

Submission to NSW Planning and Environment

17/06/16

Sydney Metro - Blues Point Temporary Retrieval Site

To:- Major Projects Assessment
Department of Planning and Environment
GPO Box39, SYDNEY NSW 2001

E: information@planning.nsw.gov.au

1. **Name:-** Judith Rintoul, 60 Blues Point Road, McMahon's Point NSW 2060
2. **Application name:** Mitigation of impact at the proposed Blues Point Retrieval Site
3. **Application number:-** 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 grounds of
 - a) Its irrevocable impact upon an early historic (1807) site of Exceptional Significance,
 - b) Its adverse heritage impacts upon views and settings
 - c) The vibration and noise impacts which would be caused by the excavation works and the frequent heavy trucking required to and from the site potentially resulting in serious damage to early 19th century housing flanking narrow roads such as Blues Point Road.
 - d) The social and traffic impact to Blues Point Road and the loss of parking to residents, many of whom are elderly or infirm.
 - e) The non-consideration in the EIS of alternative sites or approaches to removing the boring machine cutter heads. Can the cutter heads be removed at the Barangaroo & Victoria Cross station sites? Can barges be used at Blues Point in lieu of trucks to remove excavation material and to bring in concrete?
 - f) The lack of adequate consideration in the EIS regarding condition surveys and the proposed emergency measures should a building collapse or severe damage occur,
 - g) the lack of discussion in the EIS regarding the need for a Detailed Historical Archaeological Assessment of a site of Exceptional heritage significance.
5. The detailed reasons why I object to the proposal for the retrieval site at Blues Point are set out in the following summary.

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



17/06/16

Covering letter with Brief Statement

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- 2. Adverse heritage impacts upon views and settings**
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1. Historic background and potential heritage impact

The lower north shore was called Cammerra after the chief Cammeragal whose daughter Barangaroo married Bennelong. The sheltered cove that is now called Blues Point Reserve would have been a launching point for fishing canoes and for collecting cockles and oysters. As the local tribes found themselves competing for food with the white men, they moved to more plentiful locations.

In August 1807, the *Sydney Gazette* stated that William Blue, the only waterman licensed to ply a ferry across the harbour, offered passengers 'a tight clean boat' and 'an active oar'. He launched his boat from the natural sheltered beach still evident at Blues Point Reserve. His fleet eventually increased to eleven boats which caused Governor Macquarie to name him 'Commodore'. On 24 January 1817, Governor Macquarie granted Billy Blue an 80 acre grant which included 'Gibraltar' built on the very point itself. Remnant stone footings are still evident both on the point and within the reserve.

As occurred at Millers Point, the cliffs were quarried for stone to build stores and houses on the resultant flat rock shelf which also provided an excellent flat wharf area.. The following 1840s etching indicates the still relatively undeveloped area at Blues Point which formed part of Billy Blue's grant. The 1839 gazetted plan indicates that Blues Point Road was established from Billy Blue's boat landing site to extend northwards to St Leonards.



Blues Point in the 1840s showing boatmen and small paddle steamer

The NSW heritage management system recommends a 3-step approach in the assessment of heritage significance which should form the basis of the heritage assessment within the EIS:-

1. Investigate significance:- the history, context, themes and fabric of Blues Point Reserve should be thoroughly researched by a professional historian.
2. Assess significance:- A heritage professional and Archaeologist should assess the potential heritage status and significance of Blues Point Reserve based upon historic research.
3. Manage significance; analysis of the constraints and opportunities of the proposed intervention at Blues Point Reserve in consultation with the NSW Heritage Division.

An overview based on historic material which is readily available is analysed below to establish Blues Point Reserve's significance using the NSW Heritage Office heritage significance criteria:-

- **Criterion (a):- An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the area):-**
Blues Point Reserve is important due to its use as the initial landing stage for the development of the north shore and for the potential artefacts of earlier indigenous occupation that may be encapsulated below the current grassed surface.
Criterion (a) is assessed as potentially having Exceptional Local Significance and Moderate/High State Significance.
- **Criterion (b):- An item has a strong or special association with the life or works of a person, or a group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area);**
This site has a unique association with the Cammeragal and Billy Blue, the North Shore's first ferryman who received an 80 acre land grant from Governor Macquarie for most of McMahons Point. It is likely that Billy Blue's first house and store were adjacent to his boats, now Blues point Reserve. Relics from early Aboriginal use may also be present. A detailed archaeological investigation would establish these possibilities.
Criterion (b) is assessed as potentially having Exceptional Local Significance.
- **Criterion (c):- An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);**
Blues Point Reserve is one of Sydney Harbour's natural ampitheatres with spectacular views of the Opera House and Fort Denison visible below the Harbour Bridge which is flanked by the Walsh Bay Wharves and Luna Park. Celebrated by numerous artists, this view is enjoyed by international and interstate tourists, televised world-wide on New Year's Eve and the setting for weddings, television interviews and many other spectacular events. The site falls within the Visual Curtilage of the World Heritage Significant Sydney Opera House.
Criterion (c) is assessed as having High Local Significance and potentially High State Significance.
- **Criterion (d) :- An item has a strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;**
This criterion is assessed as not relevant to this site.
- **Criterion (e):- An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history(or the cultural or natural history of the local area);**
The sloping grassed area of the Blues Point Reserve has experienced minimal disturbance. . There is therefore a high possibility of archaeological relics revealing both Aboriginal and non-Aboriginal history. To disturb this site before full historic research, analysis and archaeological investigation has taken place would lose forever any opportunity to understand the very significant events that took place here in the 18th and early 19th century.
Criterion (e) is assessed as having high potential to yield early historic information and is therefore potentially of Exceptional Local Significance and High State Significance.
- **Criterion (f) :- An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);**
Blues Point Reserve possesses the potential to reveal rare aspects of NSW's cultural history.
Criterion (f) is assessed as having Exceptional Local Significance.
- **Criterion (g) is considered not relevant to this site.**

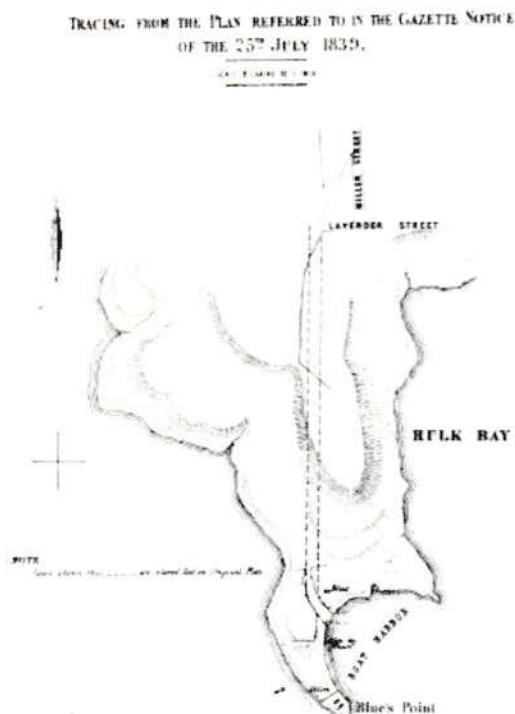
The following table outlines different components of a place which may make a contribution to its heritage value. Loss of integrity, function or condition may diminish significance.

Gradings	Justification	Status
EXCEPTIONAL	Rare or outstanding element directly contributing to an item's Local or State Significance	Fulfils criteria for local or State listing
HIGH	High degree of original or intact fabric. Demonstrates a key element of this item's significance. Alterations do not detract from its significance	Fulfils criteria for Local or State listing
MODERATE	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for Local or State listing
LITTLE	Alterations detract from significance. Difficult to interpret	Does not fulfil criteria for local or State listing.
INTRUSIVE	Damaging to the item's heritage significance	Does not fulfil criteria for local or State listing

In conclusion, the potential heritage significance of Blues Point Reserve is Exceptionally High. The site may appear empty but it encapsulates evidence of the first ferry service to the North Shore, the first road to St Leonards and potentially earlier Cammeragal occupation. The heritage component of the EIS should be required to investigate more thoroughly the significance of Blues Point Reserve in accordance with the NSW Heritage Council's guidelines.

A full historic research and analysis should be a condition of any approval as should a full historical archaeological assessment prior to any intervention being considered at Blues Point Reserve where the Metro Retrieval Site has been proposed.

Furthermore, questions should be asked and investigations carried out to assess if the Retrieval Site could be located at a less significant site such as the proposed Victoria Cross or Barangaroo Station sites or along the disused railway siding and vacant railway land which travels along Sawmillers Reserve which appears to align with the metro tunnel and would require a less deep excavation with excavated material able to be removed by train.



25th July 1839 Gazetted plan

Blues Point Road was the first corridor to Sydney and the first gazetted road in North Sydney was from Blues Point to Lavender Street.

2 Adverse heritage impacts upon views and setting

As stated in the EIS Chapter 16.2.1, the proposed landscape modification is 'Considerable' to landform, function, parking and streets. The Landscape Impact determined for Blues Point Reserve is 'Considerable in National, State, Regional and Local contexts' i.e. the excavation site will cause a Very High Adverse Impact for a sustained duration of time.

The Blues Point Reserve is a natural amphitheatre for viewing the harbour and its events from a sunny sheltered bay. The sloping ground permits large crowds to all enjoy the view or spectacle. Bus-loads of tourists visit this site for a unique photo opportunity of an iconic vista of the Opera House framed beneath the Harbour Bridge and flanked by the Walsh Bay finger wharves and Luna Park.

These opportunities will be lost for at least two years if the proposal for excavation is approved to proceed. Impact upon parking and streetscapes is also considerable in an area where many residents do not have on-site parking.

The impact upon the visual curtilage prescribed for the World heritage listed Opera house is assessed in the EIS as Considerable in National, State, Regional and Local contexts. Views would also be impacted upon from Dawes Point, Walsh Bay and Barangaroo.

Is such a high adverse effect warranted? Are there other options for the establishment of a retrieval site? Could the cutting heads be retrieved at the Victoria Cross or the Barangaroo Station sites?

3 Vibration and Noise impacts

Blues Point Road is relatively narrow and cut through rock with Victorian terraces and some earlier stone cottages built right up to the street frontage. These early houses are constructed with lime mortar in non-cavity masonry construction and have lathe and plaster ceilings.

These old methods of construction are particularly sensitive to vibration and noise-borne vibration and can collapse catastrophically. A ceiling collapse would certainly seriously injure or kill the occupants below them.

The vibration which will be caused by tunnelling below my home at 60 Blues Point Road is of great concern as our bedrooms have lathe and plaster ceilings. The 10 hours spent in these rooms each night amplifies the potential risk.

Will residents need to vacate during the tunnelling immediately below our home and will any damage be repaired immediately? What insurance policies are in place and will any repairs/ reinforcement be undertaken as an urgent priority? i.e. within a few days? Will local equivalent accommodation, removalist costs and lost employment income be provided in this event?

The vibratory noise from large trucks moving excavated material uphill and concrete trucks delivering concrete to the proposed Retrieval Site is of a similar concern. The noise and the vibration from the noise of heavy trucks will be particularly felt at 60 – 68 Blues Point Road (a row of Victorian terraces) as there is a cliff opposite which will intensify both the noise and air-borne vibration.

What structural checks and warranties will be made prior to the commencement of work to ensure the houses in Blues Point Road will remain safe for occupation and undamaged? How quickly will an engineer respond if there are signs of damage?

The noise levels in Warung Street from the excavation works are forecast as severe. If the excavation proceeds, can the pit be covered with a sound attenuation enclosure? Blues Point Tower has been experiencing major subsidence on its southern side which has been stabilised. Will excavation in nearby rock exacerbate this problem?

Blues Point Road has become a much-visited café / restaurant street with outdoor seating on the footpaths. They are generally full and open for breakfast, lunch and dinner.

How will these businesses survive the noise and dust from heavily laden and frequent trucks thundering up and down Blues Point Road for close to two years? Will they be compensated for loss of business?

4 Social and traffic impacts

Blues Point Road is quite narrow with much-needed parking on both sides as most of the houses do not have off-street parking. The loss of parking proposed to lower Blues Point Road is a major problem, particularly to the elderly and infirm. How will local residents park their cars within reach of their homes? How will they carry shopping and heavy loads? What provisions have been made to handle this problem? Has an allocated alternative parking area been nominated with a frequent (10 minute) dedicated shuttle mini-bus service? Will an approval to proceed include a requirement to address this problem?

Will these trucks be required to travel at slow speeds to avoid incidents? Blues Point Road is a very busy pedestrian street with locals, café and restaurant-goers, commuters, cyclists, joggers and walking tours constantly happening. Car-parking and restaurant service vehicles are constantly stopping or parking adjacent to the restaurant strip as there is no access apart from Blues Point Road. Blues Point Road is not only narrow but very busy. The addition of so many heavy vehicles and workers' vehicles in addition to the current traffic levels is potentially dangerous. Should a barge or rail solution for the removal of excavation material be conditioned? There are several alternate opportunities for excavated material to be transported by rail or barge which do not appear to be fully investigated in the EIS.

The ferry service at McMahons Point creates many walking and cycling commuters as well as linking with a bus service and taxi rank. The proposed Blues Point Retrieval Site will conflict with all of these commuter services.

5. Rail, barge or truck?

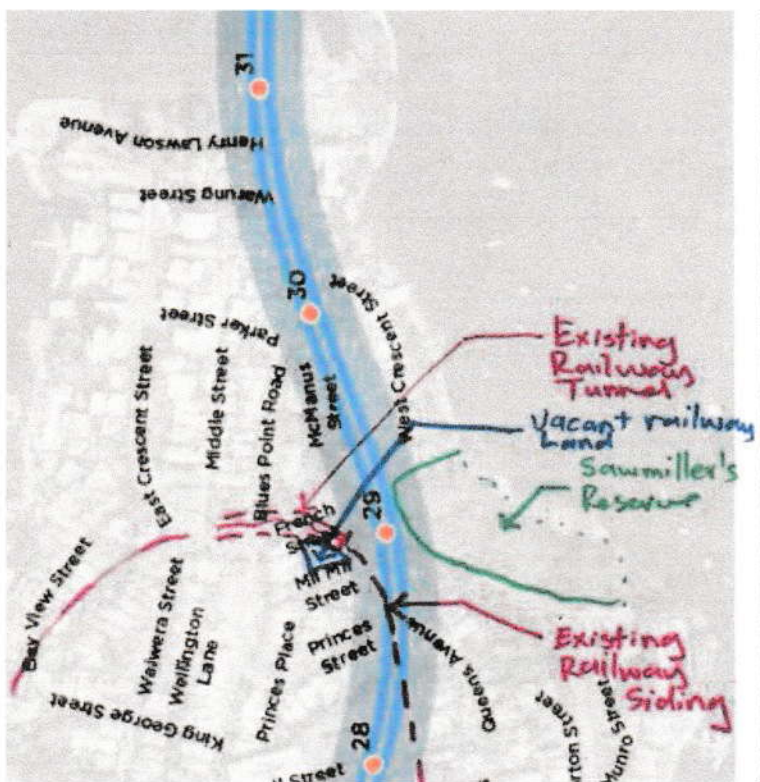
The EIS and its attached reports appear to have not examined all options for both the location of the Retrieval Site and the method of removing spoil and bringing in concrete. Barging is mentioned as an option to trucking spoil and concrete to and from the Retrieval Site but discounted due to cost as the existing wharf at Blues Point would need reinforcing and the cove would need dredging.

There is no mention of trains being investigated to remove spoil and deliver concrete when there is a site where this could occur adjacent to Sawmillers Reserve where there is a rarely used railway track cut deep into the ground as it emerges from a tunnel below McMahons Point. This deep railway cutting coincides with the Metro Tunnel below at a much lesser depth than the proposed site at Blues Point, therefore less excavation would be needed. The existing deep cutting could also be readily enclosed to mitigate noise and dust emissions.

The advantage of using trains over trucks is that trucks can carry only 10 cubic metres whereas trains can carry 116 cubic metres per wagon. A barge or railway approach could result in only one or two barge or train movements per week without conflict with pedestrians and traffic in lieu of the huge impact of 4-6 heavy vehicles per hour (11 hours per day for an entire year for excavation and 6 months for remediation) i.e. 66 heavy vehicles per day.

A Retrieval Site with railway access would avoid intervention to the very sensitive heritage site at Blues Point.

The Sawmiller Reserve option is identified in the plan below.



Possible use of existing railway for spoil removal

6. Requirements for Condition surveys

Chapter 10 of the EIS assesses the methodology for monitoring construction noise and vibration. It states it will identify sensitive receivers but no further information is given. It is confirmed that there will be noise and vibration management but this is not clarified nor is a sound attenuation shed recommended over the Retrieval Site. There is no mention in this chapter of the dangers of air-borne and ground-borne vibrations to 19th century houses with lime mortar construction and lathe and plaster ceilings.

As mentioned in Section 3 of this submission 'These old methods of construction are particularly sensitive to vibration and noise-borne vibration and can collapse catastrophically. A ceiling collapse would certainly injure or kill the occupants below them.' Air-borne vibration from the noise of heavy trucks will also be amplified by the narrowness of Blues Point Road.

If a Structural Engineer agrees that there is a reasonable risk of damage to early residences, how will these homes be protected and the residents assured that there is no risk of catastrophic failure? If failure occurs, how quickly will it be remedied and what insurance cover is there for injury or loss of life caused by such a failure. How long will the cover continue in the aftermath of this event if structures are weakened? Will residents in these at-risk dwellings be required to vacate their homes as the tunnel is bored beneath them? If so, how will this be managed?

How will the potential ongoing subsidence to Blues Point Tower be monitored?

Generally, a photographic Condition Survey is undertaken in situations where buildings are to be subject to vibration but this may not be sufficient when dealing with 19th century buildings. It is requested that an expert public opinion from a specialist heritage engineer should be a condition of any approval which should be undertaken in conjunction with a detailed Condition Assessment.

7. Requirement for a detailed Historical Archaeological Assessment

Based on a detailed assessment of heritage significance of the proposed Blues Point Retrieval Site, a detailed Historical Archaeological Assessment should be prepared to examine the archaeological potential of this site. This should assess whether the information is likely to be obtained by other non-interventionist means and whether the site has such significance that excavation may be an inappropriate option. The NSW Heritage Council's guidelines for assessing archaeological potential quote Division 9 of the Heritage Act in a description of a 'Relic' meaning '*any deposit, artefact, object or material evidence that* *a) relates to the settlement of the area....*
b) is of State or Local heritage significance.

There is little doubt that the Blues Point Retrieval Site will have relics and would fall into this category.

Therefore a condition requiring a detailed historical archaeological assessment should be made for this site before the commencement of any works (preliminary or other).

Chapter 14.5.5 of the EIS relating to heritage Items and conservation areas notes that the proposed excavation site is listed in the LEP as being of Local Significance but that the direct physical impact would be Minor to Moderate as it is within an existing park. This conflicts with the brief assessment of the historical archaeological potential of the site in Table 14-11 which notes that the pre-1850s development of the foreshore may be of State Significance.

This assessment should automatically trigger a full Historical Archaeological Assessment. A full-time Archaeologist may be needed to attend site to monitor unexpected finds.

8. Additional Queries

- a) Confirmation is sought regarding the location of the proposed on-shore site facility for the treatment of slurry from the Harbour Ground Improvement Works.
- b) Are there any proposed air vents to the Metro tunnel proposed in McMahons Point?
- c) Are there any proposed fire escapes from the Metro tunnel proposed and where are they located?
- d) Are any permanent above-ground structures proposed in McMahons Point in connection with the Metro Tunnel?
- e) Is any blasting being proposed?

Attention: Director, Infrastructure Projects
 Application Number: SSI 15_7400

I writing in respect of the proposed Chatswood to Sydenham metro line.

I currently live in Unit 9, 86 Cope Street, Waterloo and the proposed tunnel(s) (up and down) will run right underneath my building.

At this location, the depth of the tunnel is 25 metres as shown at point 61 on page 129 of the EIS:



Figure 6-2g Indicative Chatswood to Sydenham alignment plan and long section

Waterloo Station is the second shallowest station (behind Pitt Street) on the line and this section of the tunnel is closer to the surface than the vast majority of the 16.5km track. The only shallower parts occur in the CBD and on approach to the "dives".

In this location it is only proposed to have "standard attenuation" in one direction and "high attenuation" in another. As both tracks run under the same buildings I am not sure why they have different attenuation methods.

This is concerning because immediately above this section is medium density residential development. At this depth there is no doubt that vibration from the operating trains will be felt and cause noise disturbance and possibly structural damage. I can feel the vibration from the Airport line which is some distance away on George Street.

Due to the shallow depth of the proposed tunnel and the medium density residential use directly above, **this section of the track must have "very high attenuation"** to avoid negative impacts to the residents. Anything less would be simply cost cutting at the expense of the existing residents.

Should the **very high attenuation** be implemented in this location, I would support the proposal.

Sincerely

David Apostolidis
9/86 Cope Street, Waterloo

p.s.

Please note that the email address provided in the brochure for submissions "plan_comment@planning.nsw.gov.au" is incorrect.

Name: Tim Jonas

Sydenham/Marrickville, NSW
2204

Content:

I think if we do decide to continue the Sydney Metro through the southwest, we should NOT use single decker trains.

Single deckers do have the larger doors and it is easier and faster for passengers to enter and disembark the train on single deckers. But overall double-deckers carry that much more capacity, that overall, in 1 hour you could have up to 30 single deckers arrive in the city, but you could have 20 double deckers which still commutes more than a single decker.

In perspective, at stations spacing typical of non-metro style rail, single deckers cannot run at anywhere near 40% more frequently per track than equivalent double deckers when signalling capacity is equal, the latter having about 40% more floor space and more than 50% more seats. If the signalling capacity allows 20 double decker trains per hour, it only allows 22 single deckers, assuming suburban station spacing. But it takes 25 single deckers to carry as many as 20 double deckers.

Name: Patrick O'Hare

Millers Point, NSW
2000

Content:

- a) the proposed location of the rail line under the building may vary by up to 30 metres
- (b) that the purported depth of the tunnel under the building is significantly overstated
- (c) tunnel noise and vibration are likely to be significantly worse than the public documents disclose due to:
 - (i) as I understand it, non-recognition of the existence of the underground car park
 - (ii) the failure to allow for the fact that the maximum permissible inclination of the rail line means the tunnel depth will be much closer to ground level at Towns Place than the Proposal plans disclose
 - (iii) the absence of sound attenuation (rubber buffers to reduce noise and vibrations) in the area between the Harbour and the Barangaroo station.

Name: Yuan Yuan Yao

Chatswood, NSW
2067

Content:
I live on 17 Nelson street Chatswood, please see our attached petition

Re: Sydney Metro EIS submissions & recommendations **due June 27th**

Recommendations/solutions & concerns in response to the Environmental Impact Statement (EIS) addressed to the Department of Planning **before June 27** via:

Attention: Director, Transport Assessments ("DTA")
Website: www.majorprojects.planning.nsw.gov.au

Or post to: Director, Transport Assessments
Department of Planning and Environment
GPO Box 39 SYDNEY NSW 2001

PROPERTIES AFFECTED:

Nelson Street & Gordon Avenue

ISSUES AND RECOMMENDATIONS PROPOSED BY LOCAL RESIDENTS:

1/ ISSUE: Increased noise pollution from rail-corridor:

Issue is noise during Metro construction & operational noise when Metro is running: current noise levels are excessive and noise will increase due to:

- *EIS proposal for Metro tracks to be on concrete slabs between Albert Ave & Ausgrid site opposite 9-17 Nelson Street (EIS Ch.6, p135).¹

- *2 additional tracks (Metro) between Albert Ave & Ausgrid site for "high frequency trains" providing fast high capacity services.

- *Tracks will be moved west by 3m @ Gordon Ave/Nelson St.

SOLUTION: Using dampers is recommended instead of concrete slabs under tracks.

2/ ISSUE: Increased noise pollution from truck movements in Nelson St & Ausgrid dive site.

Truck movements during "dive" construction are expected to be:

- Demolition: 96 per day plus 78 light vehicles
- Excavation: 234 per day plus 248 light vehicles
- Tunnel excavation: 286 per day and 248 light vehicles
- Tunnel fit out: 254 per day and 248 light vehicles...

SOLUTION: Metro should not be allowed to use Nelson Street: Metro truck & vehicle access only from Mowbray Road, and not via Nelson Street.

3/ ISSUE: Traffic congestion & increased travelling time:

Due to EIS proposal for Nelson St Bridge to be closed permanently.

SOLUTIONS:

- *Nelson Street Bridge should be retained: not demolished permanently.

- *Signalization (traffic lights) at junction of Nelson St & Pacific Hwy. Otherwise, residents/tradesmen travelling north along Pacific Hwy would need to travel a circular loop through Chatswood CBD (Albert Ave), along narrow congested Orchard Road, to get to Nelson Street: no right-hand turns along Albert Avenue past Orchard Road.

- *To recommend "keep clear" signs to allow exit of Nelson St residents into Pacific Hwy: this exit is usually blocked when lights at Pacific Hwy are either red or green.

4/ ISSUE: Increased visual pollution.

1.5m trains will be visible above "noise wall".

The maximum height of the proposed rail-bridge (for northbound track T1) will be at Nelson Street, with 100-300 meters long grade either side.

SOLUTIONS:

- *Rail-bridge should not be built over Nelson Street.

- *Nelson Street Bridge should not be permanently closed.

¹ See EIS website, esp. ch.6-7: <http://sydneymetro.info/chatswood-to-sydney>

Name: Dong Ping Zhou

Chatswood, NSW
2067

Content:
Please see attached petition

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- *Nelson Street Bridge should not be permanently closed.

¹ See EIS website, esp. ch.6-7: <http://sydneymetro.info/chatswood-to-sydney>

Name: Michael Leggett

Redfern, NSW
2016

Content:

I have attended several consultation meetings related to the development of the Eveleigh site and have studied the proposals for Waterloo. Whilst agreeing that development and re-development of these sites is necessary, indeed desirable, I CANNOT agree with the density levels proposed. Redfern and Waterloo are already congested areas when it comes to moving around and badly affect movement in the neighbouring areas of Alexandria, Darlington and Surry Hills. (WestConnex project is simply going to make this worse and cannot be regarded as improving transport options.) The State has to investment more of tax-payers money into public housing and not rely on increasing densities in order to avoid that responsibility.

Name: William Pidding

MCMAHONS POINT, NSW
2060

Content:

Attention: Director, Infrastructure Projects

Unit 4, Mitchell Gardens, 33 Mitchell Street, McMahon's Point NSW 2060

Phone 02-9922-4860 Mobile: 0498 664 752 Email: wspidding@hotmail.com.

Subject: 2 & 3 Chatswood to Sydenham Impact of Sydney Metro City & Southwest Corridor and Twin Tunnel Route. Application number SSI 15_7400:

Dear Sir/Madam,

I am writing to object to the route that being proposed for the Sydney Metro City & Southwest Corridor and Twin Tunnel Route as it crosses from Victoria Cross Station to Barangaroo Station. I have examined the relevant details (see Appendix E of volume 2b, p. 6 and Appendix H1 of volume 2b, p. 10) of your seven volume Environmental Impact Report, and believe that the permanent noise and vibration levels arising from the proposed route may negatively impact on our residential complex of 13 townhouses situated at 29-33 Mitchell Street, McMahon's Point.

This disruption may be avoidable, however.

Currently, the proposed route swings sharply West from Chuter Street toward our residential complex while avoiding the Corporate Head Office & NSW Operations Office of Compass Group Australia at 51-35 Mitchell Street, McMahon's Point. After this trajectory, it again swings back towards Blues Point Road.

The result is that the noise level for most units in Mitchell Gardens units has been assessed as 31-35 dB. In contrast, the non-residential office complex at 51-35 Mitchell Street (the old Pacific Magazines building) is less affected even though it remains unoccupied at nights, over weekends and on public holidays. It would seem more sensible to tunnel directly under 51-35 Mitchell Street, and not under Mitchell Gardens.

As taxpayers and ratepayers, local residents have a right to the uninterrupted, peaceful enjoyment of their homes. Your Summary admits that, "in 2024, there will be ultimate capacity for a metro train every two minutes in each direction under the city." As a consequence, the character of our section of the Mitchell Street precinct, a highly prized and sought after dormitory suburb, could be severely and irreversibly impacted.

With thanks for all your care of and attention to my objection.

William S. Pidding

Owner/Occupier

Unit 4, 33 Mitchell Street

McMahon's Point NSW 2060

Content:

I am totally opposed to the Blues Point Temporary Retrieval Site.

I live [REDACTED] leafy and quiet neighborhood. I cannot believe that the State Government would even consider such an intrusive proposal that would destroy our quality of life and quiet enjoyment for around 2 years.

[REDACTED] so the noise and dust will be non stop, 11 hours a day, around 5 heavy trucks an hour, one every 10 minutes or so.(... and sometimes at night !)

It appears that we get the inconvenience, but not any benefit !

Was the (unpopulated) Barrangaroo site considered for retrieval ?

What about retrieval from the Victoria Cross site ?

I feel you need to consider the above 2 options as an alternative to destroying a quiet residential area for 2 years.

Thank you.

Please reconsider

Objection to the proposed route for the Sydney Metro City & Southwest Corridor and Twin Tunnel

Attention: Director, Infrastructure Projects

Chatswood to Sydenham Impact of Sydney Metro City & Southwest Corridor and Twin Tunnel Route. **Application number SSI 15_7400:**

I am writing to object strenuously to the route being proposed for the Sydney Metro City & Southwest Corridor and Twin Tunnel as it crosses from the Victoria Cross Station to the Barangaroo Station. As I understand the relevant details (see Appendix E of volume 2b, p. 6 and Appendix H1 of volume 2b, p. 10) of your seven volume Environmental Impact Report, the permanent noise and vibration levels arising from the proposed route will significantly and negatively impact on [REDACTED]

[REDACTED] However, this disruption is avoidable. I specifically object to the proposed route swinging sharply [REDACTED]

[REDACTED] While the noise level [REDACTED] has been assessed as 26-30 dB, that for other [REDACTED] been assessed as 31-35 dB. In contrast, the [REDACTED] remains unoccupied at nights, weekends, and public holidays and will thus be less affected.

Local residents, as both taxpayers and ratepayers, have a right to the uninterrupted, peaceful enjoyment of their homes. Your Summary admits that, "in 2024, there will be ultimate capacity for a metro train every two minutes in each direction under the city." As a consequence, the character of our [REDACTED] precinct, a highly prized and sought after dormitory area, will be severely and irreversibly impacted. It will no longer be "whisper quiet."

Content:

I am writing regarding the tunnel route proposed for the Sydney Metro City & Southwest Corridor and Twin Tunnel Route to Barangaroo.

[REDACTED], I was surprised to learn that train tunnelling will occur directly under [REDACTED]

I attended the information session at [REDACTED] but was not reassured. Indeed, I was told there was no guarantee that train noise would be inaudible at the predicted levels of 30-35 dB [REDACTED] - particularly at night in a quiet bedroom. As the agent explained "it depends on the person".

I also note the complex has an extensive garage area that is far lower than the surface [REDACTED], so the estimated depth of the tunnel 50 meters below [REDACTED] does not reflect the depth of the tunnel below the garage [REDACTED].

Our strong recommendation is to tunnel under [REDACTED]
[REDACTED] contains no residents, and is unoccupied at night, over weekends, or on public holidays. We do understand such a minor re-routing would not eliminate train noise entirely, but it could reduce it to below the threshold of audibility.

As residential taxpayers and ratepayers, we purchased a [REDACTED] because of the quiet location both day and night. We are concerned that metro trains every few minutes traveling directly under our complex will negatively impact on the quiet environment of [REDACTED], and would urge you to re-consider the routing of the tunnel.

Name: Bruce Handmer

McMahons Point, NSW
2060

Content:

Please see attached letter requesting modification to the planned work at Blues Point. Modifications requested are:

- 1) Utilise barge transport for spoil and cutting head transport.
- 2) Ensure an acoustic shed covers the excavation site during work.

Thank you

Project SSI 15_7400

Submission

I do not approve of the planned project and seek minor modifications to protect local residents and visitors from danger, noise and dust.

I have no political donations to disclose.

Submission

I write to request that the proposed project be modified. Specifically, the manner of movement of spoil and attenuation of noise and dust which will have a large impact on the residents adjacent to the Retrieval Site in Blues Point.

I urge the project applicant and government not to proceed with removing spoil and returning it again to the Blues Point retrieval site using trucks. The Blues Point site couldn't be better located for water borne transport. The site is within 50m of an existing road and concrete wharf infrastructure that could be adapted to allow barges to load and unload saving literally years of heavy truck movements with associated noise from braking and revving to accommodate the incline of Blues Point Road, damage to the pavement and environment and safety issues. Trucks will have to move through narrow streets which are often crowded with people including children crossing the road to attend schools, creating significant safety issues. The truck movements will disrupt the small businesses that front Blues Point Road, and the crowds of café and pub patrons. Furthermore, the movement of the cutting heads will be extremely difficult through the narrow streets of McMahons Point. Barging them directly to Barrangaroo would appear easier and quicker.

Barging will significantly reduce the need for heavy truck movements. It will save residents and visitors the danger, disruption and noise which would come from heavy trucks, and the Council and government the cost of pavement repair and modification, and the associated significant public relations problems from their use.

Secondly, the Blues Point Retrieval site must have an acoustic shed cover of the type being proposed for all the other excavation sites in this project. This excavation work will negatively impact many people. The site is surrounded by high density residential housing on three sides. Over 200 residences with more than 500 people are directly adjacent to the site. Over 120 residences with approx 250 residents have windows and balconies overlooking the site. Many of these people are at home during the day (during construction hours as proposed in the EIS) as they are retired or run small businesses from home. Because the site is surrounded by apartment towers, any noise from the works will effect vastly more residents than in a low rise neighbourhood and the suggested 'hoardings' will be of minimal value in attenuating the noise and dust.

Additionally, the predominate wind direction at this site during construction hours is from the water towards the residential apartments. This will accentuate the noise levels and carry dust and dirt into residences.

Please ensure that the excavation site will have its machinery sited and exhausts and vents placed to discharge fumes and noise away from the residential buildings (ie out into the harbour) and an Acoustic Shed erected to minimise noise and dust pollution which will otherwise seriously impact the lives of the surrounding residences over a 12-24 month period.

Thank you

Bruce Handmer

Content:

I am currently an owner [REDACTED] and am shocked to learn that the Sydenham to Chatswood train line will be built underneath my apartment. The apartment has 20 metres of under ground car spaces underneath of which technicians were not aware. This would result in a 10 metre buffer between my building and the train line. I spent my whole childhood living adjacent to a train line. We were 20 metres from the train line and the train line is 15 metres below ground level. Despite this we constantly had the noise from the trains passing. The vibrations from the trains are so significant that mirrors have fallen off cupboards. I do not want to suffer from noise pollution when I have purchased an apartment in a location which I expected to be quieter than the centre of the city.

The train line would much better be built [REDACTED]. There would be a much larger buffer between buildings and train tracks.

Rubber wheels and tracks would also reduce noise.

The construction of tunnels underneath the building can also result in structural problems with the building. Who will pay for these?

There has also been reports of removal of spoil 24/7. Once again this will result in noise pollution.

I believe the buffers and levels of noise are grossly underestimated.

Obviously, all of the above factors will affect

There has been limited public information on this proposal and the time given for objections has been limited.

I hope that you take the time to consider my objection

Content:

I am very concerned about the Blues Point Temporary Retrieval Site, particularly the plan to remove waste material and deliver concrete using trucks.

The noise, dust and disruption caused by the movement of 6 trucks an hour, almost every day, every week, every month, for 18 months (!) would be an unnecessarily harsh imposition on residents and visitors to this popular scenic picnic spot with its views of the Opera House and Sydney Harbour Bridge.

Blues Point Road is narrow, and many of the heritage buildings could easily suffer damage from the vibration of the heavy truck movements.

Given the length of the disruption involved, it is only reasonable that barges be used instead of trucks, so as to minimise the noise, vibration, traffic chaos and dust as much as possible.

While I accept that some discomfort is needed to create progress for everyone's benefit, I repeat that 18 months of discomfort for Blues Point Road residents and visitors is unreasonable, particularly when a viable alternative exists.

I respectfully request that the less disruptive option, ie barges, be adopted, instead of trucks.

Name: Martin Richards

McMahons Point, NSW
2060

Content:
CHATSWOOD TO SYDENHAM METRO
Attention: Director, Infrastructure Projects

Dear Sir, Madam.

I am Martin Richards: the Owner of 3/33 Mitchell Street, McMahon's Point, NSW 2060.
I can be contacted at:
(M) 0417 653 713
Email: martin.richards@bigpond.com

Chatswood to Sydenham Impact of Sydney Metro City & Southwest Corridor and Twin Tunnel Route. Application number SSI 15_7400:

I am writing to object to the route that is being proposed for the Sydney Metro City & Southwest Corridor and Twin Tunnel Route as it crosses from Victoria Cross Station to Barangaroo Station.

I have examined the documentation (see Appendix E of volume 2b, p. 6 and Appendix H1 of volume 2b, p. 10) of your seven volume Environmental Impact Report, and believe the permanent noise and vibration levels arising from the proposed route may negatively impact on our residential complex of 13 townhouses situated at 29-33 Mitchell Street, McMahon's Point.

My suggestion is to adjust the routing.

Currently, the proposed route swings west from Chuter Street toward our residential complex, but I recommend that the routing continue under the Corporate Head Office & NSW Operations Office of Compass Group Australia at 51-35 Mitchell Street, McMahon's Point.

As planned, the noise level for most units in Mitchell Gardens units has been assessed as 31-35 dB. In contrast, the non-residential office complex at 51-35 Mitchell Street (the old Pacific Magazines building) is less affected even though it remains unoccupied at nights, weekends and public holidays.

It would be sensible to tunnel directly under 51-35 Mitchell Street, and not under Mitchell Gardens.

As taxpayers and ratepayers, local residents have a right to the uninterrupted, peaceful enjoyment of their homes. We are concerned that "in 2024, there will be capacity for a metro train every two minutes in each direction under the city."

The character of our 13 units on Mitchell Street could be negatively and irreversibly impacted.

With thanks for your attention to my objection.

Name: Tom Limburg

McMahons Point, NSW
2060

Content:

I have read relevant sections in the Sydney Metro, City & Southwest, Chatswood to Sydenham, Environmental Impact Statement Summary dated May-June 2016 referring to the Blues Point Temporary Retrieval Site.

Your description of the works involved as stated on page 60 refer to three (3) major events, namely excavating the site, removal of spill and subsequently backfilling the site and the removal of the cutter heads and shields.

My concern is specifically to do with the transportation of the spill, both the excavation and backfilling, and the transportation of the cutterheads and shields.

My concerns are as follows:-

1. It is clear to see that Blues Point Rd and Miller Street are not particularly wide and given the oversize loads being carried could create significant bottlenecks for local traffic.
2. The EIS proposes that the number of truck will be in the order of 78-102 per day (I assume an 8 hour day which equated to something like one (1) truck every six (6) minutes. And that is on good days otherwise it could be more like every four (4) minutes. This would be a great inconvenience to the locals bearing in mind it is really the only way in and out of McMahons Point.
3. The demographic of McMahons Point consists of a significant proportion of people of pensionable age who need either public or private transport. A congested road is a severe disadvantage.
4. The ability for emergency vehicles to have ready and urgent access to McMahons Point will be compromised.
5. As the extraction site is at sea level, all the trucks will need to climb uphill with very heavy loads to get to North Sydney and beyond. Apart from the significant increase diesel soot (particulates), the fairly constant loud noise of the heavy trucks labouring up Blues Point Rd doesn't bear thinking about.
6. No doubt that as a result of the constant heavy traffic on Blues Point Rd and Miller St, these roads will fairly quickly deteriorate and based on past observations repairs will not be a priority. Particularly as the heavy traffic continue for some time.
7. There is also the increased risk of pedestrian accidents as McMahons Point and North Sydney have very heavy pedestrian traffic as it is a busy commercial centre as well as an educational destination.

From reading the on page 60 of the EIS, it appears the the wharf at the end of Blues Point road only needs an upgrade in order to accommodate the removal of the cutterheads and shields. From that I surmise that the spill could be transported by barge. That would be a far more acceptable option for McMahons Point and North Sydney residents than the road alternative.

BLUES POINT RESIDENT OBJECTION

NSW Government Sydney Metro

Project SSI 15_7400

Objection to Proposed Blues Point Reserve Temporary TBM Retrieval Point

As a local resident of Blues Point I hereby object to the use of Blues Point Reserve as a temporary Tunnel Boring Machine (TBM) retrieval location.

I have no political donations to disclose.

My objections are;

- To the fundamental case for the retrieval of TBM equipment
- To the inadequate consideration of alternative approaches to TBM retrieval
- To the EIS assessment of impact caused by this proposal as “regional”, not “national”
- To the inadequate consideration of barge removal of sandstone and spoils instead of tip trucks
- To the inadequate assessment and mitigation plans in the EIS caused by tip truck activity on Blues Point Road, specifically regarding:
 - o Impact to local businesses
 - o Structural impact to residences
 - o Resident health and safety
- To the inadequate mitigations of increased impact during the planned TBM retrieval events
- To the inadequate mitigation of impact on local parking by construction staff
- To the plan to rehabilitate from Q4 2020 through to Q1 2021 thereby impacting 2 years of NYE

Objections in Detail

Objection to the fundamental case for the retrieval of TBM equipment

The Chatswood to Sydenham EIS explains that tunnelling will occur in direction south-east from Chatswood and north-east from Sydenham. Due to the harbour crossing decision to tunnel through sediment under Sydney Harbour, alternative TBM equipment is required for the Blues Point to Barangaroo section of the tunnel. The tunnelling plan includes retrieval of TBM equipment from a temporary shaft at Blues Point Reserve. While the need for alternative TBM equipment is explained, the need to retrieve the TBM equipment is not.

Numerous tunnel boring projects worldwide have assessed the cost and impact of TBM retrieval as greater than simply burying the equipment after use.

Throughout all the documentation provided for the Sydney Metro project, no consideration appears to have been brought to the need for or the alternatives to TBM retrieval.

The Blues Point Reserve Temporary TBM Retrieval site is not a requirement for the Chatswood to Sydenham Sydney Metro, it is a proposed solution to a construction problem. In light of the cost and impact of this retrieval site, this approach has not been adequately researched for alternatives.

This objection is to the NSW Government's inadequate approach to considering alternatives and appeals to the ingenuity of the solution's Architects and Engineers to come up with a better solution. A potential solution could be to;

- Turn the south-east TBM equipment into a siding under Blues Point Reserve and seal with concrete
- Tunnel the north-east TBM equipment from Barangaroo through to a similar siding under Blues Point Reserve and seal with concrete
- Complete any finishing or gaps manually or with a different construction solution if necessary

From a planning and cost perspective I struggle to imagine how the value of 4 used TBMs could possibly exceed the cost, long term impact and risk to human life of constructing the Blues Point Reserve retrieval shaft.

Objection to the inadequate consideration of alternative approaches to TBM retrieval

If the fundamental case for TBM retrieval is upheld in response to my first objection, then further consideration must be made to alternative approaches which would negate the requirement for an additional TBM retrieval site at Blues Point Reserve. Alternatives could include;

- Dismantle the TBM equipment underground (from within the tunnel) and retrieve via the tunnel back to Victoria Cross and Barangaroo ie;
 - o Tunnel southeast to the vicinity of Blues Point Reserve and stop
 - o Excavate around the TBM equipment and dismantle it in place
 - o Retrieve the dismantled equipment back to Victoria Cross
 - o Tunnel north under the harbour from Barangaroo to the previously excavated dismantling point
 - o Dismantle and retrieve back to Barangaroo or
- Retrieve from Victoria Cross and Barangaroo only, ie;
 - o Tunnel southeast to Victoria Cross and retrieve TBM equipment there
 - o Tunnel northeast to Barangaroo and retrieve TBM equipment there
 - o Insert specialised TBM equipment at Barangaroo for the Harbour Crossing
 - o Tunnel to Victoria Cross and retrieve TBM equipment

Objection to the EIS assessment of impact caused by this proposal as “regional”, not “national”

The unique foreshore perspective of Sydney’s iconic Opera House framed by Sydney’s equally iconic Harbour Bridge is enjoyed by tens of thousands of international, national, regional and local visitors each year. The EIS rates the impact of view from the Opera House as of “national” importance, and only rates the view of the Opera House from Blues Point as “regional”. A vista as unique as the one from Blues Point Reserve should also rank as of “national” importance.

As a local resident and on behalf of the tens of thousands of visitors annually to Blues Point Reserve who have not been given the opportunity to object, I hereby object to the impact

assessment as only “regional” in scope as it significantly downplays the importance of disruption to this site.

Objection to the inadequate consideration of barge removal of sandstone and spoils instead of tip trucks

The EIS, Page 71, Table 3.2 : Spoil haulage options , states “ ... the establishment of barging facilities at this site is not considered to be a feasible solution. Barge transport of spoil may be feasible at this site subject to further investigations. “

The EIS, has investigated (and understated) the impact of Tip Trucks on Blues Point Road. My objection is to this ambiguous statement and incomplete assessment of spoil haulage by barge in light of the massive impact of Tip Trucks up and down a steep, narrow and highly used residential and commercial route over a period of 12 months to remove and a further 6 months to return/refill.

Objection to the inadequate assessment and mitigation plans in the EIS caused by tip truck activity on Blues Point Road, specifically regarding:

o Impact to local businesses

The proposed route, along Blues Point Road, north from Blues Point Hotel to Lavender Road is predominantly lined with restaurants with street dining and parallel to curb parking only. These businesses will be impacted by the frequent movement of large trucks. The wide trucks on a narrow road will make it difficult and dangerous for patrons to park as well as significantly spoiling the ambience. For 12 months, a constant stream of empty trucks will go down the road and return up the steep gradient fully loaded. The noise from a fully loaded truck on a steep gradient in close proximity to street dining will cause significant degradation of enjoyment and will ultimately reduce business revenues. During the rehabilitation of the site, trucks will be travelling fully loaded, downhill, also in close proximity to parallel parked cars. Not only is a downhill fully loaded truck extremely noisy, it is also extremely difficult to stop. The cumulative risk profile of high frequency heavy haulage, close proximity and volume of pedestrians including slow moving elderly and fast

moving unrestrained children creates a critical risk situation which will exist for an unacceptable duration. The probability of injury, accident and fatality is surely too great to allow this to proceed.

- o Structural impact to residences

The gradient from Henry Lawson Avenue up Blues Point Road is significant, especially for a fully loaded truck. The vibrations from the thousands of truck movements up and down this street will impact the comfort of residents and because of the relatively close proximity of mostly older brick and concrete constructed properties, there is a high probability of structural damage. Any damage claims by property owners caused by truck movements from the site, for years after the construction will incur a cost to process, assess and repair. This objection is to the absence of a full cost analysis to the alternative of a much lower impact option to use a barge to remove spoils from the construction site.

- o Resident and visitor health and safety

You only need to look at Google Street View to see the danger to pedestrians travelling south on the eastern side of Blues Point Road to Henry Lawson Avenue.



As the clip from Google Street view above shows, this area is already dangerous! The cumulative risk of high volume heavy haulage trucks in the area, errant pedestrians, disrupted access and the ensuing confusion creates another critical risk of injury, accident and fatality.

Not considered by the EIS, the movement of earth, sandstone and various site spoils will undoubtedly cause an increase in loose sand on the road surface. Combined with the inclined road surface on this corner, this again creates a cumulative risk through increased difficulty for heavy moving vehicles to stop in time to avoid collisions.

Objection to the inadequate mitigations of increased impact during the planned TBM retrieval events

The increased noise, reduced resident and visitor parking and extended hours of operation during the planned TBM retrieval events are unacceptable. For 4 periods of 4 weeks, many residents will be forced to travel further to find parking and for the 4 nights of anticipated overnight activity, will suffer significant disruption to sleep. Mitigation plans must be

enhanced to include temporary alternative accommodation for the periods of increased impact. The temporary accommodation provided to all residents in the area must be in close proximity, should be a minimum 4 star quality hotel and include parking.

Objection to the inadequate mitigation of impact on local parking by construction workers

Many resident properties in the proximity of Blues Point Reserve do not include off-street parking. North Sydney Council know this and have a long running parking permit scheme to manage local parking. The removal of 4 parking places for the full 2 years of impact to this site, combined with regular attendance by up to 60 workers for 12 months will cause an unreasonable degradation in the availability of parking places for residents and visitors to the area. Throughout the week and especially on weekends, disgruntled visitors who can't find a parking spot to enjoy the view regularly rev-up and speed out of the area and back up Blues Point Road. The reduction of parking spaces will significantly degrade the experience for many visitors as well as increasing congestion and reducing safety as drivers compete for fewer spaces.

Use of parking by construction workers must be limited to the on-site parking included within the construction site. Other workers must either be required to use Public Transport (bus or ferry) or a shuttle bus arrangement from an alternate makeshift parking area should be considered.

Objection to the plan to rehabilitate from Q4 2020 through to Q1 2021 thereby impacting 2 years of NYE

Every New Years Eve, thousands of visitors flock to Blues Point Reserve to watch the fireworks. The reserve is one of the best places in Sydney to watch the iconic event. .

Table 7-11 Blues Point temporary site indicative construction program

Construction activity	Indicative construction timeframe																											
	16.724 pt				2018				2019				2020				2021				2022				2023			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Enabling works and site establishment									•																			
Shaft excavation									•	—	•																	
TBM retrieval (Barangaroo drive 1)												•																
TBM Retrieval (northern drives)												•	•															
TBM retrieval (Barangaroo drive 2)														•														
Rehabilitation																•	•											

As the snip from Page 220 of the EIS shows, Blues Point Reserve will be mostly unusable for NYE celebrations on NYE2020 and NYE2021. If the park is to be used for this project, greater efforts need to be made in the planning to bring forward proposed rehabilitation and limit the impact to NYE to just NYE2020.

Content:
Please see attached letter.

[REDACTED]
[REDACTED]
[REDACTED]

20 June 2016

METRO EIS OBJECTION

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 over-crowding on Erskineville station and reduces inner-city car congestion.

Declaration:

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



Name: Robert Hawke

Millers Point, NSW
2000

Content:

The proposal to site the Chatswood to Sydenham Metro line under Towns Place will be too close to our apartment which is situated at the most north-westerly corner of the apartment block at the corner of Towns Place and Dalgety Road in Millers Point.

Our apartment is at street level near the new roundabout at this junction and will have the maximum negative effects of the new line if it proceeds as drawn. All concrete structures are sound sensitive and we are worried about the train noise and vibration if the new tunnel is below us.

The effect of train vibration can be felt already in some CBD buildings [e.g. Theatre Royal] and potentially the new line will reduce our amenity and the free enjoyment of our living space.

Please consider moving the line slightly to the west to avoid any problems with the residents of our apartments.

Please also use the best available methods for noise abatement and attenuation for the parts of the track that pass close by this area.

Content:

On the whole I am extremely supportive of the Sydney Metro City & Southwest.

1. Pedestrian Access

I do however have some comments on pedestrian access to and, more importantly, through station precincts. Particularly in the tightly packed Sydney CBD it is important to provide access to the city that doesn't involve waiting on the sidewalk. This has the benefit of generally providing better all-weather access and also preventing car/ passenger conflict given the predilection of Sydney siders for jaywalking.

The State Government and Barrangaroo developers are spending large amounts of money on similar pedestrian friendly connections to Barrangaroo - it would be a shame if similar thought is not given to the Sydney Metro.

Unfortunately the EIS doesn't provide full information on exits and interconnections, so these comments are provided with respect to the limited information provided.

1.1 Martin Place

1.1.1 33 Bligh Exit

Fully supported.

My preference would be for an exit on O'Connell St being the furthest point from main Northern station portal, and also provide access down to Australia Square/ Pitt St area via the existing pedestrian walkway accessed through Swire House on O'Connell St

1.1.2 Chifley Tower

I would also suggest another North-Eastern tunnel to reduce pedestrian traffic crossing Hunter St and provide better pedestrian access to Chifley, GPT, GMT, Aurora (which are all very large towers). Suggestion would be for a tunnel diagonally across Hunter St with an exit near the existing glass wall on Chifley Square.. A small exit could be installed here with limited changes to the overall visual amenity of the square - possibly as just a single stair case or escalator (running up in mornings, and down in evenings) as pedestrian traffic would be expected to be fairly unidirectional. Whilst not a fully accessible entrance/exit this is provided at the main portal.

1.1.3 MLC Centre

It is not clear whether this existing entrance is to be closed. I would strongly argue on retaining it as it forms part of one of the true cross-town paths in Sydney. At present you can move from Colonial Building on Phillip St (nr Hunter St) to George St (nr Wilmot St opposite Cinemas) via Colonial Building, Martin Place Station, Glasshouse, Westfield, QVB, Town Hall Station, Pavillion. Losing this all-weather route would be a substantial loss for pedestrian traffic in Sydney

1.2 Pitt Street Station

The render for Pitt Street Station shows both an M and a T roundel, suggesting some connection to the existing Sydney Trains network, but how is not described.

1.2.1 Town Hall connection

The most obvious connection, and one which I support is a tunnel underneath Pitt St to Galleries Victoria/under Citi Building. This

provides the closest connection and also links up to the cross-city path described above.

1.2.2 Museum connection

I would also support consideration of a diagonal link across Park St/ Castlereagh St to the existing Foodbase Foodcourt, which would link up with an underground path along Elizabeth St, and ultimately providing access to Museum Station

2. Other comments

2.1 University of Sydney v Waterloo

While I support the selection of Waterloo, limited consideration as part of the planning for the Metro appears to have been given to the alternative of adding a station to the existing Airport line, which passes through Waterloo, slightly to the East of the proposed Metro line

This would have enabled both a Waterloo and a University of Sydney station to be constructed.

In any event I would suggest that consideration be giving to potential pathways that might connect to an Airport Line Waterloo Station if it is ever constructed

2.2 Temporary pedestrian bridge at Central

The large bridge appears overkill. Connectivity could be maintained at the Southern end via a smaller bridge from Platform 12 to Platform 16/17 only, connecting up to the existing underground passageways.

From observations there appears to be limited usage of these southern passageways in an event. Access would be improved if the stairs on the proposed bridge are closer to the stairs for the existing underground passageways

Many thanks for your consideration

Content:

The proposal to use Blues Point Reserve for the removal of waste material and for the delivery of concrete related to the tunneling for the Sydney Metro is unsound on environmental , community health and well being grounds. The McMahon's Point Peninsular has basically only one access road, being Blues Point Road. This is a standard suburban two lane road passing through a number of pedestrian heavy zones. The movement of large trucks both to and from the proposed retrieval site will present safety, congestion and pollution issues. These large trucks will need to pass through the North Sydney commercial area. To avoid these issues ,the alternative of using barges for the removal of waste material and delivery of materials is a preferred common sense approach.

During the remediation of the HMAS Platypus site in North Sydney the Federal Government used barges to remove the waste material in recognition of the adverse impact of trucking this material through North Sydney. Economics should not outweigh the well being of the local population.

One would hope that the New South Wales Government would have the same level of concern for the residents of McMahon's Point/North Sydney.

Yours Sincerely,

Name: John FREEMAN

Sydney, NSW
2000

Content:
see attachment

By email to sydneymetro@transport.nsw.gov.au

Submission by:

John Freeman
The Astor
123 Macquarie St
SYDNEY NSW 2000

I welcome the project but I have concerns about some aspects of the design.

CENTRAL STATION

The stop at Central will mean many more passengers using the station. Even without the project, the general increase in rail travel that TfNSW expect will lead to severe congestion at Central in peak hours. For people like me in their 70s, peak hours at Central are already something to avoid if you can. The metro design seems not to adequately increase either the capacity of the station or the improvement of passenger access and amenities.

The design for Martin Place station will transform the existing station and improve station access. Is it not possible to do likewise at Central?

A temporary pedestrian bridge may be necessary, but is it not possible to provide a permanent structure with lifts instead?

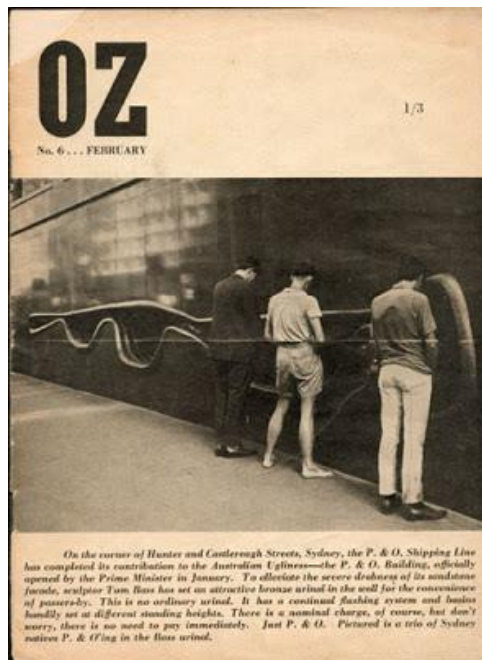
TOM BASS SCULPTURE: 55 HUNTER ST ("P&O FOUNTAIN")

TfNSW should accept responsibility for finding a suitable new location for the Tom Bass sculpture at 55 Hunter Street, also known as the P&O Fountain.



The wall fountain was completed in 1963.

In February 1964 Richard Neville and two other editors published the following cover on Issue No 6 of Oz:



The wording underneath the picture read:

On the corner of Hunter and Castlereagh Streets, Sydney, the P. & O. Shipping Line has completed its contribution to the Australian Ugliness—the P & O Building, officially opened by the Prime Minister in January. To alleviate the severe drabness of its sandstone façade, sculptor Tom Bass has set an attractive bronze urinal in the wall for the convenience of passers-by. This is no ordinary urinal. It has a continual flushing system and basins handily set at different standing heights. There is a nominal charge, of course, but don't worry, there is no need to pay immediately. Just P. & O. Pictured is a trio of Sydney natives P. & O'ing in the Bass urinal.

Despite sculptor Tom Bass testifying on their behalf, the magistrates found them guilty of obscenity and sentenced them to 3-6 months imprisonment with hard labour “for obscenity and encouraging public urination”. Subsequent similar obscenity trials in London that Richard Neville faced make this event culturally significant.

The EIS proposes that the city council find an alternative site for the sculpture. This is not easy, because Tom Bass designed it for the sloping site. TfNSW should re-install the sculpture either where it is now or on the Martin Place station façade, see the EIS artist's impression below.



Possible place to re-locate Tom Bass sculpture

Content:

I think the Waterloo to Sydenham section has been inadequately planned. There is a large volume of existing and planned development between those two stations which will be bypassed if no additional stations are added.

These developments include the Ashmore housing estate - 6000 new residents, the CBA tenancy at Australian Technology park + 11000 workers, and the new high school at Alexandria. This is in addition to already established communities of Erskineville & Alexandria.

My suggestion is for two additional metro stations. One at the corner of Erskineville Oval & Mitchell Road, to service the previously mentioned new developments in Erskineville & Alexandria. The other at St Peters station to cater for the existing and planned developments in Newtown, St Peters & Enmore.


Additional metro stations will also service to take traffic off local streets that will be adversely affected by the West-Connex to the south. (for example the lanes flowing off the proposed west-connex interchange onto Euston road - which is an already congested thoroughfare).

Opportunities to positively affect many residents lives through the careful placement of public transport amenities appear rarely, so it behoves the department to give suggestions such as the above due consideration.

Content:
Attention: Director, Infrastructure Projects

Application Number: SSI 15_7400

I writing in respect of the proposed Chatswood to Sydenham metro line.

 Waterloo and the proposed tunnel(s) (up and down) will run right underneath my building.

At this location, the depth of the tunnel is 25 metres as shown at point 61 on page 129 of the EIS:

Inline image 1

Waterloo Station is the second shallowest station (behind Pitt Street) on the line and this section of the tunnel is closer to the surface than the vast majority of the 16.5km track. The only shallower parts occur in the CBD and on approach to the "dives".

In this location it is only proposed to have "standard attenuation" in one direction and "high attenuation" in another. As both tracks run under the same buildings I am not sure why they have different attenuation methods.

This is concerning because immediately above this section is medium density residential development. At this depth there is no doubt that vibration from the operating trains will be felt and cause noise disturbance and possibly structural damage. I can feel the vibration from the Airport line which is some distance away on George Street.

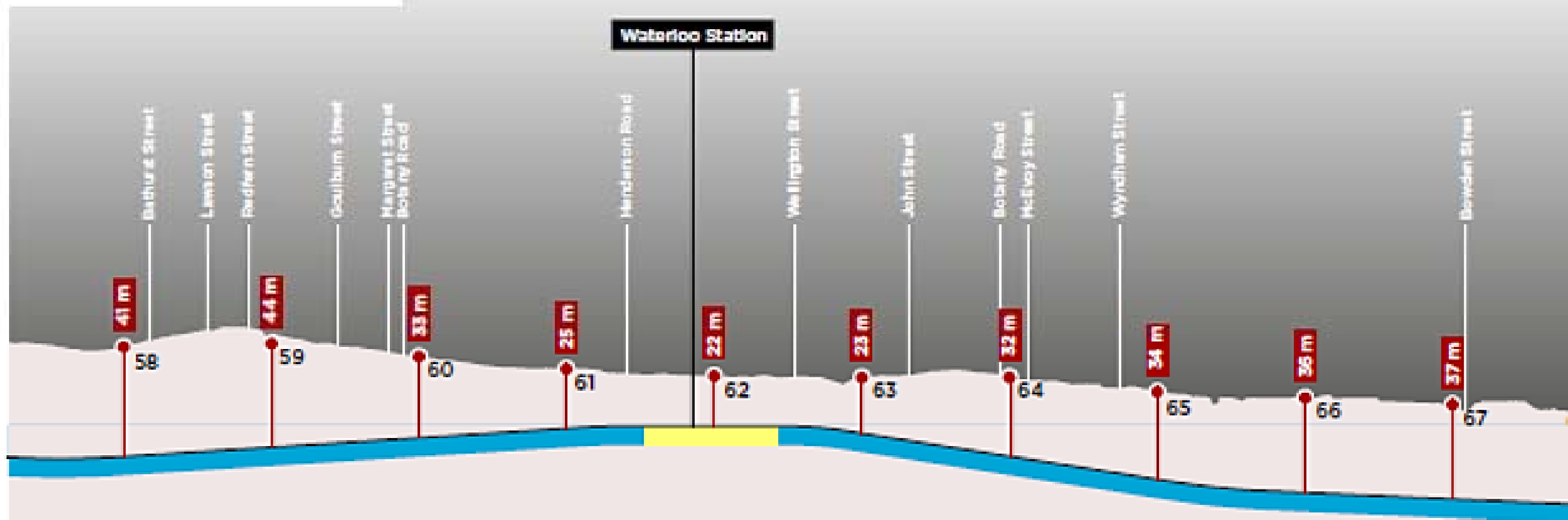
Due to the shallow depth of the proposed tunnel and the medium density residential use directly above, this section of the track must have "very high attenuation" to avoid negative impacts to the residents. Anything less would be simply cost cutting at the expense of the existing residents.

Should the very high attenuation be implemented in this location, I would support the proposal.

Sincerely



■ Tunnel
 — Depth of tunnel



Name: Dace Brutans

McMahons Point, NSW
2060

Content:
Blues Pt Temporary Retrieval Site

There are a couple of inaccuracies in your EIS Summary. The corner of Blues Pt Rd & Henry Lawson Ave hasn't been drawn accurately. There is no ferry wharf (as mentioned) at the end of Blues Pt Rd.

Our apartment block is the closest building to the excavation site. The noise generated is going to be unbearable. The noise barriers are useless to us as all of our apartments are higher than the proposed barriers.

Could you please place the retrieval shaft as far south as possible and away from our block and neighbouring houses?

Low grade blasting is preferred. Rock hammers are extremely repetitive and irritating as are compressors and idling trucks.

We don't want the extra spoil from the Sydney Harbour site coming our way either. Trucks struggle to accelerate up the hill outside my balcony on Blues Pt Rd. I constantly hear the struggle with the gear changes, squeaking brakes and idling engines. To multiply this by over 50 times per day is crazy. Blues Pt Rd (particularly near the village) is way too narrow for large trucks to be constantly passing each other. It will destroy the business of the outdoor restaurants. The road is already in relatively poor condition.

Removing the spoil and TBM parts by barge is the only sensible thing to do. It could mean constructing a temporary wharf/conveyor belt.

Two years (and maybe more) is a long time to ruin a famous park. How can the excavation take a whole year? Who is going to break the news to the 120 000 visitors (many from overseas) on NYE that one of the most popular free sites won't be available? Every weekend there are large numbers of visitors having a picnic or celebrating weddings.

What are we not being told? Yesterday a drilling rig and a large fence suddenly appeared in the park close to our block. We were given no notice. What will the quality of the new fence be like? I had to call the police a few weeks ago when the cyclone fencing around a drilling operation was blown across Blues Pt Rd and blocked it. Don't underestimate the gale force winds that can blow through this area.

Where will the mobile phone transmitters be located? We don't want one in the tunnel below us. Will we feel vibrations every few minutes when a train roars through?

I have been hospitalised for nearly 1 month out of the last 4 with serious heart and lung problems which are ongoing. The constant high noise levels, dust and diesel particle pollution will make living in my apartment unbearable. I am not in a financial position to move out for 2 years. What compensation is being offered to move out during this operation?

Name: John Stone

Sans Souci, NSW
2219

Content:

The Metro station between Martin Place and Central should be called 'Park Street' not 'Pitt Street'. Pitt Street is too long and runs from one end of the city to other paralleling the new line. Park Street is only 500 meters long and runs east-west like Martin Place. There are Pitt Street exit signs in the Central Station concourse. Pitt Street is even at Waterloo. In the vicinity of the new Metro station Pitt Street is a narrow one way street. Park Street is three times as wide and carries over ten times the volume of traffic because it is a major east-west bus route. The main entrance to new station even faces Park Street. I endorse the whole project but calling this station 'Pitt Street' is ridiculous and akin to calling Town Hall Station George Street Station.

Name: Scott Archibald

Oswald, NSW
2321

Content:
PDF attached

TS Archibald & CA Gadd
13/5 Towns Place
Millers Point NSW 2000

Director
Transport Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001
20 June 2016

Dear Director,

CHATSWOOD-SYDENHAM METRO: SS15 7400 (the Proposal)

- 1 We are owners of 13 / 5 Towns Place, Millers Point.
- 2 We have not made any political donations (reportable or otherwise) in the last two years.
- 3 We have a number of objections to the implementation of the Proposal, the most serious relating to noise and vibration issues adversely impacting residents and businesses.

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 car park 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 car park 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, from the harbour to Barangaroo.

Removal of spoil


- 14 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.
- 15 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.

Conclusion

- 16 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.

Yours faithfully

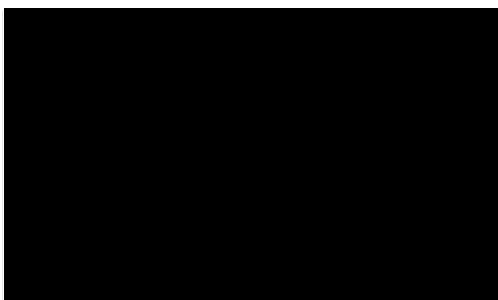
Scott Archibald



Cathy Gadd



Content:
Please see attached PDF under Attachment 1



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

21st June 2016

Dear Director,

CHATSWOOD-SYDENHAM METRO: SS15 7400 (the Proposal)

1 [REDACTED]
[REDACTED]
[REDACTED]

- 2 I have not made any political donations (reportable or otherwise) in the last two years.
- 3 I have a number of objections to the implementation of the Proposal, the most serious include:-
- (a) The potential position of the Tunnels without regard to the Towns Place six level (20 metre depth) basement car park.
 - (b) The extreme noise and vibration issues adversely impacting residents and businesses
 - (c) 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 [REDACTED] building 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 [REDACTED] and continues to the new proposed metro station at Barangaroo. The tunnel also passes below [REDACTED] and, in part, passes beneath [REDACTED]. Those terraces sit on a sandstone cliff situated approximately 10 metres above the [REDACTED]. That adds an additional 10 metres to the (claimed) 35 metre buffer between the tunnel and the surface for those properties. In contrast, [REDACTED] 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 [REDACTED] 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 [REDACTED] so that no part of it runs close to or below the [REDACTED].
- 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 [REDACTED], 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, then I will not press my objection to steel wheels / tracks, but I will press my 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 [REDACTED], 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. This area is very close to my Apartments' bedrooms which face onto [REDACTED]. 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.

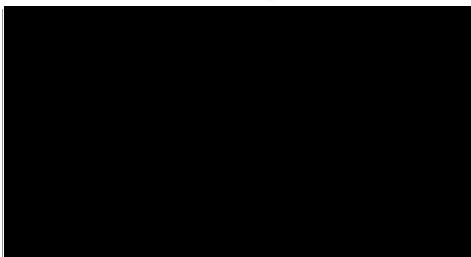
Due Process Objections

- 17 Objections to the Proposal were invited on 11 May 2016. I 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 myself 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 I reserve my right in respect of the lack of due process afforded to me in implementing the Proposal. I also reserve my right to supplement this submission with expert(s)' report(s) as received.

Conclusion

- 20 I have 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.

Yours faithfully



¹ We note that objections close on 27 June 2016.

Name: Andrew Adney

Alexandria, NSW
2015

Content:

I am writing to respond to the Chatswood to Sydenham metro passes. I note there is only 1 x planned metro station at Waterloo on the 6km Central to Sydenham section.

I believe there should be an additional 2 x metro stations provided at both Alexandria and St Peters. This will account for the massive population and residential/commercial development growth. This includes Ashmore 8,000 new residents, Australian Technology Park 11,000, Alexandria park super school 2,200. These new metro stations would relieve over crowding at Erskineville train stations and take pressure off the Westconnex car increases. These new metro stations would provide valuable train to bus interchanges.

My main concern is the lack of integrated planning on this new rail corridor to match the burgeoning growth of the inner south region.

Name: Angela Burgess

Erskineville, NSW
2043

Content:

I am writing because I am concerned by the lack of stations on the new metro line within the inner city areas.... In Alexandria and Erskineville particularly there are thousands of new apartments being built and already very congested roads. Which will become further congested by the close proximity of output points of the future Westconnex (well documented by the planning proposal of that project). There is already over crowding on all trains that stop at the closest station Erskineville and that is before over 2000 new dwellings are built within walking distance.

This area really needs extra transport options that are not road dependant already. This is the perfect opportunity to improve this situation and keep up (and possibly get ahead of) the fast growing needs in the area.

Content:

██ I request the following actions taken seriously so that both my life and my property can be protected:

1. Using dampers instead of concrete slabs under tracks
2. Metro should NOT be allowed to use Nelson Street: Metro trucks & vehicles access only from Mowbray Road, and NOT via Nelson Street. This increased noise and dust pollution from truck movements (more than a few hundreds day and night) in Nelson St and Ausgrid dive site will ruin our life.
3. Nelson street bridge should be retained: not demolished permanently
4. Traffic lights should be installed at junction of Nelson St & Pacific Hwy.
5. Strong recommendation for a "Keep Clear" sign be set up to allow exit of Nelson St residents into Pacific Hwy: this exit is usually blocked when lights at Pacific Hwy are either red or green.

All details please refer to the attached PDF file.

Re: Sydney Metro EIS submissions & recommendations **due June 27th**

Recommendations/solutions & concerns in response to the Environmental Impact Statement (EIS) addressed to the Department of Planning **before June 27** via:

Attention: Director, Transport Assessments ("DTA")
Website: www.majorprojects.planning.nsw.gov.au

Or post to: Director, Transport Assessments
Department of Planning and Environment
GPO Box 39 SYDNEY NSW 2001

PROPERTIES AFFECTED:

Nelson Street & Gordon Avenue

ISSUES AND RECOMMENDATIONS PROPOSED BY LOCAL RESIDENTS:

1/ ISSUE: Increased noise pollution from rail-corridor:

Issue is noise during Metro construction & operational noise when Metro is running: current noise levels are excessive and noise will increase due to:

- *EIS proposal for Metro tracks to be on concrete slabs between Albert Ave & Ausgrid site opposite 9-17 Nelson Street (EIS Ch.6, p135).¹

- *2 additional tracks (Metro) between Albert Ave & Ausgrid site for "high frequency trains" providing fast high capacity services.

- *Tracks will be moved west by 3m @ Gordon Ave/Nelson St.

SOLUTION: Using dampers is recommended instead of concrete slabs under tracks.

2/ ISSUE: Increased noise pollution from truck movements in Nelson St & Ausgrid dive site.

Truck movements during "dive" construction are expected to be:

- Demolition: 96 per day plus 78 light vehicles
- Excavation: 234 per day plus 248 light vehicles
- Tunnel excavation: 286 per day and 248 light vehicles
- Tunnel fit out: 254 per day and 248 light vehicles...

SOLUTION: Metro should not be allowed to use Nelson Street: Metro truck & vehicle access only from Mowbray Road, and not via Nelson Street.

3/ ISSUE: Traffic congestion & increased travelling time:

Due to EIS proposal for Nelson St Bridge to be closed permanently.

SOLUTIONS:

- *Nelson Street Bridge should be retained: not demolished permanently.

- *Signalization (traffic lights) at junction of Nelson St & Pacific Hwy. Otherwise, residents/tradesmen travelling north along Pacific Hwy would need to travel a circular loop through Chatswood CBD (Albert Ave), along narrow congested Orchard Road, to get to Nelson Street: no right-hand turns along Albert Avenue past Orchard Road.

- *To recommend "keep clear" signs to allow exit of Nelson St residents into Pacific Hwy: this exit is usually blocked when lights at Pacific Hwy are either red or green.

4/ ISSUE: Increased visual pollution.

1.5m trains will be visible above "noise wall".

The maximum height of the proposed rail-bridge (for northbound track T1) will be at Nelson Street, with 100-300 meters long grade either side.

SOLUTIONS:

- *Rail-bridge should not be built over Nelson Street.

- *Nelson Street Bridge should not be permanently closed.

¹ See EIS website, esp. ch.6-7: <http://sydneymetro.info/chatswood-to-sydney>

Content:
Objections are listed in attached submission

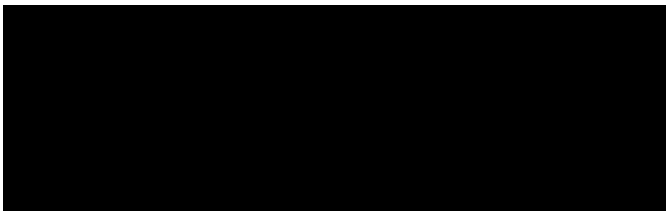
Director
Transport Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

22 June 2016

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

- 1 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 at [5 Towns Place] 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.
- 2 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.
- 3 The technicians present at the explanatory meeting in respect of this part of the tunnel on 25 May 2016 were not aware that Towns Place residential tower has 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.
- 4 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 the Towns Place residential tower will be materially less than 10 metres.
- 5 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 residential tower on Dalgety Road.

- 6 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.
- 7 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.
- 8 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.
- 9 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.
- 10 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.
- 11 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.
- 12 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.



Name: Annika Broadbent

Crows Nest, NSW
2065

Content:

The attached letter outlines my strong objection to the construction of the proposed Metro line and station at Crows Nest (Clarke Lane/Oxley St/Pacific Highway/Hume St).

Whilst I appreciate the need for transport infrastructure, it is imperative that the concerns of those immediately affected are addressed as much as possible. The current proposal and environmental impact study has not adequately addressed the impact of the construction, and ongoing operation of the metro, on the residents of the Lyall Building at 22-26 Clarke St Crows Nest. The reasons for my objection are outlined in the attached.

Annika Broadbent
205/26 Clarke St
Crows Nest
NSW 2065

Major Projects Assessment
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001
Website: www.majorprojects.planning.nsw.gov.au

Attention: Director, Infrastructure Projects

Metro Station Development at Crows Nest, Application number: SSI 15 7400

The following outlines my **strong objection** to the construction of the proposed Metro line and station at Crows Nest (Clarke Lane/Oxley St/Pacific Highway/Hume St). I appreciate the need for transport infrastructure, but it is imperative that the concerns of those immediately affected are addressed as much as possible.

The current proposal and environmental impact study has not adequately addressed the impact of the construction, and ongoing operation of the metro, on the residents of the Lyall Building at 22-26 Clarke St Crows Nest. The Lyall is a mixed-use Strata with 30 apartments, housing over 60 residents and 4 businesses. Over 90% of bedrooms located in this building overlook Clarke Lane and will back directly onto the construction site. Four years of constant construction, 24 hours a day, means it will be impossible for us to live in our apartment with our baby daughter and, in all probability impossible to let the apartment. We face severe financial hardship and serious emotional challenges. This could be somewhat addressed by the provision of double glazing for our windows, the installation of rubber under the tracks and station, the continuance of Clarke Lane as a one way thoroughfare, and a reduction in the construction timeframe.

The reasons for my objection, which are outlined in more detail below, are the following:

- a) Inadequate protection for residents with regards to night works
- b) The difficulties and danger of creating a two way thoroughfare in Clarke Lane for construction traffic
- c) The extensive period of construction
- d) The effect of construction on our building's stability
- e) The ongoing impact of increased noise and disruption from train and station operations

A) Inadequate protection for residents with regards to night works

Current plans to carry out construction and excavation work 24 hours a day demonstrates complete disregard for the residents of 22-26 Clarke St. The planned construction work will be less than 5 metres away from 90% of the bedrooms in the building. The environmental impact statement itself documents the acceptable noise levels for a bedroom as 30 decibels, yet the NSW Government and State Transit will carry out construction and excavation work through the night with operational noise levels of 90 decibels. The proposition that an acoustic shed will address this is duplicitous. The acoustic shed will not be built until after the initial excavation. This excavation will be through blasting, the noise impact of which will not be at all deadened. Further, this shed will barely cover the width of our residential building and have massive openings at either end. Residents are, therefore, expected to be able to sleep through an additional 60 decibels of noise for up to four years. For our family, getting a baby to sleep through that noise until she is over 4 years of age will be impossible.

B) Impact of construction traffic

Planned construction traffic movements provide for Clarke Lane to become two way with the south end of the lane blocked off at Hume St. This is distressing for a number of reasons:

- Clarke lane is very narrow, we experience traffic issues when the commercial lots on the Pacific Highway receive deliveries. The coming and going of over 200 trucks per day will make entering and exiting via our driveway incredibly difficult as a construction truck would effectively block the lane for both vehicles and pedestrians.
- Making the laneway, two way will also make it dangerous for exiting residents as our driveway does not have clear visibility of traffic entering Clarke Lane via Oxley St.
- Council has already received numerous complaints from residents with regards to the noise created by early morning rubbish collection. Blocking off of Clarke Lane and making it two way will subject residents to the rubbish truck passing under their bedroom windows twice, or as is more likely, its beeping as the truck attempts to reverse out of the laneway.
- Further, heavy trucks utilised for the construction will also increase the noise levels. Rather than the trucks passing once, we will be subjected to the noise of them attempting to turn in an incredibly narrow lane or reversing back down the lane way.

C) Extended period of construction noise

The environmental impact assessment provides for four years of construction noise and traffic for 24 hours a day. The predicted airborne noise levels (Table 10-12) for Crows Nest Station indicate that our building will in most cases have airborne noise exceeding what is considered normal and is for some undefined period of construction predicted to be High. These statistics focus in on Clarke St, yet over 90% of bedrooms in our building face Clarke Lane which is only the width of the lane away from the construction site and thus will be subjected to even higher impacts.

Further residents will be subjected to ongoing building vibration for four years. Again here the impact on Clarke Lane is not mentioned, however, it is stated that *"During excavation, vibration levels are anticipated to exceed the cosmetic damage vibration screening criteria at three buildings adjacent to the site (one building located to the east on Clarke Street and two building located to the south of the Pacific Highway)."* If it is to exceed the cosmetic damage vibration screening criteria at those distances away from the construction site, the impact to those directly adjacent will be exponential.

D) Building stability and resident's safety

The impact of tunnel blasting on the stability of surrounding buildings has not been addressed. Construction of the tunnel is to be through blasting with a tunnel corridor at least 30 metres either side of the tunnel centre line and around all stations. The proposed Crows Nest station and metro tunnel will be positioned across a very narrow Clarke Lane. Our building's garage runs underneath the footpath of Clarke Lane. There is insufficient space to ensure ongoing building stability with a 30 metre tunnel corridor. Indeed, the 30 metre tunnel corridor will encroach on the existing garage.

In addition, the establishment of storage for dangerous goods within one building's width of our residential block places us all in danger.

E) Ongoing impact on quality of residents' lives

The peaceful enjoyment of our property will be impacted in an ongoing manner due to the following:

- We will be subjected to ongoing vibration noise from train operation. *"Sydney Metro plans to keep stations as shallow as possible to minimise customer travel time from the street to the platform"*. In the case of the Crows Nest station it is planned to be a mere 25 metres below the ground thus providing very little distance for the ongoing vibrations from train operations to be deadened.

Further, whilst rubber is to be laid underneath the track at tunnel exit points such as Chatswood it is not planned to be laid to insulate the noise of train operations to surrounding residential buildings.

- Increased traffic and reduced street parking with kiss and ride and taxi bays placed outside our building on Clarke St
- Noise from increased pedestrian/commuter traffic

It is clear from the above that continuing to live in our apartment with our baby will be impossible. Given the extended period of construction it is also highly unlikely that we will be able to rent our unit or sell it and recoup our purchase price. As residents of the one residential building directly affected by the Crows Nest Metro we have not been consulted, nor has any effort been made to compensate us. We believe that other potential sites would have had a lesser impact on local residents as the surrounds would have been primarily commercial.

At the very least we request that:

- Double glazing be provided for all our windows
- Rubber be installed under the tracks
- The depth of the station be increased
- Construction duration be clearly specified and reduced.

Regards,

A handwritten signature in black ink, appearing to read 'Annika Broadbent', with a stylized, cursive script.

Annika Broadbent

Name: Chris Downs

Stanwell Park, NSW
2508

Content:
Hello,

I agree with the proposed Chatswood-Sydenham Metro.

I have one comment/suggestion, it's to do with Sydenham.

The metro dive surfaces on the west side of the existing Sydney Trains lines south of Edgeware Road according to images in the EIS. This poses a range of issues:

- 1) The western platforms (1 and 2) at Sydenham are heavily curved, they are not suitable for proposed metro operations (the centre platforms are straight, but getting the metro to/from those platforms is challenging)
- 2) The infrastructure to the south and south-west of Sydenham station imposes many constraints to the metro alignment/set-up
- 3) Metro trains operating through to Bankstown will create challenges with serving Erskineville and St Peters stations by existing Sydney Trains' services.
 - a) Stopping at Erskineville and St Peters is highly incompatible with express Leppington/Campbelltown/Macarthur via East Hills services
 - b) Illawarra trains stopping at Erskineville and St Peters while only using the two tracks though these stations is not practical at the current 16 trains per hour maximum frequency (and it will only increase)
 - c) CountryLink trains also use the Illawarra Lines to access the Sydenham XPT maintenance facility.

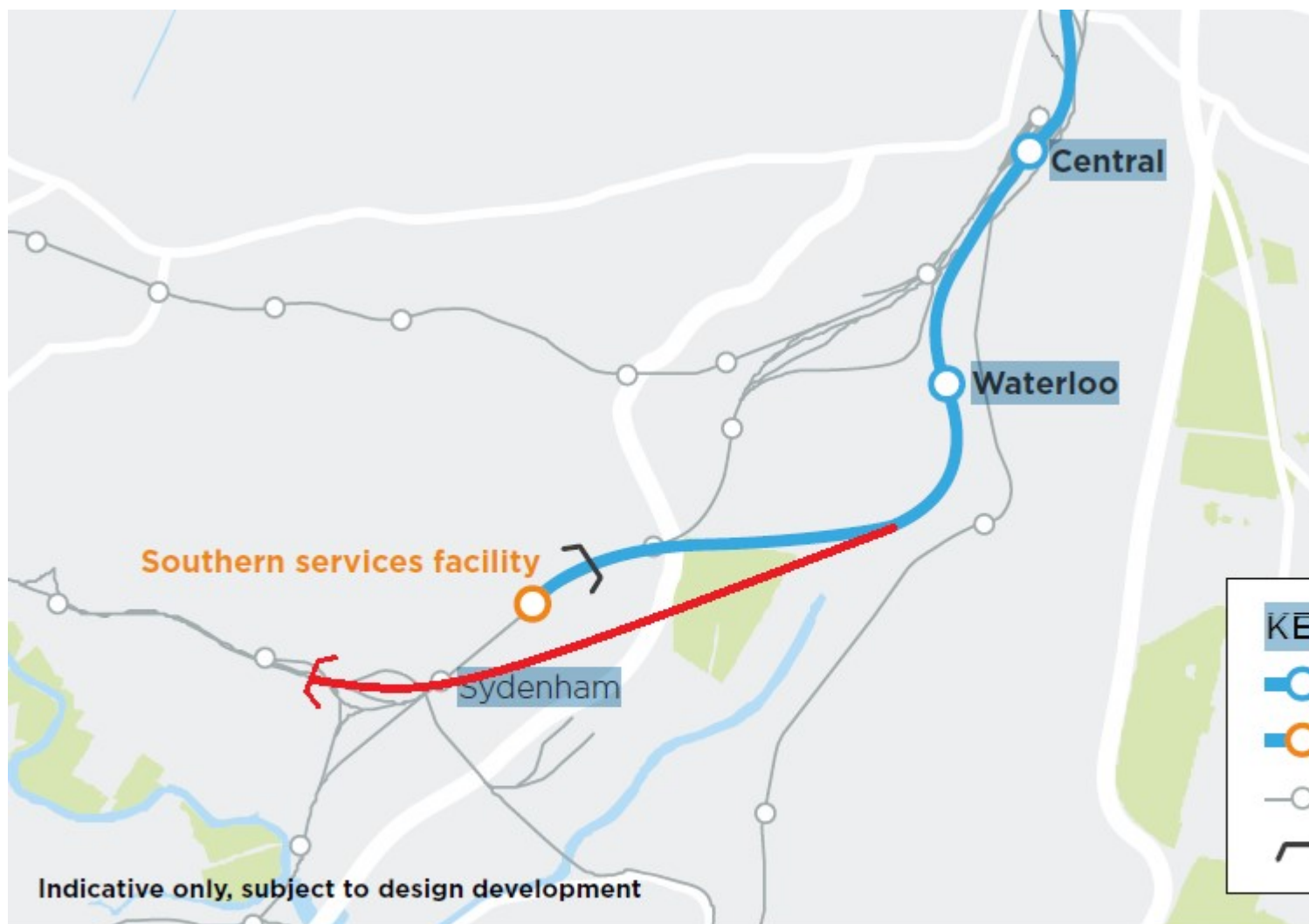
Ultimately Sydney Trains will require at least one additional track, probably two between Erskineville and Sydenham to maximise the capacity for South and Illawarra express services, while meeting CountryLink's needs too (this will still hold, albeit delayed, if the metro is extended to Hurstville). It means all six Sydenham platforms will be required for Sydney Trains.

My attached diagram suggests an alternate alignment: heading south from Waterloo, keep to the east of the proposed alignment, build an underground station at Sydenham with a dive immediately west of Sydenham station. While this adds the expense of additional tunneling and a further underground station, the complexities of overlaying existing infrastructure at Sydenham is eliminated should have significant offsets. It also maintains greater flexibility for Sydney Trains.

Should the metro be extended to Hurstville, stub tunnels immediately to the south-west of Sydenham could be provided, with the lines looping west of the XPT Maintenance Centre, under the freight lines and into Tempe.

For your consideration.

Chris Downs



Name: Martin Barnes

Crows nest, NSW
2065

Content:

I have become aware that NSW Transport has selected the block behind our building for the construction of the metro? I believe that construction is to last 24 hours a day for 4 years?

I understand that they intend on construction day and night for 4 years and will turn Clarke Lane into a two way street, blocking it off at Hume St.

This will subject all residents to:

- construction noise of at least 90 decibels 24 hours a day. Humans normally sleep in bedrooms of 30 decibels maximum, yet all residents with bedrooms backing onto Clarke St will have constant noise at 90 decibels. That the proposed acoustic shed that is intended to deaden this noise will not be built until after initial excavation that will be through blasting and when it is built that it would barely cover the width of our building with a massive opening at either end.
- Block off our driveway with construction traffic of over 200 truck per day and increase the danger of exiting due to us not being able to clearly see traffic entering from Oxley st.
- Subject us to increased traffic noise with construction and garbage truck trying to turn around, or more likely just reversing back out of a narrow two way lane.

This will all be for an undefined period of time that is currently estimated at four years.

Further, I believe the metro is only to be placed at 25 metres below ground upon completion, instead of like other stations at 40 metres, with no underlying rubber to deaden the noise subjecting us to constant vibration noise.

- a) Inadequate protection for residents with regards to night works;
- b) The significant impact of construction traffic and increased danger to residents using Clarke Lane
- c) The extensive time frame for construction
- d) The affect of construction on building stability
- e) The ongoing impact on current residential sanctity with increased noise from train and station operations

Apart from this being AN ABSOLUTE DISGRACE, the least you could do is compensate us by double glazing our windows, place rubber under the tracks to reduce the ongoing noise and define for us how long we will have to put up with the construction.

Name: Gurcan Erbas
Organisation: ERBAS (Managing Director)

Millers Point, NSW
2000

Content:
Please see attached submission

Mrs Ilkay and Mr Gurcan Erbas
Unit 21, 5 Towns Place
Millers Point NSW 2000

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

23 June 2016

Dear Director,

CHATSWOOD-SYDENHAM METRO: SS15 7400 (the Proposal)

- 1 Ilkay Erbas and I (Ken) Gurcan Erbas are the owners of Unit 21/5 Towns Place Millers Point NSW 2000.
- 2 We have not made any political donations (reportable or otherwise) in the last two years.
- 3 We have 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 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 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, I 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 period. The time period allowed for objections is simply not feasible for objectors such as Owners like us 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.

Conclusion

- 19 We have 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.

Yours faithfully



(Ken) Ilkay and Gurcan Erbas

Name: Helen Field

Erskineville, NSW
2-43

Content:

I would like to see more metro stations on the Chatswood to Sydenham metro line, particularly in the more densely populated areas such as Alexandria and St Peters/Erskineville. The metro plans include reducing train services at Erskineville station, one in which usage is increasing due to the growing population of the area.

More stations can only help reduce the ever growing congestion on the roads, particularly in these densely populated areas. More cars and less public transport will only make living in the inner city harder.

Name: Sean Murphy

Millers Point, NSW
2000

Content:
Please see uploaded PDF attachment

23 June 2016.

Sean Murphy
Unit 5/20 Dalgety Road

Millers Point NSW 2000

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

CHATSWOOD-SYDENHAM METRO: SS15 7400 (the Proposal)

With regards to the above project, I hereby lodge my objection to the project as it currently stands. My reasons for this objection are listed as follows:

- 1 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 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.
- 2 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.
- 3 The technicians present at the explanatory meeting in respect of this part of the tunnel on 25 May 2016 were not aware that the 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.
- 4 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.
- 5 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.

- 6 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.
- 7 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

- 8 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.
- 9 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.
- 10 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.

Removal of spoil

- 11 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.
- 12 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.

Yours faithfully



Sean Murphy
Unit 5/20 Dalgety Road
Millers Point 2000

Name: David Chan

Millers Point, NSW
2001

Content:
Uploaded below

David & Rebecca Chan
Unit 10/25a Hickson Road,
Millers Point
New South Wales 2000

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

21 June 2016

Dear Director,

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

- 1 We are the owners of Unit 10/25a Hickson Road, Millers Point, New South Wales
- 1 We have not made any political donations (reportable or otherwise) in the last two years.
- 2 We have 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

- 3 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.
- 4 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.
- 5 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.

- 6 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.
- 7 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.
- 8 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.
- 9 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

- 10 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.
- 11 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.
- 12 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.
- 13 If the tunnel is moved as suggested above, we will not press our objection to steel wheels / tracks, but do press our submission regarding attenuation of all of the track.

Removal of spoil

- 14 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.
- 15 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

- 16 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 period. The time period

allowed for objections is simply not feasible for objectors 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.

- 17 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.
- 18 We reserve our rights in respect of the lack of due process afforded to us in implementing the Proposal. We also reserve our rights to supplement this submission with expert(s)' report(s) as received.

Conclusion

- 19 We have 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.

Yours faithfully



David & Rebecca Chan

Name: Pip Rath

Millers Point, NSW
2000

Content:
Sydney Metro Chatswood to Sydenham Submission
Objection to the proposed Sydney Metro
Made by: Pip Rath, 13/25A Hickson Rd, Millers Point

I object to the Sydney Metro Plan and in relation to the proposed station at Barangaroo for the following reasons:

Operational problems: The siting of the metro tunnel under part of the residences bounded by Dalgety Road, Towns Place and Hickson Roads is more than likely to produce ongoing unacceptable operational noise and vibration (see Chapter 11 Chatswood to Sydenham EIS).

Despite the real risk of vibration and operational noise to residents of these buildings no effort is being made to mitigate the problem. At the very least the track should have high to very high attenuation and not standard. The buildings in question have 6 floors of underground carpark and consequently noise and vibration will echo through the hollow space. It is extraordinary such attenuation is not being contemplated for this section of track in the tunnel but is contemplated for track near Pitt Street and Martin Place.

Construction Noise: (See Chapter 10 of EIS). The construction proposals for the Barangaroo station will severely impact the quiet enjoyment of residents and businesses along Hickson Rd from central Barangaroo down to Towns Place.

Residents and workers have had to put up with high noise levels during construction of Barangaroo Park. Construction and truck movements have been and continue to be disruptive. All construction and trucks should be placed on the Barangaroo central area where the proposed station is situated. Movement of trucks etc along Hickson Rd from the site to around Towns Place and Dalgety Rd should be extremely limited.

Residents have had extremely bad experiences of trucks sitting outside on Hickson Rd and Towns Place idling at 4-5am in the morning while waiting to go on site. No amount of complaints made much difference.

Quiet enjoyment of our property is paramount and there is no thought being given to compensating residents. At the very least all construction should be kept as much as possible on the Barangaroo central area where there are no buildings.

Barangaroo wrongly situated: The proposed Barangaroo station is wrongly situated to achieve the objectives announced by the Premier (eg, reduce traffic at Wynyard and Martin Place and connect the old financial hub with the new at Barangaroo south and to ferry at Barangaroo south).

Number of commuters must go up at Martin Place since commuters will be able to go directly to it from the North Shore.

As for Wynyard numbers, the numbers from the north may reduce as commuters can get off at Barangaroo instead of Wynyard and walk down. However, why would commuters change at Sydenham and go to Barangaroo and then walk back to the southern buildings when they can walk the same distance from Wynyard? This attitude will be pronounced in bad weather as the walk up Hickson Rd is open, while the walk from Wynyard is largely covered.

The Barangaroo station is also badly situated to encourage the high numbers expected to attend events in the new convention centres at the far southern end of the Barangaroo and Darling Harbour complex to use the station and hence metro system. Town Hall and Wynward are much closer options to that end.

The idea of the station being important in connecting the two financial hubs is fanciful. Anyone near Martin Place wanting to go to the business hub at south Barangaroo is likely to walk down rather than get a train and walk up Hickson Rd. Similarly, why would anyone walk in the opposite direction to the Barangaroo station to get to Martin Place area when they can just walk up through Wydnyard? This will be exacerbated in bad weather (or indeed in hot weather).

Summary:

While the proposed metro may be good infrastructure, the station at Barangaroo is nothing more than a political grab.

It is wrongly situated to make the best use of Barangaroo south and Darling Harbor and its connection to the CBD. The operational noise and vibration has not been properly attenuated and the construction noise will severely impact residents and workers for years as it is presently proposed.

Sydney Metro Chatswood to Sydenham Submission

Objection to the proposed Sydney Metro

Made by: Pip Rath, 13/25A Hickson Rd, Millers Point

I object to the Sydney Metro Plan and in relation to the proposed station at Barangaroo for the following reasons:

Operational problems: The siting of the metro tunnel under part of the residences bounded by Dalgety Road, Towns Place and Hickson Roads is more than likely to produce ongoing unacceptable operational noise and vibration (see Chapter 11 Chatswood to Sydenham EIS). Despite the real risk of vibration and operational noise to residents of these buildings no effort is being made to mitigate the problem. At the very least the track should have high to very high attenuation and not standard. The buildings in question have 6 floors of underground carpark and consequently noise and vibration will echo through the hollow space. It is extraordinary such attenuation is not being contemplated for this section of track in the tunnel but is contemplated for track near Pitt Street and Martin Place.

Construction Noise: (See Chapter 10 of EIS). The construction proposals for the Barangaroo station will severely impact the quiet enjoyment of residents and businesses along Hickson Rd from central Barangaroo down to Towns Place. Residents and workers have had to put up with high noise levels during construction of Barangaroo Park. Construction and truck movements have been and continue to be disruptive. All construction and trucks should be placed on the Barangaroo central area where the proposed station is situated. Movement of trucks etc along Hickson Rd from the site to around Towns Place and Dalgety Rd should be extremely limited. Residents have had extremely bad experiences of trucks sitting outside on Hickson Rd and Towns Place idling at 4-5am in the morning while waiting to go on site. No amount of complaints made much difference.

Quiet enjoyment of our property is paramount and there is no thought being given to compensating residents. At the very least all construction should be kept as much as possible on the Barangaroo central area where there are no buildings.

Barangaroo wrongly situated: The proposed Barangaroo station is wrongly situated to achieve the objectives announced by the Premier (eg, reduce traffic at Wynyard and Martin Place and connect the old financial hub with the new at Barangaroo south and to ferry at Barangaroo south).

Number of commuters must go up at Martin Place since commuters will be able to go directly to it from the North Shore. As for Wynyard numbers, the numbers from the north may reduce as commuters can get off at Barangaroo instead of Wynyard and walk down. However, why would commuters change at Sydenham and go to Barangaroo and then walk back to the southern buildings when they can walk the same distance from Wynyard? This attitude will be pronounced in bad weather as the walk up Hickson Rd is open, while the walk from Wynyard is largely covered.

The Barangaroo station is also badly situated to encourage the high numbers expected to attend events in the new convention centres at the far southern end of the Barangaroo and

Darling Harbour complex to use the station and hence metro system. Town Hall and Wynward are much closer options to that end.

The idea of the station being important in connecting the two financial hubs is fanciful. Anyone near Martin Place wanting to go to the business hub at south Barangaroo is likely to walk down rather than get a train and walk up Hickson Rd. Similarly, why would anyone walk in the opposite direction to the Barangaroo station to get to Martin Place area when they can just walk up through Wydneyard? This will be exacerbated in bad weather (or indeed in hot weather).

Summary:

While the proposed metro may be good infrastructure, the station at Barangaroo is nothing more than a political grab. It is wrongly situated to make the best use of Barangaroo south and Darling Harbor and its connection to the CBD. The operational noise and vibration has not been properly attenuated and the construction noise will severely impact residents and workers for years as it is presently proposed.

Name: Richson Li

Chatswood, NSW
2067

Content:
Dear Sir/Madam,

I am very concerned about the proposed construction opposite my property.

Please find my submissions attached.

Regards,
Richson.

Re: Sydney Metro EIS submissions & recommendations **due June 27th**

Recommendations/solutions & concerns in response to the Environmental Impact Statement (EIS) addressed to the Department of Planning **before June 27** via:

Attention: Director, Transport Assessments ("DTA")
Website: www.majorprojects.planning.nsw.gov.au

Or post to: Director, Transport Assessments
Department of Planning and Environment
GPO Box 39 SYDNEY NSW 2001

PROPERTIES AFFECTED:

Nelson Street & Gordon Avenue

ISSUES AND RECOMMENDATIONS PROPOSED BY LOCAL RESIDENTS:

1/ ISSUE: Increased noise pollution from rail-corridor:

Issue is noise during Metro construction & operational noise when Metro is running: current noise levels are excessive and noise will increase due to:

- *EIS proposal for Metro tracks to be on concrete slabs between Albert Ave & Ausgrid site opposite 9-17 Nelson Street (EIS Ch.6, p135).¹

- *2 additional tracks (Metro) between Albert Ave & Ausgrid site for "high frequency trains" providing fast high capacity services.

- *Tracks will be moved west by 3m @ Gordon Ave/Nelson St.

SOLUTION: Using dampers is recommended instead of concrete slabs under tracks.

2/ ISSUE: Increased noise pollution from truck movements in Nelson St & Ausgrid dive site.

Truck movements during "dive" construction are expected to be:

- Demolition: 96 per day plus 78 light vehicles
- Excavation: 234 per day plus 248 light vehicles
- Tunnel excavation: 286 per day and 248 light vehicles
- Tunnel fit out: 254 per day and 248 light vehicles...

SOLUTION: Metro should not be allowed to use Nelson Street: Metro truck & vehicle access only from Mowbray Road, and not via Nelson Street.

3/ ISSUE: Traffic congestion & increased travelling time:

Due to EIS proposal for Nelson St Bridge to be closed permanently.

SOLUTIONS:

- *Nelson Street Bridge should be retained: not demolished permanently.

- *Signalization (traffic lights) at junction of Nelson St & Pacific Hwy. Otherwise, residents/tradesmen travelling north along Pacific Hwy would need to travel a circular loop through Chatswood CBD (Albert Ave), along narrow congested Orchard Road, to get to Nelson Street: no right-hand turns along Albert Avenue past Orchard Road.

- *To recommend "keep clear" signs to allow exit of Nelson St residents into Pacific Hwy: this exit is usually blocked when lights at Pacific Hwy are either red or green.

4/ ISSUE: Increased visual pollution.

1.5m trains will be visible above "noise wall".

The maximum height of the proposed rail-bridge (for northbound track T1) will be at Nelson Street, with 100-300 meters long grade either side.

SOLUTIONS:

- *Rail-bridge should not be built over Nelson Street.

- *Nelson Street Bridge should not be permanently closed.

¹ See EIS website, esp. ch.6-7: <http://sydneymetro.info/chatswood-to-sydney>

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Content:

Attn: The Director, Transport Assessments

RE: Project Number SSI 15_7400 Sydney Metro

Objection to the Blues Point Retrieval Site 23 June 2016

Dear Director

As a local resident living close to Blues Point Road and a frequent user of its facilities, I write to strongly OBJECT to the proposal to excavate Blues Point Reserve for a Metro Retrieval Site.

I believe the impacts on the quality of life of the local residents will be considerable, and urge your organisation to find an alternative (see below).

The impacts include the following:

 A devastating impact on Blues Point Reserve. This park is used throughout the year by visitors from all over Sydney, as well as local residents.

 People living close around the Reserve will be impacted hugely by noise, sound and atmospheric pollution, causing a sudden and catastrophic drop in their quality of life.

 The proposed removal of waste material from the excavation site and the delivery of concrete will result in frequent and persistent truck movements, which, I believe, the EIS has quantified. This will not only dramatically and catastrophically impact Blues Point Road, including local residents, shop owners, businesses, restaurants and diners, but will spread right into the heart of North Sydney, which already has a significant amount of weekday traffic. Trucks will bank up, tying up the road, making access to homes on and off Blues Point Road almost impossible. In fact, it would be hard to dream up a worse idea.

 Other impacts from the truck movements include: noise and vibration (causing much potential damage to surrounding heritage protected buildings and homes), pedestrian safety (especially for children and the elderly), general road safety, extended delays, and a significant amount of pollution heralding many potential poor health consequences.

 Removal of local parking (also impacting local business).

 All severely impacting a key historic area of Sydney.

There must be a better alternative than this. Surely it's within your department's capabilities to come up with a better plan?

For example, since a huge amount of work is going to be done at Barangaroo (where nobody lives) and Victoria Cross Station. Surely the boring heads and dirt/concrete exchange can happen there?

Or perhaps use barges from the harbor site instead of trucks?

I urge a rethink of this proposed retrieval site, as it has significant and catastrophic shortcomings.

Name: frances mullally

mcmahons point, NSW
2060

Content:

the excavations the Sydney metro tunnel would appear to be unnecessary and a great invasion on the lives of people in mcmahons point and the visitors that come to take in the views of the harbour Sydney has become a city of construction and unnecessary infrastructure development that is not always necessary and that appears to be motivated by money for those that are proposing it. The irreparable damage done to the site at blues point will be devastating and the weight of the trucks will be devastating to the whole of the precinct and structurally what will the impact be on properties in the area this is a shocking and horrific notion being planned for the blues point reserve.

Name: Peter Hourigan

Millers Point, NSW
2000

Content:
Peter and Beryl Hourigan
15 / 5 Towns Place
Millers Point NSW 2000

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

21 June 2016
Dear Director,

CHATSWOOD-SYDENHAM METRO: SS15 7400

I own and live in apartment 15/5 Towns Place Milers Point. While I support the proposed Sydney Metro proposal I have a number of objections to its proposed implementation. The most serious is relating to noise and vibration issues to my home, residents and businesses.

The current plans show the eastern tunnel passing beneath the north western corner of my building on Dalgety Road at a depth of 35 metres.

The tunnel continues south, in part below Dalgety Road and under the terraces on Dalgety Road to the new proposed metro station at Barangaroo. Those terraces on Dalgety Road sit on a sandstone escarpment approximately 10 metres above the road surface. This additional 10 metres adds to the 35 metre buffer between the tunnel and residents.

In contrast, the Towns Place building not only lacks this 10 metre buffer, but also has a car park to a depth of approximately 20 metres below ground level. This significantly reduces the buffer between the tunnel and building structure, exacerbating noise and vibrations issues.

The limited buffer could 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. Moving the tunnel west places the tunnel below much deeper bedrock where noise and vibration will not impact on any surface building.

Whilst best practise for this type of rapid transport system is for the rolling stock to have rubber wheels running on rubber tracks it is understood that for consistency the Metro's system will have steel wheels and tracks. While acknowledging the need for consistency, this track should have high quality attenuation measures installed. Particularly that part from the harbour to Barangaroo metro station. Demonstration of the noise and vibration attenuation should be a fundamental requirement for the design, construction and contract submissions.

The use of temporary stockpiling of spoil on Hickson Road before double handling and removal is unnecessary with modern construction processes. The spoil should just be removed from the area directly to its final destination, and this should not occur at night.

The proposal that the spoil may be removed from the area by barge should require its removal 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.

While these matter seem basic, it is unfortunately these simply issues are not neglected when dealing with complex issues.

I am happy to discuss my comments or be involved in any community engagement process.

Yours faithfully

Peter and Beryl Hourigan

CC

Mr Andrew Constance, Minister for Transport and Infrastructure,

Mr Tim Reardon, Secretary Transport for NSW, Level 6, 18 Lee Street CHIPPENDALE NSW 2008 (PO Box K659 HAYMARKET NSW 1240)

Peter and Beryl Hourigan
15 / 5 Towns Place
Millers Point NSW
2000

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

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Mr Tim Reardon, Secretary Transport for NSW, Level 6, 18 Lee Street CHIPPENDALE
NSW 2008 (PO Box K659 HAYMARKET NSW 1240)

Name: sydney pemberton

chatswood, NSW
2067

Content:

THIS PROJECT HAS SIGNIFICANT IMPACT ON SEVERAL SUBURBS OF SYDNEY AND THEREFORE IT HAS TO BE CAREFULLY EXAMINED BEFORE GOING AHEAD. THERE ARE SEVERAL OTHER MAJOR PROJECTS FOR TRANSPORT IN SYDNEY AND SURROUNDING SUBURBS LIKE LIGHT RAIL CORRIDORS ALONG METRO ROADS. IT IS SHAMEFUL THAT PREVIOUS GOVERNMENTS HAVE NEVER COMMITTED TO A LONG TERM INFRASTRUCTURE PLANNING. WE NEED A SECOND AIRPORT AND IMPROVED INTERCITY TRAINS TO BE AT THE TOP OF THE LIST.

Sydney Metro – Submission

Re: Metro Submission Application no SS1 15_7400

Attn: Director, Infrastructure Projects

Email: plan_comment@planning.gov.au

This submission is made on behalf of property owner

Sydney Pemberton of 2 Orchard Road Chatswood NSW 2067

I have been lived at 2 Orchard Road Chatswood for 31 years and share the boundary wooden fence with the Transport for NSW Railway T1 line cutting to the East of the Railway T1 Line. There is a wire fence which runs from the edge of my property at the end of Gilham Street (owned by Willoughby City Council) and Railway cutting to the beginning of my neighbours property at 6 Orchard Road.

In the time of living in No 2 the Railway property/open space department has replaced the shared fence. They have also sprayed noxious weeds which have invaded my garden. The extra line (siding) to store the trains from Chatswood Station to Nelson street bridge was constructed and the embankment was strengthened as well as a digital communication tower constructed which towers over my garage.

The Dive Construction for the new Sydney Metro Southwest Chatswood to Sydenham project has created some strong concerns and negative responses after going through the Environment Impact Statement Publications which I studied at Willoughby Council and Artarmon Library. I did find it useful attending two of the Community Info Sessions.

This project has a 7 year construction timetable. This will impact severely upon my day to day living and it will be continuous for 7 years. After that period of construction there will be another 3-4 year period when the site is demolished to make way for a commercial development project .

The following will cause noise pollution, visual impact and vibration damage to my property.

In the EIS summary pages 42-47

- The removal of Nelson Street Bridge and demolition of Ausgrid depot
- Construction of work site at the old Ausgrid sight
- New traffic arrangements with the potential of modified traffic light phasing at Orchard Road
- Construction of soldier piers (?) how many is not stated and how close to my property
- Re-alignment of T1 Northshore Line south railway line again no indication how close to my property
- Construction of dive for Metro tracks and metro tracks
- Pile driving for elevated bridge for T1 Northshore Line to go over Metro track/dive
- Truck movements at the Tunnel Construction Site (entering/leaving/spoil storage/removal/tunnel construction equipment/metro tracks/ station construction equipment, testing gear, metro trains equipment)

- Landscape removal from rail corridor on Western side of cutting
- Weekend work /24 hrs construction work at Dive site
- Noise levels will be up to 10DB which is unbelievable given the activities during the constructions list as indicated in the EIS. I am in the most affected area with my neighbours as listed above

The following is my submission regarding the works -

- A third operational site be sight be considered corner Mowbray Road and Pacific Highway site where the defunct water tower site is.
- I am requesting due to the unknown true level of noise pollution that a noise barrier be constructed from the top of the cutting on the Eastern side of the rail corridor at least 5 metres high with suitable landscaping to accompany it. This noise barrier is to run from Mowbray Rd through to Nelson Street.
- An acoustic shed built over excavation site at the dive work site – there is a mention this MAY be considered it should be obligatory
- all efforts to contain noise pollution where there is no acoustic cover especially vehicle noise at selected times for movement of spoil, equipment deliveries
- Noise barriers to be constructed to ameliorate all nuisance noise around Metro and T1 Lines along dive site and tunnel entrance and over bridge of T1
- The most up-to-date quiet rail wheels and rail lines (they do that in other countries rail systems around the world we should follow suit)
- Double glazing on all windows of my property and other residents in the area who will be impacted by this project
- A landscape plan for the site towards the end of construction which includes Nelson Street and Rail Corridor to Chatswood Station considering this is a South Chatswood Heritage area

EIS Report on Non Aboriginal Heritage Assessment Technical Paper

Fig 6 In this report it is noted that on the eastern side of the T1 Railway line it is a Conservation area. This area is within proposed construction are and there is a 25m Buffer (whatever that means)

It states in this part of the EIS there will be negligible impact on Mowbray House, which is hard to believe considering the amount of traffic in and out at the side of this property and on the worksite in general.

My house was built in 1884 and is listed as LEP Item 1105 and it also makes the same comment that there will be negligible impact on my property this again I am sceptical about and very concerned about this.

During the construction of the Rail line for Chatswood to Epping a report was conducted on the state of my property and cracks that were there at the beginning of the project and at the end. I wrote to

the project management that cracks had appeared that were larger and longer after the work had finished and I was told that it was caused by trees close to my property and had no recall.

I am fearful that this might be the case at the end of this project and again my observations and comments will be dismissed and I would have to take my case to court.

As I am a pensioner and plan to stay in my house for at least another 10 years or longer this project could impact so significantly on my lifestyle that I may be forced to move.

I hereby declare I have NOT made any political donations at all in the past 2 years.

Sydney Mary Pemberton

23 June 2016

Content:

I would like to object to use of Blues Point Reserve as a Temporary Metro Retrieval Site and the removal of waste material by trucks along Blues Point Road as it is the only access artery to much of McMahons Point and is a two lane road, very narrow in sections. The planned truck heavy movements over two years will no doubt

- damage the road
- affect pedestrian and motor vehicle safety
- Remove resident and business parking
- increase dirt,,noise and exhaust pollution

I suggest the waste should be removed at some other site by barge as was done in remedial work at HMAS Penguin after public uproar at the use of trucks. .State and Federal Governments should be approached to contribute to the use of barges.

Content:

See attached letter stating 5 reasons for objecting to the EIS.

Attention: Director, Infrastructure Projects
and Director ,Transport Assessments
Dept. of Planning & Environment.



Sydney Metro City and South-West; SSI 7400

Submission on the EIS

I **object** to this proposal in SSI 7400, on five grounds:

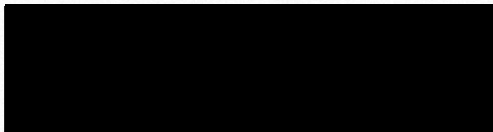
1. The harbour tunnel is assumed to pass through consolidated mud in its centre section where the bedrock is much deeper. The deep mud is assumed to be consolidated, but in east coast estuaries there are usually numerous layers of thixotropic mud, which liquify on disturbance. The NRMA sought to demutualize after it discovered its policy holders in the Sydney basin had built on these alluvial areas, which the Newcastle earthquake had demonstrated could not support heavy buildings. The Chatswood to Epping line crosses under the harbor at Fullers Bridge in a box tunnel engineered as a bridge, after excavation of a shallow dry site enclosed within interlocking sheet steel piles. At the depth at the proposed site, dry excavation is impractical, and underwater construction imperilled by the unstable collapse of overlying layers, and the continuous disturbance by large prawn "boils" (harvested continuously for 200 years). It is likely that this section of the harbor floor is riven by one or more of the volcanic dykes at bearing 110 degrees that reported at Balls Head and on the original Garden Island. And traverse the central Sydney area. It is unlikely that grout injection will suffice to support the sagging weight of the tubes, together with the undulating loads and deformations that moving loads produce in suspended structures
2. The overall track systems lacks sidings for stations, that would permit express services to pass. The inner city stations should have two levels, one for northbound, and a second level for southbound. Between city stations, the tunnels should be a vertical pair, instead of a horizontal pair. Each line should split into two lines horizontally, and alternating trains would stop alongside two of three platforms, allowing passengers to exit or enter on both sides simultaneously.
3. Chatswood interchange needs major reconstruction, as it failed to provide as many terminating bus stops as the preceding station bus terminal built by Council. The present situation is that the majority of bus termini are dispersed in former shopping areas on both sides of the present train line. A result has been the loss of almost all village shops supplying the local Chatswood community. The local Council, despite the addition of about 1500 off-street parking places, found it needed to install parking meters in residential streets close to the station. A much larger

bus interchange will be needed to accommodate greatly increased bus services during closure of the Epping line during construction of the metro.

4. The choice of train type is unsatisfyingly Spartan. It shows a failure of executives to recognize that they are competing with the motor car. This is particularly so for the wealthy commuters in the catchment areas served, who will be able to afford the high price of Metro travel, and who would be able to use their car as an alternative. They will expect that to be competitive in respect of customer comfort. How do you make train commuters happy!.....Refit a couple of metro carriages with seating manufactured by a struggling supplier of car front seats, and a seat display showing carriage information, forecast arrival time at destinations ahead.
5. It should be possible to fit car-style seats in rows of 3, two on one side and three on the other, leaving standing room in the aisle. One aim could be to fit at least two cars on every fourth train. Older passengers could wait up to 10 minutes for the comfortable train. In a fleet of 24 trains, only 6 would have this fit-out; a total of 12 carriages. As a further experiment, these carriages could be re-assembled into two complete car sets.

The EIS is a technical feasibility study. It does not pursue the other options far enough to demonstrate their inferiority in terms of Benefit/Cost ratio. A fundamental flaw is lack of an optimization study on the fractions of total line length devoted to overhead, surface, and tunneled lines, based on recent experience with the North West Metro. What is needed is a base case and extra options, such as more tunnels, on/off ramps, foundations for road bridges and tower blocks, etc., each option independently assessed for incremental benefit and cost, monitored by the Auditor General's office.

Yours Sincerely,

A large black rectangular box redacting the signature of the sender.

P.S. I have not made any political donations in the past two years.

Content:

My submission relates to the construction of the Crow's Nest metro station which will be situated directly behind our apartment building. I would like to know what provisions are being made for the following:

Entry to our carpark - Clarke Lane is our only access to our carpark. We are concerned about trucks and other equipment blocking the small laneway. We require 24/7 access.

Hume Street - We need this street to get into Clarke Lane. Will any part of it be closed to traffic?

Noise - Every unit in our block has bedrooms facing the construction site. We believe that construction will take place 24 hours. How will the noise be contained so that residents will be able to sleep ?

Is the metro going to be built deep enough so that we do not hear it going through under our building? We believe that it will be built 25 metres underground only, unlike other subways that are built at 40 metres. Will this affect the foundation of our building?

Privacy - with increased activity around the area, how will this impact the privacy of residents?

Name: Melissa Holmes

Umina Beach, NSW
2257

Content:

I own an investment property in the "Lyal" on Clarke Street, Crows Nest. I have a strong objection to the level of disturbance that will occur during the construction of the above works.

Key points are:

- a) Inadequate protection for residents with regards to night works;
- b) The significant impact of construction traffic and increased danger to residents using Clarke Lane
- c) The extensive time frame for construction
- d) The affect of construction on building stability
- e) The ongoing impact on current residential sanctity with increased noise from train and station operations

and ask that they look to compensate us by double glazing our windows, place rubber under the tracks to reduce the ongoing noise and define for us how long we will have to put up with the construction.

This will affect the residents quality of life enormously as they are used to a peaceful & reasonably quiet place to live.

Name: douglas fryer

Millers Point, NSW
2000

Content:

Mr Douglas & Mrs Maree Fryer
Unit 5 16 Dalgety Road. Millers Point NSW 2000.
Chatswood - Sydenham Metro.
SS15 7400

We object to the proposed alinement of the rail tunnel.

We have not made any political donations in the last 3 years.

We believe the rail tunnel will likely go under or extremely close to our home.

Our building extends several levels below the street (Dalgety Road) which is also cut well below the original ground level.

This would put the rail very close to our foundations and the structure of our home.

We believe the vibrations would significantly weaken or destroy our foundations and eventually the structure of our building.

Therefor this has a high likelihood of putting our Safety at a significant risk.

The vibrations can also cause harm to our health and with that affect our way of life. I have had a previous experience where outside vibrations have caused disorientation and headaches.

We ask, why put the rail line near housing when the whole of Barrangaroo North Park is only across the road and if the rail went under the park it would not affect any People and or Property.

Mr Douglas & Mrs Maree Fryer

Unit 5 16 Dalgety Road. Millers Point NSW 2000.

Chatswood – Sydenham Metro.

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