				
	Sun/Pub Hol (8.00 am - 6.00 pm)				
OOHW	Mon-Fri (10.00 pm - 7.00 am)	-	M, LB,	M, IB, LB, PC, RO, SN	AA, M, IB, LB, PC, RO, SN
	Sat (10.00 pm - 8.00 am)				
	Sun/Pub Hol (6.00 pm - 7.00 am)				

Table 15: AMMM - Ground-borne Construction Noise

Time Period		Mitigation Measures		
		Predicted $L_{Aeq}(15\text{minute})$ Noise Level Exceedance		
		0 to 10 dB	10 to 20 dB	> 20 dB
Standard	Mon-Fri (7.00 am - 6.00 pm)	LB	LB	M, LB, SN,
	Sat (8.00 am - 1.00 pm)			
	Sun/Pub Hol (Nil)			
OOHW	Mon-Fri (6.00 pm - 10.00 pm)	LB	M, LB, SN,	M, IB, LB, PC, RO, SN
	Sat (1.00 pm - 10.00 pm)			
	Sun/Pub Hol (8.00 am - 6.00 pm)			
OOHW	Mon-Fri (10.00 pm - 7.00 am)	M, LB, SN,	AA, M, IB, LB, PC, RO, SN	AA, M, IB, LB, PC, RO, SN
	Sat (10.00 pm - 8.00 am)			
	Sun/Pub Hol (6.00 pm - 7.00 am)			

Name: Suet Cheng Chew

Chatswood, NSW
2057

Content:

We object to the proposal by Sydney Metro and the attached documents provide the rationale as to why.

Sydney Metro City & Southwest Chatswood to Sydenham section State Significant Infrastructure Application SSI 15_7400

1 APPLICATION NAME

Sydney Metro City & Southwest - Chatswood to Sydenham

2 APPLICATION NUMBER

SSI 15_7400

3 OBJECTION SUMMARY

I/We object to Sydney Metro Project specifically in respect of construction of the Chatswood Metro tunnel drive site and heavy rail works immediately adjacent to our home at 1-3 Gordon Avenue, due to the lengthy excessive noise and vibration during construction and also excessive noise and vibration at our home during operation of the rail networks on completion.

The EIS plans for dealing with construction noise have significant clauses which permit breaches without any penalty to the Contractor on the grounds of “unavoidable events or work” and “impractical to mitigate or avoid”. Our review of the complaints reports for the Norwest Metro project reveal this excuse is used in almost every instance of breach, and that the mitigations are trivial or too late.

Similarly, the entire operational noise performance and criteria is referenced to the “Rail Infrastructure Noise Guideline (EPA, 2013)” which is a VOLUNTARY GUIDELINE, not mandatory. It also contains multiple exclusions / excuses to exceed noise and vibration levels without action or penalty. This was quoted to us by the operators and project management after the Chatswood to Epping project which caused frequent and intolerable excessive operational noise and vibration at 1-3 Gordon Avenue.

4 SPECIFIC REASONS FOR OBJECTION

4.1 EXCESSIVE RAIL OPERATIONAL NOISE AND VIBRATION - EXISTING

High levels of Train Noise of can be heard and vibration felt at 1-3 Gordon Avenue from the current railway, and is frequently intrusive and interrupts sleep of the residents. The noise is both direct and also regenerated ground borne noise.

The northbound rail line was already moved 3m closer to the unit block during the Chatswood to Epping rail project. At various times since that work many complaints have been lodged, but with little or no useful action by the operators. It is only in the last twelve months that there has been some improvement in the noise and vibration, for reasons unknown, and unpredictably. We cannot rely on this improvement based upon bitter past experience.

The existing high levels also create an excuse for the operators to base the new operational noise limits higher than otherwise defined as acceptable, based upon on the already intolerable high levels being pre-existing.

1.1 EXCESSIVE RAIL OPERATIONAL NOISE AND VIBRATION - POST COMPLETION

It is proposed to move the northbound heavy rail line closer to 1-3 Gordon Avenue by another three meters, and elevate it by 2m on a bridge structure which will make the noise at our units much worse. This is on top of the existing 3m closer relocation carried out under the Chatswood to Epping project in 2006.

1-3 Gordon Avenue is specifically mentioned in the EIS as an address that will remain affected excessively by operational noise after completion of the work. It further states that it is impractical to create an adequate noise barrier.

There is an inadequate and incomplete reference to “at site mitigation”, which implies someone may attempt to make some token sound proofing at the building, but not until after operation commences, and on an “ad hoc” basis. It is unclear who will be responsible, and police the process. As stated earlier, the EPA Railway Noise document is only a non-compulsory and unenforceable “guideline”. The operators may deem the situation is satisfactory or beyond their own definition of “reasonable” control.

1. The very close proximity of the works, the ground structure and our building basement and stairwell arrangement will result in vibration being amplified within our premises to excessive levels.
2. The realignment of the existing T1 northbound rail line to the temporary route requires heavy machinery and excavation work after hours with multiple rail corridor closure events that will cause severe disruption and noise fatigue effect to the life of all residents.
3. T1 northbound track is closer to Gordon Avenue unit block increasing the noise and vibration impact.
4. New Metro tracks will carry more traffic than the existing T1 tracks did. This volume is in addition to the T1 track traffic which will remain.
5. The T1 northbound track is raised in height due to being routed over the dive structure. However, in addition to this the dive structure itself finishes at Nelson Street which requires the T1 northbound track to be supported by a concrete bridge structure. This

structure will generate significantly more noise than a closed structure and will also allow rail noise from the Metro tracks to pass through to the Gordon Avenue unit block.

6. For upper level units, the elevated T1 northbound trains and additional Metro trains will be noisier.
7. Ground vibration is a major concern with the increased volume of rail traffic on the T1 plus Metro lines. This vibration can potentially be amplified through the basement area of 1-3 Gordon Avenue.

1.2 EXCESSIVE CONSTRUCTION NOISE AND VIBRATION AT 1-3 GORDON AVENUE

The extensive and heavy construction the works associated with the tunnel dive site and existing rail realignment will generate excessive noise, vibration and dust at 1-3 Gordon Avenue that cannot be mitigated adequately because the rail line is too close to the block, and the upper floor units immediately overlook the works and cannot be screened visually or acoustically;

1. The very close proximity of the works, the ground structure and our building basement and stairwell arrangement will result in vibration being amplified within our premises to excessive levels.
2. The realignment of the existing T1 northbound rail line to the temporary route requires heavy machinery and excavation work after hours with multiple rail corridor closure events that will cause severe disruption and noise fatigue effect to the life of all residents.
3. The construction of the bridge to accommodate the new T1 northbound track over the new dive structure requires major rock excavation and piling works immediately adjacent to 1-3 Gordon Avenue, with probable excessive noise and even structural damage.
4. Construction vehicles and material will continuously be moving in the track area adjacent to the 1-3 Gordon Avenue unit block. This construction traffic will occur when preparing the site for the new dive structure, bridge and track foundations for the new t1 northbound location.
5. There is the potential for noise and vibration from existing rail traffic to increase due to the temporary nature of the relocated main northern line.
6. While a noise barrier is planned for the Nelson St construction site, no such noise barrier is proposed between the Gordon Avenue unit block and the excavation area during the excavation work required for the T1 northbound bridge, dive structure and tunnel. This noise barrier is required during the construction of the bridge over the dive structure for T1 northbound. In addition, a noise barrier is required during the building of new Metro tracks.

7. Potential 24x7 work during the construction phase of this project will severely adversely impact residence during and after work hours. There are significant after hours large earth works, demolition, piling and track work proposed in the proximity of 1-3 Gordon Avenue unit block.

1.3 BUSINESS INTERRUPTION DUE TO CONSTRUCTION & OPERATIONAL NOISE

Some residence of 1-3 Gordon Avenue operate home business or work night shift work, requiring sleep, during the hours of 7am – 8 pm, the project will result in having a disruptive and high impact noise level unacceptably high for a work or daytime sleep environment. They will be forced to relocate at great personal expense. The adverse effects on these residents must be mitigated for this imposition by the project, by temporary or permanent relocation. Loss of income and rent must also be compensated for.

1.4 TRAFFIC PROBLEMS FOR GORDON AVENUE RESIDENTS

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The Mowbray Road - southbound Pacific Highway intersection is already extremely congested at all times of the day, and particularly in morning and afternoon times. The location of the construction site entrances in Nelson Road and Mowbray Road mean that there will be continuous major truck “movements” through this intersection aggravating the situation to an unacceptable level. Trucks will invariably block this lane and make it nearly impossible for us to enter the Pacific Highway.

Residents in Gordon Avenue will experience increased difficulty when joining onto Pacific Highway. Already there is major gridlock caused by cars blocking the exit from Gordon Avenue. Once truck start using the left lane to enter the Nelson Street site, causing increased congestion this problem will become much worse.

On completion the traffic problems will remain with increased travel time and pollution.

As a minimum mitigation we require that a DEDICATED LEFT TURN ONLY lane is established at the southbound Pacific Highway / Mowbray road intersection, without traffic light control and at the beginning of the project. There is plenty of space on the southwest corner in the large construction site to allow this to be built immediately at the project start.

We also require that the intersection of Gordon Avenue and Pacific Highway is line marked and signposted with “Do not Block this Intersection” and that this is policed.

1.5 TRAFFIC NOISE DURING CONSTRUCTION FOR GORDON AVENUE

Trucks will use exhaust brakes to slow down to enter the Nelson St Site entry, particularly at night from high speed. This noise will affect ALL the residents including 1-3 Gordon Avenue because we have line of sight and reflectance of the Payless Tyres building façade.

A strict “no exhaust brakes” law, signage and enforcement is required, or alternatively ban construction traffic between 8pm and 7am.

Sydney Metro City & Southwest Chatswood to Sydenham section State Significant Infrastructure Application SSI 15_7400

1 APPLICATION NAME

Sydney Metro City & Southwest - Chatswood to Sydenham

2 APPLICATION NUMBER

SSI 15_7400

3 OBJECTION SUMMARY

I/We object to Sydney Metro Project specifically in respect of construction of the Chatswood Metro tunnel drive site and heavy rail works immediately adjacent to our home at 1-3 Gordon Avenue, due to the lengthy excessive noise and vibration during construction and also excessive noise and vibration at our home during operation of the rail networks on completion.

The EIS plans for dealing with construction noise have significant clauses which permit breaches without any penalty to the Contractor on the grounds of “unavoidable events or work” and “impractical to mitigate or avoid”. Our review of the complaints reports for the Norwest Metro project reveal this excuse is used in almost every instance of breach, and that the mitigations are trivial or too late.

Similarly, the entire operational noise performance and criteria is referenced to the “Rail Infrastructure Noise Guideline (EPA, 2013)” which is a VOLUNTARY GUIDELINE, not mandatory. It also contains multiple exclusions / excuses to exceed noise and vibration levels without action or penalty. This was quoted to us by the operators and project management after the Chatswood to Epping project which caused frequent and intolerable excessive operational noise and vibration at 1-3 Gordon Avenue.

4 SPECIFIC REASONS FOR OBJECTION

4.1 EXCESSIVE RAIL OPERATIONAL NOISE AND VIBRATION - EXISTING

High levels of Train Noise of can be heard and vibration felt at 1-3 Gordon Avenue from the current railway, and is frequently intrusive and interrupts sleep of the residents. The noise is both direct and also regenerated ground borne noise.

The northbound rail line was already moved 3m closer to the unit block during the Chatswood to Epping rail project. At various times since that work many complaints have been lodged, but with little or no useful action by the operators. It is only in the last twelve months that there has been some improvement in the noise and vibration, for reasons unknown, and unpredictably. We cannot rely on this improvement based upon bitter past experience.

The existing high levels also create an excuse for the operators to base the new operational noise limits higher than otherwise defined as acceptable, based upon on the already intolerable high levels being pre-existing.

1.1 EXCESSIVE RAIL OPERATIONAL NOISE AND VIBRATION - POST COMPLETION

It is proposed to move the northbound heavy rail line closer to 1-3 Gordon Avenue by another three meters, and elevate it by 2m on a bridge structure which will make the noise at our units much worse. This is on top of the existing 3m closer relocation carried out under the Chatswood to Epping project in 2006.

1-3 Gordon Avenue is specifically mentioned in the EIS as an address that will remain affected excessively by operational noise after completion of the work. It further states that it is impractical to create an adequate noise barrier.

There is an inadequate and incomplete reference to “at site mitigation”, which implies someone may attempt to make some token sound proofing at the building, but not until after operation commences, and on an “ad hoc” basis. It is unclear who will be responsible, and police the process. As stated earlier, the EPA Railway Noise document is only a non-compulsory and unenforceable “guideline”. The operators may deem the situation is satisfactory or beyond their own definition of “reasonable” control.

1. The very close proximity of the works, the ground structure and our building basement and stairwell arrangement will result in vibration being amplified within our premises to excessive levels.
2. The realignment of the existing T1 northbound rail line to the temporary route requires heavy machinery and excavation work after hours with multiple rail corridor closure events that will cause severe disruption and noise fatigue effect to the life of all residents.
3. T1 northbound track is closer to Gordon Avenue unit block increasing the noise and vibration impact.
4. New Metro tracks will carry more traffic than the existing T1 tracks did. This volume is in addition to the T1 track traffic which will remain.
5. The T1 northbound track is raised in height due to being routed over the dive structure. However, in addition to this the dive structure itself finishes at Nelson Street which

requires the T1 northbound track to be supported by a concrete bridge structure. This structure will generate significantly more noise than a closed structure and will also allow rail noise from the Metro tracks to pass through to the Gordon Avenue unit block.

6. For upper level units, the elevated T1 northbound trains and additional Metro trains will be noisier.
7. Ground vibration is a major concern with the increased volume of rail traffic on the T1 plus Metro lines. This vibration can potentially be amplified through the basement area of 1-3 Gordon Avenue.

1.2 EXCESSIVE CONSTRUCTION NOISE AND VIBRATION AT 1-3 GORDON AVENUE

The extensive and heavy construction the works associated with the tunnel dive site and existing rail realignment will generate excessive noise, vibration and dust at 1-3 Gordon Avenue that cannot be mitigated adequately because the rail line is too close to the block, and the upper floor units immediately overlook the works and cannot be screened visually or acoustically;

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3. The construction of the bridge to accommodate the new T1 northbound track over the new dive structure requires major rock excavation and piling works immediately adjacent to 1-3 Gordon Avenue, with probable excessive noise and even structural damage.
4. Construction vehicles and material will continuously be moving in the track area adjacent to the 1-3 Gordon Avenue unit block. This construction traffic will occur when preparing the site for the new dive structure, bridge and track foundations for the new t1 northbound location.
5. There is the potential for noise and vibration from existing rail traffic to increase due to the temporary nature of the relocated main northern line.
6. While a noise barrier is planned for the Nelson St construction site, no such noise barrier is proposed between the Gordon Avenue unit block and the excavation area during the excavation work required for the T1 northbound bridge, dive structure and tunnel. This noise barrier is required during the construction of the bridge over the dive structure for T1 northbound. In addition, a noise barrier is required during the building of new Metro tracks.

7. Potential 24x7 work during the construction phase of this project will severely adversely impact residence during and after work hours. There are significant after hours large earth works, demolition, piling and track work proposed in the proximity of 1-3 Gordon Avenue unit block.

1.3 BUSINESS INTERRUPTION DUE TO CONSTRUCTION & OPERATIONAL NOISE

Some residence of 1-3 Gordon Avenue operate home business or work night shift work, requiring sleep, during the hours of 7am – 8 pm, the project will result in having a disruptive and high impact noise level unacceptably high for a work or daytime sleep environment. They will be forced to relocate at great personal expense. The adverse effects on these residents must be mitigated for this imposition by the project, by temporary or permanent relocation. Loss of income and rent must also be compensated for.

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