

Name: Victor Taffa

West Ryde, NSW
2114

Content:

Please kindly accept my Bankstown Metro Submission No. 1 as part of the EIS Process.

Bankstown Metro Submission No. 1

12 May 2016

Victor P Taffa

ATTENTION: Director, Infrastructure Projects

Please be advised that I oppose Rapid Transit Metro Rail Technology for Sydney, Brisbane and Melbourne and include Positive Alternatives as I do not oppose the construction of new Railway Lines.

Memberships

- Australian Railways Historical Society, New South Wales Division
- Sydney Tramways Museum

Special Interest Reasons

- Previously worked at David Jones Market Street, Sydney Store.
- Previously worked at South Sydney Leagues Club, Chalmers Street Redfern.
- Previously worked with Sydney City Council via Drake International.
- Previously worked as a Taxi Driver from October 2002-May 2007.
- Since 1975 I have been a regular heavy rail commuter.
- Since 2010 www.isput.com.au supports light rail and heavy rail in Sydney.
- www.isput.com.au (Improve Sydney Public Transport)
- www.isput.com.au receives constant visits and page views to site every day.
- Verbal commendation of ISPUT Website from Ron Christie, Fmr. Director-General
- Verbal commendation of ISPUT Website from Basil Hancock, RailCorp

Please be advised that all maps on the ISPUT website are drawn up in keeping with the principles of cartography and other historical factors.

Positive Alternatives

As opposed to Rapid Transit Metro Rail with carriages that has 70% standing capacity, the Bankstown Metro should be Heavy Rail Technology only with carriages of 70% seating capacity.

Heavy Rail will enable High Speed Rail (HSR aka Japan's Bullet Train) to operate at speeds of 450-500 km/h to every Capital City including Hobart via a roll-on roll-off Rail Ferry across Bass Strait.

Sydney Harbour Rail Tunnel

Heavy Rail will enable Sydney Harbour Rail Tunnel to operate services to:

- Epping-Chatswood Line
- Epping-Chatswood Line extends to Carlingford Line
- Carlingford Line extends to Liverpool via converted Bus Transitway
- North West Line
- North West/Richmond Line Overpass plus Double Track Diamond Junction
- Old Ropes Creek Branch Line corridor
- St. Mary's Interchange Platforms with Western Line

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ATTENTION: Director, Infrastructure Projects

- Western Sydney Airport Railway Station
- Western Sydney Orbital Railway Line
- Brookvale Railway Line
- Northern Beaches Railway Line
- Brisbane HSR Services

Central Railway Station

Currently directly below unused Platforms 26 & 27 is Platforms 24 & 25. Platforms 26 & 27 would be used for the Bradfield Second City Circle Railway Line and Canberra and Melbourne HSR Services as contained in www.isput.com.au

Bradfield Second City Circle Railway Line to be used by Inner West and Western Lines.

New island Platforms 28 & 29 would be built underneath Platforms 24 & 25 for this new Heavy Railway Line as the line continues onto Waterloo Railway Station in a natural direction.

Chatswood Railway Station

Heavy Rail allows easy conveyance of trains and will not jam up the North Shore Line.

Martin Place Railway Station

Heavy Rail enables the new line to diverge into Martin Place Railway Station via a slightly different alignment as the line continues onto Pitt Street Railway Station in a natural direction thus saving billions of dollars on new subterranean Metro Platforms. Money saved here can be used for construction of Central Railway Station Platforms 28 & 29.

Sydenham Railway Station

Heavy Rail allows easy conveyance of trains and will not jam up the Illawarra Line.

Bankstown Line

Heavy Rail allows easy conveyance of trains and will not jam up the Southern Line for fast expanding population at Liverpool.

Retain Bankstown Line as Heavy Rail and build extra tracks from Bankstown-Cabramatta to cater for growth in population.

Build extra tracks to enable temporary Railway Stations to be used while existing Railway Stations are upgraded with higher level, straighter platforms and lifts installed.

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These measures avoid closure of Bankstown Line. What roads close for upgrades? This Rapid Transit Metro Rail is a ploy by the Car Industry to destroy the Railways. Sydney's Heavy Rail Network coped very well during the Sydney 2000 Olympic Games and moves 1 Million People every weekday successfully.

Western and Illawarra Lines had extra tracks built with Railway Stations such as Newtown and Macdonaldtown losing Platforms to accommodate extra tracks.

Burwood Railway Station was moved across Burwood Road and was rebuilt.

North Strathfield Railway Station

North Strathfield Railway Station would be rebuilt as a twin island station with lifts while keeping Northern Line Trains running. However as trains would not be able to stop at North Strathfield buses would replace trains for North Strathfield commuters during the duration of the works. Details of how this would be achieved are contained in an article that I wrote. The link is as follows:

<http://www.southernthunderer.com.au/strathfield-hornsby-northern-line-commuters-kept-waiting-since-1949/>

Funding

The Transport Budget would become equal to that of Health and Education to pay for Higher Level, Straighter Platforms with lifts. New Heavy Railway Tracks and Lines built to cater for Sydney. Other funding formula includes:

- Federal Government
- State Government
- Private Consortium Involvement
- Railways Lottery
- Restaurant/Lounge Carriages
- Railway Bonds

Facebook Message

Please be advised of the Facebook Message that I posted about the Bankstown Metro Victor Phillip Taffa 13 hrs (11 May 2016)

BANKSTOWN METRO RAIL ENVIRONMENTAL IMPACT STATEMENT (EIS)

The EIS for the Bankstown Metro Rail Project spells utter chaos for the Heavy Rail Network that moves 1 Million People every weekday successfully.

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This lazy, sloppy idea presumes that the Rail Network will carry on and both Heavy Rail and Metro Rail Technology will fit neatly together.

It is like trying to fit a square block into a round hole.

Total and utter stupidity by Rodd Staples and other Transport Officials.

During the EIS Process for the Rozelle Metro Rail Project, I met Rodd Staples at Ryde Bowling Club in 2008.

He sought to belittle me and treated me with disdain.

Firstly the Bankstown and Epping-Chatswood Railway Lines will be closed for 6-12 months for conversion to Metro Lines and sold.

At Chatswood Railway Station the North Shore Line will be jammed up with both Heavy Rail and Metro.

Martin Place Railway Station will have subterranean Metro Platforms just so we can be like the London Tube where Sydney has 15 Million People to move.

At Central Railway Station Platforms 13, 14 and 15 will be removed just to accommodate Metro Platforms.

There are some people who want to terminate all Interurban and Interstate trains at Strathfield and do to Central Station what they did to Newcastle Railway Station.

At Sydenham Railway Station the Illawarra Line will be jammed as the Metro Line comes from underground onto the surface Bankstown Line.

During the Premiership of Barry O'Farrell Public Submissions were called for the extension of the North West Line into Marsden Park or onto the Richmond Line.

During the Premiership of Barry O'Farrell Public Submissions were called for the extension of the South West Line.

Premier Mike Baird is doing the bidding of the Car Industry in completely jamming up the Heavy Rail Network.

Line by Line, Sydney's Tramway Network was closed.

Line by Line, Sydney's Heavy Rail Network will either convert to Metro or be closed.

The Newcastle Railway Line is an example of what is in store.

People such as Rodd Staples should resign before Sydney loses one of the world's best and largest metropolitan rail networks.

Howard Collins who is a nice man was the head of the London Tube and brought out to Sydney to supposedly bring our rail network up to modern standards before being sold off.

Name: Victor Taffa

West Ryde, NSW
2114

Content:

Please be advised that I support Heavy Rail only.

Please be advised that I have renamed my submission to reflect the name. Chatswood-Sydenham EIS Submission No. 1

Chatswood-Sydenham Metro Environmental Impact Statement Submission No. 1

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4/69a Darvall Road
West Ryde NSW 2114
PH: 02 9874 1542
PH: 0416 134 650

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Page 4 of 4

4/69a Darvall Road

West Ryde NSW 2114

PH: 02 9874 1542

PH: 0416 134 650

Name: Hamish202 Campbell

Sydney, NSW
2065

Content:

Attention: Director, Infrastructure Projects

I believe a metro station at the Artarmon substation site is a major oversight. This is will service a growing business park population, and broader residential areas not with the current North Shore line catchments. I would like the planning team to reconsider adding a metro station to this site.

Kind Regards,
Hamish

Name: Patricia Betar

Waterloo, NSW
2017

Content:

I have lived and worked in Waterloo and worked in Alexandria for over twenty years. I live in Raglan Street and am deeply concerned with the proposal to build an underground Station at the bottom of Raglan St, between Raglan and Wellington and Cope St and Botany Rd. This is already a heavily congested area with residents, shops and cars, what plans are in place to deal with the added traffic the construction will cause? What plans are in place to protect residents from traffic congestion and delays, noise and air pollution created from the movement of trucks and equipment and building materials?

What strategies have you in place to deal with the extra parking from people wanting to access the Station, especially people from Green Square? Where will residents park?

What is wrong with expanding the underutilised Green Square Station instead of building a completely new Station? Green Square is new but only goes to Mascot and the City! Utilise what we already have, there is more room there for the development anyway, The site you propose in Waterloo is already crowded with people, cars and shops, this will just make it worse.

Sincerely

Content:

This station is now 10 years overdue... After living in Australia now for almost 50 years at the age of 79 my conclusion is that you are easily 30 years behind Spain in trains, roads and lighting... Why? Please send your younger parts to Spain to learn on all levels of infrastructure and adapt them forthwith. Spain's has the best free ways and higher speed trains at 300km an hour in between all the main cities and the many of suburban trains and underground are modern with up to date communication for passengers.

Name: peter Ennis

Epping, NSW
2121

Content:

It was very disappointing to find out the rail for the project will be supplied from Spain. Aurriumn South Australia (Whyalla Steel Works) who could have rolled the rail at the required kilograms per metre were over looked. There is no use having Buy Australian advertisements with respect buy SPC fruit when the Government spends millions of Dollars buying steel that could have been purchased in Australia made by Australians?

If it can be produced in Australia why buy a FOREIGN product?????.

It is very frustrating as I am a real Australian, why does the Government not support US the people?

Regards PTE.

Name: Joanne Death

Waterloo, NSW
2017

Content:

I am objecting to the location of the proposed Metro Waterloo station.

Ron Hoenig MP, state member for Heffron, summed it up well:

Why you would place a railway station just 10 minutes' walk north of Redfern Railway Station and 10 minutes' walk south of Green Square Railway Station is beyond me?

The proposed location is also within 100 metres of a bus stop located on Botany Road that service commuters with direct runs to and from Central and other city centres.

The underground Metro station would be better placed around the vicinity of Danks Street and Crystal Street, Waterloo, where the influx of thousands of new residents in high density apartments have meant current bus services do not have the capacity to meet demand.

Tens of thousands of new residents have moved into the vicinity of Danks Street, Bourke Street and Crystal Street. I am inundated with calls from residents living around the Bourke Street and Dank Street precincts for more bus services because they are tired of having to fight for a spot on a bus each morning.

Placing the Sydney Metro railway station around the Danks Street and Crystal Street precinct would provide residents with much needed public transport options and remove cars from gridlocked street.

Danks Street and Crystal Street is also a short 10 minute walk from East Village, Zetland, where fifty thousand of new residents are slated to move in, again with limited options for public transport.

The location of the metro would much better serve the area if it was located where the higher density housing is, as well as encourage visitors to the Danks St precinct.

Name: Ian Mountain

Winmalee, NSW
2777

Content:

This transport system must include provision for bicycle integration. Metro stations need to be connected to and by a separated bike path network with the ability to take bikes on the train. Bike storage on the metro trains needs to be specific, not the dogs breakfast that it currently is. True transport integration is the only way to improve moving people around the city - not doing it bit by bit, and not by building more roads for cars! Don't cock it up!

Content:

I would like to express my concerns about Artarmon substation which will be located on Butchers Lane, Artarmon. This substation is very close to new campus of Artarmon Public School which is located at Barton Rd, Artarmon and residential buildings. The radiation from substation will impact health of student and residence in Artarmon. Please reconsider the location of substation, can it relocate to Artarmon Industry Area to minimize impact of children's health.

This project is double investment and would not make much difference for Sydney's traffic in NorthShore area. South west to NorthShore has already linked by City Rail northShore line, we should invest more on City Rail to improve current railway. This metro should be built for Central Coast to City and Central West to City.

Content:

I support the project. It is high time Sydney had a world-class rail service to the CBD and if done well this should be the first step.

Please ensure that escalators and station entry/exit gates have copious spare capacity to enable speedy entry and exit of passengers.

Please ensure that at least 50% of the train carriages are designated as quiet zones for those of us who like to read or sit in peace uninterrupted by the constant rattling of those who see it as important to talk for 30 minutes straight on their cell phones in any number of foreign languages or conduct arguments and swear at high volumes.

The etiquette of cell phone users is appalling and has a major negative impact on other passengers comforts.

Content:

pls see the pdf below. I object to the current metro proposal on the grounds of lack of stations for alexandria and st peters, inadequate consultation with the residents of inner-city suburbs being bypassed by this mass transit system and inadequate transport modelling of the metro's ability to reduce inner-city traffic congestion especially in relation to the areas increasing population growth and the 60,000 cars projected to flow through alexandria as part of the westconnex project.

Sydney Metro City & Southwest Chatswood to Sydenham Environmental Impact Statement Exhibition

Metro EIS demanding objection : Demanding extra stations for Alexandria and St Peters

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.

Further detail supporting this objection and the demand for additional Metro stations (Alexandria and St Peters) follows.

1. Additional (Alexandria and St Peters) Metro stations

I object on the grounds that the current proposal does not provide Metro stations at Alexandria and St Peters.

2. Inadequate public consultation

I object due to the inadequate public consultation has been undertaken with Alexandria, St Peters and Erskineville residents on additional stations on the Central to Sydenham Metro route.

3. Inadequate traffic modelling

I object on the grounds that the current EIS does not adequately model how additional Metro stations could reduce traffic associated with the Westconnex Project.

Detail supporting these objections

1. Additional (Alexandria and St Peters) Metro stations

The current proposal does not provide metro stations at Alexandria and St Peters. I petition that extra Metro stations be provided at Alexandria and St Peters.

This would provide a mass-transit inner-city transport system and transport integration providing cross-town interconnectivity. It would provide mass-transit systems for the areas' doubled population, reduce chronic over-crowding on Erskineville station and reduce inner-city congestion.

2. Inadequate public consultation

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

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

3. Inadequate traffic modelling

The current Metro EIS does not model any relationship between the Metro (Waterloo to Sydenham) and Westconnex traffic impact, despite the Metro line running under Euston Road and St Peters, despite the proximity of the two projects. The EIS has no modelling of additional Metro stations (Alexandria and St Peters) ability to reduce the impact of traffic on the road network.

Declaration:

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

Yours Faithfully

Name: Anne-Marie Sirca

Greenwich , NSW
2065

Content:

Attn: Director, Infrastructure Projects

cc: Anthony Roberts, State Member for Lane Cove

Re: Adding a new train station in Lane Cove

Dear Sir/Madam,

Please could you add a new station along this line which goes through Lane Cove?

A huge opportunity is being missed by not adding a new train station in Lane Cove, between Artarmon and Crows Nest. Lane Cove is already so stretched with public transport, where people are queued around into the side street to even catch a bus to the city from the corner of Longueville Rd/Epping Rd. There are also so many new apartments going in, but the transport infrastructure is already beyond capacity. Buses already go past that intersection, already full, and all the waiting people cannot get on. Obviously it would cost more, but the cost/benefit would be really worth it as Lane Cove is growing so fast and is still so close to the city but lacking in public transport options.

Additional buses could run from Lane Cove West to the new station again, supporting all the new apartments going up there too. The influx of population in that area is so large, the local school has nearly 1000 students. Lane Cove public school also has 1000 students. This same train station can serve all the apartments on the northern side of Epping Road as well.

The other major transport issue that a new station in Lane Cove could solve is the volume of backlogged buses going over the Harbour Bridge queueing up to get into York Street.

It's great to have a new train line going in to relieve the pressure/limitations of the volume per hour of trains crossing the harbour. I also think it is good to have north shore trains going directly into the city's east as this has always been a sticking point with train services. I do think it's a waste to have a new train station at Crows Nest because this area is already serviced by St Leonards station (only a 2 minute walk away).

I do invite you to come and stand at the Lane Cove bus stops and see the congestion and queues of people who can't get on the next bus that goes by. I also invite you to view all the new unit developments in the area which cannot realistically be accommodated with the current transport options.

Mr Roberts, may I ask that you also support this initiative and lobby Mr Baird? Having been on the Lane Cove Council for many years, you would understand the pressures the suburb is already under. I believe a new train station in Lane Cove would help solve a number of issues as outlined above.

Regards,

Mrs Anne-Marie Sirca

Greenwich NSW 2065

Name: greg woodhams

North Ryde, NSW
2113

Content:

The report prepared by SLR Consulting - Chapter 10 Construction Noise and Vibration- incorrectly identifies at page 423 the property at 402-420 Pacific Highway as a Commercial land use.

I own a residential strata apartment within that building which is directly opposite the construction site for the Crows Nest Station. The report indicates that the building at 420 Pacific Highway will experience significant noise and vibration impacts associated with the construction of the project extending for a period in excess of 4 years. The incorrect identification of the land use means that the standards used to assess the impacts and the necessary mitigation measures are incorrect. I request that the report be revised to apply the correct standards and a revised assessment report be issued to identify the impacts and mitigation measures that will be required to ameliorate the expected impacts based on a residential use of the property. This will influence the hours of construction, including blasting and rock breaking, and the installation of noise attenuation barriers to reduce the noise dispersal toward the property. Please ensure that the report is provided on the Department's website and that I am advised of the timing of the report for inspection.

Name: Matthew Gee Kwun Chan

Earlwood, NSW
2206

Content:
please find attachment.

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As of 19 May 2016

I am a visually impaired person who has recently completed a public transport planning unit at the University of New South Wales. I thank you for the opportunity in making the below submission. I am writing as a non-developer private citizen however I will disclose that my parents own a small business premise, listed in your plans for Campsie as to be in future rezoned for high rise development and that they have participated in community consultations in relations to the Campsie RSL redevelopment.

Whilst I am mostly supportive of the new line between Liverpool and Chatswood via Barangaroo (even if the line between Liverpool to Sydenham is same), I have a number of concerns and questions that have yet to be resolved satisfactorily.

Concerns for Chatswood to Sydenham

1. If safety is number one, how will persons with special needs especially persons with disabilities and with wheel type vehicles access your metro trains if you propose to have 1 train every 2 minutes in terms of time to embark and disembark? Would your system allow for additional time to embark or disembark your metro trains? How will you train persons with special needs to quickly embark and disembark your trains?
2. In reclassifying the train network as 3 tiers: Metro, suburban double decker and inter-city, would you want all suburban train lines on train maps indicated as a single colour? It would be preferable to have sub-tiers label for both double decker suburban trains and inter-urban trains as in distinguishing T2A North Shore/Parramatta from t2B Campbelltown/Airport; t3a Gosford and t3b Wollongong.
3. The issue of the need to widen roads for the metro line may be addressed by not widening the road and instead blocking off roads, or widening road and inserting bus lanes.
4. In relations to lack of station between Martin Place and Barangaroo, if the location goes near the Sydney Opera House then it should provide an additional station to

interchange with other modes including light rail. If it is not possible based on heritage and engineering constraints to have an additional station between Martin Place and Barangaroo near the Sydney Opera House, then improvements to wayfinding on routes between Martin Place, Sydney Opera House and Barangaroo are required.

5. What would the transport planning response be for bus between Crows Nest station and St Leonards station as well as train journey between Crows Nest and St Leonards station via Chatswood becomes overloaded in both peak and off-peak times?
6. You say that there would be medical businesses springing up around North Shore Hospital, what plans are there to increase densities of buildings on the Lane Cove side of St Leonards?
7. Is it possible to relocate the heritage buildings instead of slating them for demolition as stated in Chapter 16 and 27?
8. The lack of stations between Central and Sydenham. If the NSW Government implements the recent Infrastructure Australia report as of 17 February 2016, and base on your documents in relations to Alexandria, it is questionable whether there would be additional funds for additional underground platforms at Green Square; St Peters or Mascot; and Sydenham. If highway infrastructure can be proposed around Sydney Park, St Peters, why not also railway infrastructure to go through there? It make more sense to your claim of connecting to the Airport if there is a connection to the Airport line requiring additional platforms at least in Green Square . What would the transport planning response be when 309, 310 and 370 becomes overloaded in peak and off-peak times?
9. In increasing capacity at Sydenham, where on the other end of platform would a second concourse be located to cope with additional passengers?
10. Your information provided attempts to mitigate flooding around building site and at stations. Information is lacking on proposed performance of driverless trains in heavy rain including occasional East Coast Lows when track line becomes flooded. At what level of flooding would interrupt driverless train services?
11. Is it appropriate to bunch up buses and bus stops to the point where persons are unable to access buses?

Things outside your scope that is somehow relevant

1. Having all platforms of Redfern with lift/elevator access with next platform to obtain lifts should be 4/5 then 8/9 along with roof cover of passenger bridge to barrier gates near 11/12.
2. Having accessible elevators for towers in 1 Lawson Square, Redfern, accessible that speak level number, have braille labels on buttons and reduce gap.
3. Converting line between Strathfield to Chatswood via Concord West to either light rail or separate metro line.
4. An additional pedestrian/cycle bridge along Bayview Road, Earlwood crossing Cooks River along with raising terrain on Tempe side and pavement long

Bayview Avenue on Gough Whitlam Park Earlwood side to increase public transport use by Earlwood/Undercliff residents and to events in Gough Whitlam Park, which is missing from both Bicycling and Walking plans. Zebra crossing through Refuge Island would increase congestion on existing pedestrian/cycle bridge on Waterworth side of Bayview Avenue crossing Cooks River. This relates to the rapid services to Hurstville. The Hurstville rapid/metro service questions how Illawarra trains go through to CBD and the possibility of turn-back at Penshurst with only one pair of track. A Bondi Junction to Hurstville metro would require burying Wolli Creek platform to and from Airport as well as burying Turrella station to untangle criss-cross tracks.

5. A permanent Pedestrian zebra crossing over Hickson Road following conclusion of use of temporary crossing for access to 311, 324 and 325 buses on both sides near entrance to Cutaway Park and Barangaroo Reserve with questions of whether bus stop facilities, telegraph poles, parking spaces and trees be relocated and removal of refuge islands and footpath widening.
6. If the station does not have an access toilet but there is an access toilet outside and near the station, would the website about stations state the location of those access toilets near but outside stations?

Things for Sydenham to Liverpool in advance

1. Concern of where second concourse for Canterbury and Campsie stations to cope with additional capacity. Again for Campsie, the second concourse have three options: underneath Anglo Road Park, underneath North Parade and underneath Campsie RSL carpark
2. A number of stations do not have tactile indicators or elevators.
3. For Canterbury station, you will need to relocate station building on platform 1 several metres in order to relocate stairs on platform 1, raise passenger bridge to concourse level, insert staircase for Platform 2 and elevators for both platforms and ramp access from street to concourse. The slope on Canterbury Road from Canterbury station would require mitigation for persons with a set of wheels (bicycle, scooter, pram and wheelchair).
4. Cabramatta and Warwick Farm stations require additional platforms to avoid blocking existing Sydney trains
5. If a metro line route between Bankstown and Liverpool ignores the route provided by existing double decker train line, then the line between Bankstown, Cabramatta and Lidcombe creates questions of extension of double decker line, conversion to separate metro line or conversion to light rail. One option perhaps is to convert Bankstown to Cabramatta to light rail and then extend line to meet with the South West Rail link Extension corridor.
6. With the line from Sydenham to Liverpool to be converted to metro, the plan of what to do with line between Birrong and Lidcombe is insufficient as double decker heavy rail will have difficulties of reaching maintenance depot. As part of your business case that you research Macarthur, Riverwood, Punchbowl, then Birrong to Hurstville via

Strathfield either Burwood, Enfield, Campsie, South Belmore (Canterbury Hospital), Kingsgrove or Burwood, Croyden Park, Campsie, Clempton Park, Bexley North, Bexley, Rockdale (passengers queuing for bus stuck in airport), both with mixture of tunnel from Berala, above ground and tunnel near Hurstville to connect back with Penshurst in order to find maintenance depot. Where in Campsie the heavy rail is positioned would determine the route: closer to Beamish street or east of Beamish street means yes to Burwood and Rockdale but too far from Canterbury hospital and would overshadow war memorial; whereas further west of Beamish street and closer to Canterbury hospital would mean bypassing Burwood and Rockdale, being a distance away from Campsie shopping strip and going through existing land use facilities like Anglo road park and Belmore stadium. Whilst you say it is not necessary after disconnecting Bankstown to Sydenham, the above will investigation will be necessary after disconnecting Bondi Junction to Hurstville, Bankstown to Sydenham and Bankstown to Liverpool.

7. Base on the assumption that Clyde to Carlingford in part would be converted to light rail, it may be possible to assume that Birrong to Lidcombe post-metro could also go the same way. With the limited information I have, a light rail from Birrong to Hurstville would require having track surfacing to street level between Berala and Lidcombe to go on roads adjacent to railway track connecting to Railway parade in Burwood, elevator access for wheelchair access to go from Railway Parade to Strathfield TAFE campus, bridge over cooks river to line up with Beamish Street, a second accessible entrance to Bexley North railway station, the other streets suggest for connection include Northcote street and Homer street in Earlwood, Wolli avenue in Bardwell park and Bexley North and Shaw street in Bexley North and Kingsgrove. There is a question whether such a zig zag light rail going to Hurstville would go to Revesby, Milperra and return to Birrong by tunnel.
8. With the above information, a metro rail circle may be another option.
9. Base on the small amount of information gathered, any plans to redevelop Campsie RSL and the conversion to high rise of the block on the other side of Anglo Road Park, will have to be revised to accommodate for any future plans for above ground double decker heavy rail or above ground metro perpendicular to the existing Bankstown heavy rail soon to be converted to metro line.
10. The area of Anglo Road Park can be increase if a section of Anglo Road is blocked off and car parking is removed.
11. A direct footpath corridor involving ramps and avoids stairs and steep gradients, is required between Canterbury train station and playground on Cooks River near former Sugar Mill.

I look forward to your response to the above.

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Name: Daniel Mendes

Wahroonga, NSW
2076

Content:

Whilst I support the fact that commuters will be able to switch from the old system to the new system quickly as well as the fact that it will reduce congestion in Sydney.

However, the only thing that I oppose in the second stage of this project is the fact that buildings in and around Martin Place are looking to be demolished just to provide access to the new stations.

Those buildings should still remain where they are and just build the entrances to the Metro either within those buildings or relocated completely.

Name: [REDACTED]

Chatswood, NSW
2067

Content:
Dear Director, Transport Assessments (NSW Planning & Environment)

Re: Sydney Metro City & Southwest - Chatswood to Sydenham

With respect to the Chatswood Dive location (option 3), I want to object to this project for the following reasons.

- * The impact to the safety of disabled (e.g. in wheelchairs), pedestrians, skateboard riders, cyclists, motorists and rail workers has been "grossly understated" in the EIS. The real impact to public safety is largely ignored and in some instances stated to be of a very low risk when this will not be the case at all.
- * The closure of Nelson St rail over bridge should not be allowed to occur, especially when there are better options available.
- * There is a reference to maximum permissible noise levels being exceeded yet the remedy offered is stated as being unlikely to occur.
- * There is unacceptable implication that Noise levels will be exceeded beyond that which is permitted by law.
- * Damage to the local environment is trivialised.
- * Those to be mostly impacted by the project were not properly consulted with at the outset.

To expand in more detail,

1. The impact to the safety of disabled (in wheelchairs), pedestrians, cyclists, skateboard riders, motorists and rail workers has been "grossly understated" in the EIS. The real impact to public safety is largely ignored and in some instances stated to be of a very low risk when this will not be the case at all.
 - a) The alternate routes shown for disabled (in wheelchairs), pedestrians, cyclists and skate board riders when Frank Channon Walk is closed are not suitable for that combination of traffic. Aka these alternate routes are not fit for purpose. The pathways and road ways are extremely narrow in comparison to Frank Channon Walk. The consequence of this being allowed to occur would present a dangerous environment for pedestrians, cyclists and nearby motorists.
 - b) Building dual right turn lanes from Pacific Hwy (City bound) into Mowbray Rd appears to be unviable. There is no detailed information furnished on exactly how this would be achieved. Without these right turn lanes, there would be severe impact to traffic congestion on a major arterial road (Pacific Hwy) that would in fact reverse the improvements in safety made over a number of years already by NSW Roads and Maritime.
 - c) Building extra rail lines in the rail corridor (and specifically of a different rail gauge to the existing rail lines) between Chatswood Station and the Chatswood Dive (option 3), will remove the current access leading in from Hopetoun Avenue that is used by rail track maintenance workers, graffiti removalists and the digital radio tower maintenance teams to name a few. If this construction were allowed to occur, the level of safety for these teams of workers would be significantly reduced. Noting also that this is a major track location and the opportunities for maintenance works are limited.
 - d) The rail corridor at this location is of prime importance to City Rail where trains park here day in day out. Should the capability be removed, it would seem there would be a function removed that will detract from the safety of the public at large.
 - e) Police often access these areas via the entrance at Hopetoun Avenue or the stair case from Nelson St rail over bridge to apprehend Graffiti vandals. This project would remove this existing safe access infrastructure and would result in creating a more dangerous situation for the Police who are going about their duties.
2. The closure of Nelson St rail over bridge should not be allowed to occur
 - a) The options leading to the decision for the current Chatswood Dive option 3 was not brought to the attention of the public until at the first public meetings which were held. As a consequence the bulk of the public to be impacted by the Dive options were not in attendance at that meeting. The feedback from the public at those meeting led to the decision of the Dive location being moved away from St Leonards.
 - b) Chatswood Dive options 1 and 2 were first brought to my attention in the current EIS submission. In my view, these are both better options than Chatswood Dive option 3 and would not require closure of the Nelson St rail over bridge.
 - c) Building dual right turn lanes from Pacific Hwy (City bound) into Mowbray Rd appears to be unviable.
 - d) It is ironic that Sydney Metro wants to make changes to the surrounding roadways for the construction site, in terms of making a

bunch of changes to road ways and traffic controls to suit their own purposes, yet go on to simply state that the impact to those living on Nelson St will be minimal. This is yet another gross understatement targeted solely for the benefit of the Sydney Metro project.

e) Who says the Government has a right to just come and knock out the bridge to suit this project, especially when there are other better options available that were simply ignored for cost reasons.

f) The reason for Nelson St is also inappropriately described. In addition for traffic using Nelson St to access Mowbray Rd (which is probably minimal), Nelson St is also an arterial pressure access for traffic to reach locations via the Pacific Highway. These locations include the City, North Sydney, Airport and the Lane Cove tunnel that extends to the great Sydney region... This greater use of Nelson St is omitted. The count of traffic did not include this specific situation.

3. There is a reference to maximum permissible noise levels being exceeded yet the remedy offered is stated as being unlikely to occur

a) I live at [REDACTED] the report states that the noise levels will exceed that permitted [REDACTED] yet it is unlikely the remedy [REDACTED] will occur. No remedy is offered.

b) I have been in contact with Sydney Metro multiple times and this is the first time I'm hearing about this excess noise level issue.

4. There is unacceptable implication that Noise levels will be exceeded beyond that which is permitted by law.

a) As above in 3/. It would seem that Sydney Metro's position is that we couldn't care less if they break the law.

b) There are references that indicate the maximum permissible noise levels will be exceeded after hours for many years and absolutely no remedy is offered to nearby residents. In fact the omission of such a remedy is somewhat disturbing. It reeks of a Government that would simply ignore laws, rules and the impact to those nearby, when it suits their own agenda where Noise is concerned.

5. Damage to the local environment is trivialised

a) Over a number of years, City Rail has grown vines on the existing Frank Channon Walk wall adjacent to the corridor. This is great for the environment and also provides a barrier against graffiti. No doubt this project will destroy all of that.

b) There is a very old and very large tree just inside the rail corridor at Nelson St rail over bridge. No doubt that when this section of the corridor was built years ago it was decided that this tree was too important to cut down. This project will cut down that tree.

6. People who will be mostly impacted were not properly consulted with at the outset.

a) An initial mail out omitted key information about the options of Dive locations in Chatswood and St Leonards, where public feedback at the first meeting led to the decision of Chatswood Dive option 3. In my view this was a deliberate act on the part of the Sydney Metro team. The Chatswood Dive location residents would simply have been informed by Sydney Metro in an initial flyer that there was a project underway. The clear and present impact to them in terms of selection of the Dive location from a range of options was not provided in that document. Many people did not attend those meetings thinking there was no impact to them.

Kind Regards, David

[REDACTED]

23rd May 2016

Hello,

With respect to the Chatswood Dive location, I want to object to this project for the following reasons.

- The impact to the safety of disabled (e.g. in wheelchairs), pedestrians, skateboard riders, cyclists, motorists and rail workers has been “grossly understated” in the EIS. The real impact to public safety is largely ignored and in some instances stated to be of a very low risk when this will not be the case at all.
- The closure of Nelson St rail over bridge should not be allowed to occur, especially when there are better options available.
- There is a reference to maximum permissible noise levels being exceeded yet the remedy offered is stated as being unlikely to occur.
- There is unacceptable implication that Noise levels will be exceeded beyond that which is permitted by law.
- Damage to the local environment is trivialised.
- Those to be mostly impacted by the project were not properly consulted with at the outset.

To expand in more detail,

1. The impact to the safety of disabled (in wheelchairs), pedestrians, cyclists, skateboard riders, motorists and rail workers has been “grossly understated” in the EIS. The real impact to public safety is largely ignored and in some instances stated to be of a very low risk when this will not be the case at all.

- a) The alternate routes shown for disabled (in wheelchairs), pedestrians, cyclists and skateboard riders when Frank Channon Walk is closed are not suitable for that combination of traffic. Aka these alternate routes are not fit for purpose. The pathways and road ways are extremely narrow in comparison to Frank Channon Walk. The consequence of this being allowed to occur would present a dangerous environment for pedestrians, cyclists and nearby motorists.
- b) Building dual right turn lanes from Pacific Hwy (City bound) into Mowbray Rd appears to be unviable. There is no detailed information furnished on exactly how this would be achieved. Without these right turn lanes, there would be severe impact to traffic congestion on a major arterial road (Pacific Hwy) that would in fact reverse the improvements in safety made over a number of years already by NSW Roads and Maritime.
- c) Building extra rail lines in the rail corridor (and specifically of a different rail gauge to the existing rail lines) between Chatswood Station and the Chatswood Dive (option 3), will remove the current access leading in from Hopetoun Avenue that is used by rail track maintenance workers, graffiti removalists and the digital radio tower maintenance teams to name a few. If this construction were allowed to occur, the level of safety for these teams of workers would be significantly reduced. Noting also that this is a major track location and the opportunities for maintenance works are limited.
- d) The rail corridor at this location is of prime importance to City Rail where trains park here day in day out. Should the capability be removed, it would seem there would be a function removed that will detract from the safety of the public at large.
- e) Police often access these areas via the entrance at Hopetoun Avenue or the stair case from Nelson St rail over bridge to apprehend Graffiti vandals. This project would remove this existing safe access infrastructure and would result in creating a more dangerous situation for the Police who are going about their duties.

2. The closure of Nelson St rail over bridge should not be allowed to occur

- a) The options leading to the decision for the current Chatswood Dive option 3 was not brought to the attention of the public until at the first public meetings which were held. As a consequence the bulk of the public to be impacted by the Dive options were not in attendance at that meeting. The feedback from the public at those meeting led to the decision of the Dive location being moved away from St Leonards.
- b) Chatswood Dive options 1 and 2 were first brought to my attention in the current EIS submission. In my view, these are both better options than Chatswood Dive option 3 and would not require closure of the Nelson St rail over bridge.
- c) Building dual right turn lanes from Pacific Hwy (City bound) into Mowbray Rd appears to be unviable.
- d) It is ironic that Sydney Metro wants to make changes to the surrounding roadways for the construction site, in terms of making a bunch of changes to road ways and traffic controls to suit their own purposes, yet go on to simply state that the impact to those living on Nelson St will be minimal. This is yet another gross understatement targeted solely for the benefit of the Sydney Metro project.
- e) Who says the Government has a right to just come and knock out the bridge to suit this project, especially when there are other better options available that were simply ignored for cost reasons.
- f) The reason for Nelson St is also inappropriately described. In addition for traffic using Nelson St to access Mowbray Rd (which is probably minimal), Nelson St is also an arterial pressure access for traffic to reach locations via the Pacific Highway. These locations include the City, North Sydney, Airport and the Lane Cove tunnel that extends to the great Sydney region... This greater use of Nelson St is omitted. The count of traffic did not include this specific situation.

3. There is a reference to maximum permissible noise levels being exceeded yet the remedy offered is stated as being unlikely to occur

- a) I live at 9-11 Nelson St Chatswood on level 3 overlooking the rail corridor. However noting that in the EIS, this location is referred to as 1-3 Gordon Ave, Chatswood. This is a neighbouring property. In any case the report states that the noise levels will exceed that permitted (particularly for those like me on the upper level), yet it is unlikely the remedy of building up the wall along Frank Channon Walk will occur. No remedy is offered.
- b) I have been in contact with Sydney Metro multiple times and this is the first time I'm hearing about this excess noise level issue.

4. There is unacceptable implication that Noise levels will be exceeded beyond that which is permitted by law.

- a) As above in 3/. It would seem that Sydney Metro's position is that we couldn't care less if they break the law.
- b) There are references that indicate the maximum permissible noise levels will be exceeded after hours for many years and absolutely no remedy is offered to nearby residents. In fact the omission of such a remedy is somewhat disturbing. It reeks of a Government that would simply ignore laws, rules and the impact to those nearby, when it suits their own agenda where Noise is concerned.

5. Damage to the local environment is trivialised

- a) Over a number of years, City Rail has grown vines on the existing Frank Channon Walk wall adjacent to the corridor. This is great for the environment and also provides a barrier against graffiti. No doubt this project will destroy all of that.

- b) There is a very old and very large tree just inside the rail corridor at Nelson St rail over bridge. No doubt that when this section of the corridor was built years ago it was decided that this tree was too important to cut down. This project will cut down that tree.

6. People who will be mostly impacted were not properly consulted with at the outset.

- a) An initial mail out omitted key information about the options of Dive locations in Chatswood and St Leonards, where public feedback at the first meeting led to the decision of Chatswood Dive option 3. In my view this was a deliberate act on the part of the Sydney Metro team. The Chatswood Dive location residents would simply have been informed by Sydney Metro in an initial flyer that there was a project underway. The clear and present impact to them in terms of selection of the Dive location from a range of options was not provided in that document. Many people did not attend those meetings thinking there was no impact to them.

Kind Regards, David



Name: Marcus Sandmann

Alexandria, NSW
2015

Content:

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 Metro stations at Alexandria and St Peters, and does not.

This would provide a mass-transit inner-city transport system and transport integration providing cross-town interconnectivity. It would provide mass-transit systems for the areas' doubled population, reduce chronic over-crowding on Erskineville station and reduce inner-city congestion.

Further, the current Metro EIS does not model any relationship between the Metro (Waterloo to Sydenham) and Westconnex traffic impact, despite the Metro line running under Euston Road and St Peters, despite the proximity of the two projects. The EIS has no modelling of additional Metro stations (Alexandria and St Peters) ability to reduce the impact of traffic on the road network.

Name: Paul Schofield

Erskineville, NSW
2043

Content:

To whom it may concern, I am overwhelmingly supportive of the Sydney Metro second stage and the opportunities it offers to later connect to Liverpool and the future second Sydney airport. I do however feel that the lack of additional stop in Alexandria near Mitchell Road is a wasted opportunity. This area is mooted for much more high density housing in addition to what is already there and neighbouring railway stations in Erskineville and St Peters are already not coping with passenger numbers. The distance between Waterloo and Sydenham is such that another station is possible and the topography, unlike that between Chatswood and Crows Nest, and between Epping and Cherrybrook is much more conducive to its construction. The Goodman owned portion of the Ashmore Estate would be an ideal location.

Content:

- + Crows Nest station design should include an underground pedestrian tunnel connecting the station to the other side of the Pacific Highway at Hume Street to avoid lots of Metro customers crowding the narrow footpath to cross the highway at traffic lights and reduce the risk of pedestrians being killed by traffic(as has happened at this intersection). Pedestrian tunnels are provided from North Sydney and St Leonards stations - many people cross safely under the Pacific Highway rather than waste time waiting at traffic lights and risk being hit by cars - Crows Nest Metro should have the same facility. Most well designed Metros around the world provide multiple exits on various sides of busy traffic roads for convenience of customers and to reduce risk of pedestrian/car accidents.
- + Truck movements to take excavated spoil off site should be limited to 7am-10pm . If TBM is drilling 24/7 - the spoil should be stored in covered(with noise rated cladding) Crows Nest Station void overnight - with noisy trucks which would keep residents up at night limited to 7am- 10pm.
- + rock breaking(or preferably quieter method of removing rock) must be limited to 7am - 6pm as many nearby residents will not be able to sleep with such noise. Sound proof cladding and roof should be erected to limit noise during construction.
- +Traffic management plan and signage will be required so that residents of Nicholson Street(near Hume street intersection) have alternative method of driving into Nicholson Street from Pacific Highway(from direction of St Leonards-currently turn off Pacific Highway left into Oxley St - right into Clarke St - right into Hume St(which will be blocked) - Nicholson Street)
- + Australia Post is an essential service in Crows Nest - is an alternative Post Office being set up when existing one is demolished
- +Noise/Vibration level measurements should be taken before and during construction/TBM drilling and it should be monitored to ensure residents are not kept up all night if 24/7 drilling is proposed

Name: Robert McLeod

Chatswood, NSW
2057

Content:

Sirs, With the proposed "removal" of the Nelson St overbridge to be part of the work to be carried out on the 'Chatswood Dive Site' i am wondering if the "footbridge" section of the bridge will be retained. Under the footpath section there are various 'utilities' that cross from one side of the railway corridor to the other.

I believe these include telephone cables, gas main, water main, electricity cables etc. etc. I went to the 'Information session' that was held in Chatswood (Dougherty Centre) on May 21st and was informed that these utilities would be "re-routed". My suggestion is to put in a 'single-section' span footbridge that would both allow these utilities to be left in place and also leave pedestrian/cycle access from one side of Nelson St to the other. I am sure this approach would save both money and time by not having to re-route the utilities and would provide access from the East end of Nelson St to the "Channon Walk". Thanks, Bob McLeod

Name: Steven Dimitropoulos

Strawberry Hills, NSW
2012

Content:

The following email was sent to Sydney Metro on 22 May. They subsequently advised to post it in this Chatswood to Sydenham EIS feedback submission even though the focus of the email is Sydney to Chatswood.

My feedback is questioning the Sydney Metro design and subsequent costs and disruption it would cause the community in SW Sydney. Whilst I don't live in that area the concern I have are additional costs attributed to the design which can be redistributed to other transport works.

This was the email sent, unedited ... START OF EMAIL

Firstly, it is excellent to see the NSW Government forwarding a plan for mass transit system ... Sydney Metro. It has been a long time coming since the retirement of the last red rattler and the focus on double deck cars.

Whilst the start of the Sydney Metro was the Northwest the proposed plans is to extend the metro to Stage 2 - Chatswood to Sydenham and Stage 3 - Sydenham to Bankstown. Focussing on Stage 3 part of the proposal is to shut down the current line to upgrade some of the stations in order to handle the Alstom Metropolis cars. These I believe a usually 24m in length compared to the current standard of 20m.

I agree some of the stations need upgrading with the addition of lifts and modernisation of buildings. However, I would expect the greater expense would be the reconstruction of the existing stations. An alternative approach is for Transport to consider using shorter cars (20m) to be able to leverage current infrastructure on Bankstown line. 20m cars are being used extensively on Japan Metro system. Of course, Alstom Metropolis can evaluate shortening the cars to 20m, and this is not a dissimilar exercise to a passenger plane. Example is the Airbus A320 family where A319 is a shorter plan but has many similarities to A320.

Some of benefits to Sydenham to Bankstown residents and NSW government:

1. Faster introduction of new trains, and possibly increased frequency of services during peak times
2. Lower operating cost during off-peak times because of lower demand - less and lighter trains
3. Lower sunk costs - construction, use of buses as alternative during construction, etc

There are disadvantages:

1. Interchange for passengers may be required either at Sydenham or Chatswood (but this is common on metro systems). Note: Based on current plan passengers will need to interchange at Bankstown to go to outer suburbs ... Lidcombe and Liverpool
2. Less passengers per car though that can be extended by addition of extra cars
3. Increased maintenance costs for two types however it would be minimised if the manufacturer is the same. Note: Sydney Trains already has multiples types running at the moment

I believe this option would be much cheaper than the proposed rebuild of Bankstown line. The monies saved can be redistributed to expand the transport network such as the Eastern Suburbs line to Bondi Beach (2nd attempt) or expand the proposed light rail all the way to La Perouse.

This proposed alternative solution should deliver a faster, cheaper and as a good as the current, planned solution.

END OF EMAIL

From an EIS perspective I am sure the appropriate studies have been completed, risks managed, and findings documented to forward the project. I understand it is a process.

As mentioned the focus of my email is the capital expense (basically sunk costs) on elements of the metro line that will not deliver

any significant benefit. That is, avoid gold plating. The costs saved here can be redistributed to other transport projects.

Name: Tim Cox

Cremorne, NSW
2090

Content:

I own a unit at 12/40 Blues Point Road, McMahon's Point.

I have studied the drawings. It appears that a tunnel will go under buildings on the west side of Blues Point Road. Surely, it would be better to tunnel under Blues Point Road. This would have less impact on the properties on the west side of Blues Point Road and, consequently, the likelihood of fewer claims for damage caused by the construction.

Attention: Director, Infrastructure Projects
 Major Projects Assessment
 Dept Planning & Environment

From: Peter & Fran Munro
 Application Name: Sensible Infrastructure Improvement
 Application number: SSI 15_7400

We strongly object to several aspects of the project on the grounds of traffic & transport; social impact & community infrastructure; business impacts & cumulative impacts.

Traffic and Transport: A far more efficient use of a metro line would be served by going west from Central to the Sydney University region instead of east to Waterloo, then proceed westward from Sydenham underground to Regents Park station, going through Ashbury, South Strathfield, Belfield, Greenacre, Chullora. This would provide vastly improved transport services between the current western heavy rail line and the Bankstown heavy rail line, to areas currently not serviced by rail. It does not make sense to pull up a fully functional heavy rail line from Sydenham to Bankstown to replace it with a metro rail. It would be much more efficient and logical to provide new infrastructure where none currently exist. This would result in a net gain with no disruption to a currently functioning rail services.

Social impact & community infrastructure: The argument for improved community infrastructure is outlined above with a net gain to Sydney's rail infrastructure, not a nil gain as outlined in the current proposal. There would also be significant social impact caused by the proposed project with the closure of the Bankstown line for 12 to 18 months and the massive disruption caused by this. Also the wasteful cost to rebuild functional railway stations some of which have just had many millions of dollars spent on their refurbishment (eg Marrickville Station) for a new metro line is wasteful in the extreme.

Business Impacts: The closure of the Sydenham to Bankstown line for 12 to 18 months will have a major impact on all levels of business along this rail corridor. Travel times to and from work will be significantly increased for 18 months as already congested roads will become much worse. This traffic congestion will have a major impact on small businesses along the corridor. Sydney's air quality will be impacted by this increased motor traffic with related health impacts.

We have never made any political donations to any political parties.

Subject: Attention: Director, Infrastructure Projects
Hi,

I am applying for the Chatswood to Sydenham Environmental Impact Statement, application number SSI 15_7400.

I object to the proposal, on the basis that the transport mode could be better met by ultra fast rail, using the same technology developed by the Hyperloop concept, which is used by companies such as Hyperloop One.

<https://en.m.wikipedia.org/wiki/Hyperloop>

James Ray

293 Cleveland St Redfern NSW 2016

--

Kind and sincere regards,

James Ray

Mobile: 0011 61 04 5101 7264

293 Cleveland St, Redfern, NSW, 2016, Australia.

Content:

Use and upgrade the existing platforms under central instead of what is currently planned, if that's not possible use the binocular mined technique and build the station than complete it and rebuild the above platforms ASAP after construction and excavation is complete.

D. Lardner
27 Holcombe Ave
Narara NSW 2250

Application No. SSI 15_7400. Sydney Metro

Submission.

1. Gauge of Rail Construction

The intended construction of the Chatswood to Sydenham Railway is a much needed transport infrastructure project for the already overcrowded northern Sydney existing railway.

However, as this will be built to a different gauge, it should not proceed in its current planned form. Any new rail infrastructure for Sydney must be built so that it is integrated into the existing network, NOT as a separate entity.

Otherwise, it will be a case of changes train gauges – ie. 'All out, all change at Albury' when travelling from Sydney to Melbourne prior to standard gauge construction.

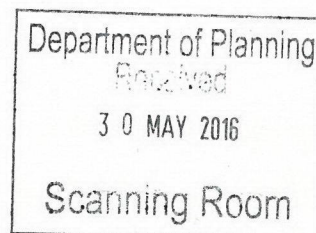
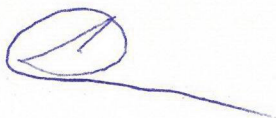
Separate rail construction could/would be the greatest public transport bungle since the colonies embarked on such the scale that occurred over 100 years ago.

Same gauge, same trains, same ability to travel without the need to change from one to another.

2. Aboriginal Heritage Integration

The intended project will cross the Country of different Aboriginal people's language groups on both sides of the harbour. As such, any new stations should incorporate the Aboriginal heritage and identity (both traditional and contemporary) of the area. Relevant stakeholders and knowledge keepers such as the Metropolitan Land Council, NSW Aboriginal Education Consultative Group (an education program could be developed around the project construction similar to Barangaroo) and Aboriginal Heritage Office.

D. Lardner
17 May 2016



Name: Yanina Salerno

Alexandria, NSW
2015

Content:
Dear Minister,

RE: CHATSWOOD TO SYDENHAM EIS SSI 7400.

I urge you to approve additional stations at Alexandria and St Peters.

Please consider the following points.

- Current area transport is inadequate
- Urban Growth agenda projects massive population increases
- Alexandria Metro provides for the DOUBLING of the area's population AND alleviates pressure on Erskineville station overcrowding
- Metro Alexandria would reduce road network grid lock (60,000 cars added via Westconnex, 1,600 cars from ATP, new Alex High Super School, 2,200 students, Ashmore Estate 8,000 new residents etc etc)
- Metro St Peters would provide rail to bus interchange location to 'connect Metro systemically' to surface public transport

The addition of extra Metro stations will deliver lasting value, enabling an entirely reconfigured, future oriented and progressively improving district. It would deliver a mass-transit 'spine' integration all public transport with cross-town interconnectivity from distant residential areas to high job-growth areas (Green Square and the Global Economic Corridor).

I urge you to provide added Metro stations at Alexandria and St Peters and integrate the inner-city suburbs into the Metro plan.

Thank you,
Yanina

Content:

Adding station at Alexandria and St Peters provides needed mass transit (Ashmore 8,000 new residents, ATP 11,000 Alex Park super school 2,200), relieves Erskineville's over-crowding and off-sets 60,000 Westconnex cars.

Name: Deebak Khuller

Alexandria, NSW
2015

Content:

I object to this EIS. There is a massive influx of people planned for Alexandria (Ashmore estate, ATP...) and yet no station for Alexandria. I absolutely object to this due to
the lack of stations
the lack of any real consultation and
lack on integrated planning

This is unacceptable.

Content:

I support the concept of a metro but would like to request more stations, particularly around Alexandria as there is little to no transportation in the area. It's shocking in fact - trains and buses are sparse and don't really work well together. Needs improvement

Content:

1. Waterloo station- Plaza should be enlarged to connect Cope Street and Botany road to link to bus stops on Botany Road and easier/more visible access to ATP and residents from ALEXandria.
2. Central station - enlarge the northern entry plaza as it is already crowded during peak hours. Consider removing the eastern commercial shops to enlarge plaza. Consider adding a southern entry plaza off railway square and devonshire street tunnel (perhaps widen the tunnel) to increase links to the important railway square bus interchange.
3. Consider extending the Metro to lidcombe to link with the main western line and allow precinct activation of the four stations between bankstown and lidcombe. Lidcombe will remain as a major interchange as well as the link to Olympic park.

I object on the grounds that the current proposal does not provide Metro stations at Alexandria and St Peters.

2. Inadequate public consultation

I object due to the inadequate public consultation has been undertaken with Alexandria, St Peters and Erskineville residents on additional stations on the Central to Sydenham Metro route.

3. Inadequate traffic modelling

I object on the grounds that the current EIS does not adequately model how additional Metro stations could reduce traffic associated with the Westconnex Project.

Detail supporting these objections

1. Additional (Alexandria and St Peters) Metro stations

The current proposal does not provide metro stations at Alexandria and St Peters. I petition that extra Metro stations be provided at Alexandria and St Peters.

This would provide a mass-transit inner-city transport system and transport integration providing cross-town interconnectivity. It would provide mass-transit systems for the areas' doubled population, reduce chronic over-crowding on Erskineville station and reduce inner-city congestion.

2. Inadequate public consultation

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

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

3. Inadequate traffic modelling

The current Metro EIS does not model any relationship between the Metro (Waterloo to Sydenham) and Westconnex traffic impact, despite the Metro line running under Euston Road and St Peters, despite the proximity of the two projects. The EIS has no modelling of additional Metro stations (Alexandria and St Peters) ability to reduce the impact of traffic on the road network.

(Insert any other personal statement here)

Declaration:

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

Yours Faithfully

DALE CAMPBELL



Form letter to the Metro EIS demanding extra stations for Alexandria and St Peters

[illegible]

I object on the grounds that the current proposal does not provide Metro stations at Alexandria and St Peters.

2. Inadequate public consultation

I object due to the inadequate public consultation has been undertaken with Alexandria, St Peters and Erskineville residents on additional stations on the Central to Sydenham Metro route.

3. Inadequate traffic modelling

I object on the grounds that the current EIS does not adequately model how additional Metro stations could reduce traffic associated with the Westconnex Project.

Detail supporting these objections

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2. Inadequate public consultation

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

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

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(Insert any other personal statement here)

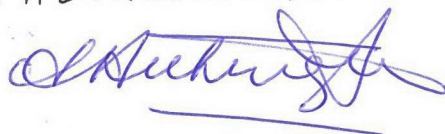
Declaration:

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

Yours Faithfully

(Insert your name here)

NEIL L. HETHERINGTON.



2. Inadequate public consultation

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Detail supporting these objections

1. Additional (Alexandria and St Peters) Metro stations

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

3. Inadequate traffic modelling

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(Insert any other personal statement here)

Declaration:

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

Yours Faithfully

(Insert your name here)

PETER J. SACKVILLE

The Rev. Peter G. Carman TH.L, DIP. R.E.

1 Hazelbank Road
Wollstonecraft NSW 2065
Phone: (02) 9957 2736



PCU065638

Planning.nsw.gov.au

ATTENTION: Director, Infrastructure Projects

APPLICATION FOR A METRO STATION IN SOUTH ARTARMON
Application No. SSI 15_7400

Dear Sir,

I fully support the Chatswood-Sydenham Light Rail Line, however I would note the following:

- There is a long distance between the proposed stations at Crow's Nest and Chatswood
- Half-way between these there is
 - a large industrial area
 - a large Bunnings store
 - a Toyota Service Centre

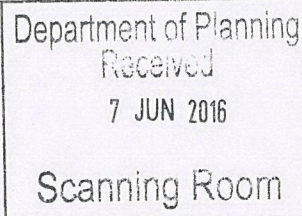
I would like to submit a request for a station to be placed just south of the Freeway to serve the many people working and visiting the area. This would greatly relieve parking and traffic congestion.

Trusting that you would give positive support to this request. I have made no political donations in the past 2 years.

Yours faithfully

Peter Carman

PETER CARMAN



Name: paul gooley

sydney, NSW
2125

Content:

My suggestions are to build more stations along the line to attract more people that currently use cars to drive to the city and elsewhere. My beliefs are that a metro system has many stations to attract the maximum patronage/revenue. The cost of extra stations should not limit these extra stations as you the government are building sydney's future as you have said in your plans. Secondly the line from sydenham to bankstown should not be converted to metro, The line should continue elsewhere from sydenham, Maybe south to tempe, wolli creek for connection to the airport line, Then to earlwood, belmore, south strathfield, strathfield and end at five dock which at present has no rail transport. Possibly the eastern suburbs that have no rail either. The idea of replacing a rail line with another line that has new technology sounds good, However serving the suburbs which have no rail transport is a much better idea, Plus it serves areas with new transport. Which in my mind is what sydney needs and covers the plan of the future.

Name: Belinda Lewis

Erskineville, NSW
2043

Content:

I am very concerned that with substantial growth in the inner city (including my local area, Erskineville), there is not enough being done to improve public transport. The proposed metro has only one station between Central and Sydenham. Trains in peak hour are already at capacity and there will be thousands more residents over the coming years as Ashmore Estate is completed. There appears to be a lack of integrated planning.

Name: Max Underhill

Chatswood, NSW
2067

Content:

Summary - See submission:

Sydney Metro Impact Chatswood - Traffic Nelson Street/Pacific Highway/Mowbray Road and Historic Mowbray House.

1. Frank Channon Walk Extension. While we support this we feel there are other options to the route.
2. Nelson Street Bridge removal. This we feel will have considerable impact on access to and from Nelson Street (Eastern side of railway) as well as Gordon Avenue. It will also impact on the businesses on Pacific Highway, in and between Gordon Avenue and Nelson Street. Nelson Street is also used by other local traffic as a means of joining the highway and Mowbray Road. The impact on an already congested Orchard Road - Albert Avenue "rat run", we feel, will be disastrous. One solution would be to construct a road linking Nelson Street to Mowbray Road opposite Hampden Road.
3. Historical and Social considerations - Mowbray House and Open Space

2A Beaconsfield Road
Chatswood
NSW 2067

Mobile: 0407998516

10th June 2016

Robin Baird

Sydney Metro

Email: sydneymetro@transport.nsw.gov.au

Dear Ms Baird,

SUBJECT: Sydney Metro Impact Chatswood – Traffic Nelson Street/Pacific Highway/Mowbray Road and Historic Mowbray House.

I apologise that I could not attend the 21st May meeting as this clashed with another appointment (had I attended I would have had a personal as well as Chatswood Chamber of Commerce interest).

Having had an opportunity to briefly look through the “Chatswood to Sydenham Environmental Impact Statement Summary” three (3) immediate issues emerge from the removal of the bridge in Nelson Street (pages 42 to 45):

1. Frank Channon Walk Extension. While we support this we feel there are other options to the route.
2. Nelson Street Bridge removal. This we feel will have considerable impact on access to and from Nelson Street (Eastern side of railway) as well as Gordon Avenue. It will also impact on the businesses on Pacific Highway, in and between Gordon Avenue and Nelson Street. Nelson Street is also used by other local traffic as a means of joining the highway and Mowbray Road. The impact on an already congested Orchard Road – Albert Avenue “rat run”, we feel, will be disastrous.

One solution would be to construct a road linking Nelson Street to Mowbray Road opposite Hampden Road. This intersection, I understand, is going to get traffic lights soon (it appears that this link will be built for the construction). If RMS can put lights in for small traffic volumes at Mowbray Road - Rawson Street intersection then we think Hampden Road with the enormous volume and congestion would be justified.

3. Historical and Social considerations – Mowbray House and Open Space:
 - a. Mowbray House – we believe this should be retained as a public access building due to the historical cultural and political significance. It is not clear what the intended use is but I believe it is to be incorporated into a development of the “AusGrid” site therefore removing public access. We feel this building should be returned to the people with say half the space leased to pay for maintenance and upkeep and the remainder provided at “peppercorn lease” to relevant not-for-profit organisations. I understand that similar to our house in Beaconsfield Rd, Mowbray House has remnants of the reticulated gas lighting/energy.

- b. If the link from Nelson Street to Mowbray Road was made the area between this road and the Metro could become open space and park and therefore incorporate Frank Channon Walk (even if this link is not made we believe the open space should be provided). The public space could also include the Mowbray House on the other side of the road. Chatswood's place as a transport hub has increased and while this brings about benefits to commuters and businesses, the constraints of the CBD with the Pacific Highway combined with increases in higher density population has had its social impact (especially when Artarmon is also considered). This open space would help to some degree to provide a desperately needed social and community facility. If the AusGrid site was totally dedicated to high rise development it would exacerbate an already critical need for open space in the immediate area. Even if the Nelson Street link is not built (but I certainly hope it will) we feel this area should be retained as open space after the construction.

The general historical significance of this area as the "birth place" of Chatsworth/Chatswood is important with, I believe, some of the earliest use of gas. While Mowbray House, the Great Northern Hotel and "Methodist Church" (soon to be lost to public access) and other sites still remain, the significance to historical pre railway Chatswood is enormous.

As I go through the documentation there may be other issues that emerge but the above issues I see as important enough to raise immediately.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Max and Anna Underhill', with a long horizontal stroke extending to the right.

Max and Anna Underhill

CC – Chatswood Chamber of Commerce: julie@chastwoodchamber.com.au

Name: Yvonne McChlery

Marrickville, NSW
2204

Content:
SSI 15_7400

Hello.

I am very concerned about the so-far released plans for the Sydenham to Bankstown Urban Renewal Corridor. There is no planning for traffic flow, which is already extremely congested in Marrickville during peak hour, and on weekends. Nor is there anything in the plans for additional schools and pre-schools, which are already full to overflowing, and are, I understand, using demountables to cope with the current pupil population.

I also find it difficult to understand why the State Governmentt would not include affordable housing in it's plans? The beauty of a thriving community is having a mix of all stratas of society, I enjoy Marrickville (my suburb) the way it is, and do not want to see it become simply a gentrified haven for middle-class singles and couples. We currently have a wonderfully colourful community, but could well lose that without affordable housing being planned for.

Nor is there anything on sustainability in the plan. I understand why the push is being made to increase the population in this area (although I don't see why this isn't shared with new development in outer suburbs where it appears the developers have open slather to build houses, but are not being mandated to provide even medium density accommodation). However unless this is done with sustainability in mind then we are simply decreasing the standard of living.

Also it makes no sense at all to bring additional people to the area over nine years, then rip out the train line for a year. How on earth will the buses and roads cope with the additiional commuters and traffic?

These plans appear to me to be poorly thought through. Please reconsider them, and do some of the clever things we know can be done to make medium and high density living more enjoyable for all.

Regards
Yvonne

Name: Alison kelleher

Alexandria, NSW
2015

Content:

The whole point of a Metro system is that it supplies LOCAL transport for people in a limited area. It is therefore essential that stops be within easy walking distance of each other. Waterloo and Sydenham are a LONG way apart - I live between the two and use the area extensively. There is no way anyone would easily walk from one to the other. It is extremely important that we have additional stops, at St Peters at the very least and preferably one more. I should also point out that other forms of public transport in this area are totally inadequate - we desperately need improvement in ALL forms - buses, trains and especially the Metro. With the proposed vast increase in population this will be essential.

Content:

As a long term Marrickville resident of over 25 years I consider the overall premise of the requirement that the Sydneham to Bankstown rail corridor be altered to be based on false assumptions and driven by Mike Baird's personal interest in developers "winning" in NSW. While it is stated the the rail project has no direct linkage to the proposed rezoning of the Sydenham to Bankstown rail corridor for multistory apartments (up to 22 stories in the already densely populated inner west), as a NSW resident, tax payer and rate payer I do not consider that the NSW Department of Planning has sufficiently consulted with the local areas effected to illustrate this. Indeed, the recent amalgamation of local councils opposed to such rezoning illustrates the lack of interest by the Baird government in resident representation. While the Rail project has an EIS process, I question why there is stated to be no EIS process for the large scale rezoning proposed. This rezoning will destroy communities, heritage and impact on already over burdened waste, water and air resources in this area. Pushing through a rail project which simply replaces the existing infrastructure with a developers money maker is unacceptable. The Dept of Planning and Environment have a role to protect the communities of NSW and should not act simply as Casino Mikes architects to make his developer buddies richer.

Content:

There needs to be additional stations added for Alexandria and St Peters. Currently residents, workers and students in Alexandria have no rail access and rely on buses to access railway nodes.

in the next ten years the area will be under pressure with 8,000 new residents in Ashmore Estate and a further 11,000 residents in Australian Technology Park (ATP).

It is also projected that 2,200 students will enrol in the new Alex Park super school.

Finally additional stations such as Alexandria will help offset the expected 60,000 cars using WestConnex.

It will not be possible to add stations once the line is complete and therefore these stations need to be developed now.

Attention: Director, Transport Assessments

**The Stamford on Kent SP 61643 comments to the EIS SSI 15_7400 for Sydney Metro - the Chatswood to Sydenham
Link**

Please find appended the above response;

Regards

Brian Adams
Chair SP 61643

PS. Also mailed

Attention: Director, Transport Assessments

**The Stamford on Kent SP 61643 comments to the EIS for
Sydney Metro - the Chatswood to Sydenham Link**



**Brian Adams
Chairman SP 61643
9251 0076**

brian_adams@bigpond.com

Attention: Director, Transport Assessments

The Stamford on Kent SP 61643 comments to the EIS SSI 15_7400 for Sydney Metro - the Chatswood to Sydenham Link

Introduction

This response is submitted by the Chairman on behalf of the Committee and owners in the residential block, the Stamford on Kent, 183 Kent Street, Sydney, 2000.

This Strata SP 61643 was established in 1999 and it consists of 160 residential apartments in floors 10-27, this Strata also includes 5 basement levels of Parking and a street level Foyer off Kent Street. It shares the Building with another residential Strata SP 61647 that has 120 apartments, over 10 floors.

The Stamford on Kent is located in Kent Street close to other residential high-rise residential buildings e.g. Observatory Tower, Stamford Marquee and the Highgate and to the Western Side adjacent to Barangaroo site.

Key Point

Location of the Rail Tracks under the Stamford on Kent and Stamford Marquee Residential Buildings.

The recent history of these two buildings is that they were both converted from a mixed use category, of commercial with minor residential to almost totally residential in early part of 2000's and for some years we have advised all the appropriate authorities of this changed situation, however unfortunately the records have not been changed to reflect the true position. As your diagrams also reflect this inaccuracy, this error could have impacted on your determination of the Rail tunnels planned route underneath these two residential buildings.

In consequence, before this plan is approved the residents require reassurances on the following aspects: -

1. That the EIS correctly identify our building as residential on the plan;
2. That the route pass under commercial not residential buildings.
3. That both during construction and operation, that our residents feel no vibrations.
4. That our building should be assessed prior to construction and then after to ensure any damage is made good. We are presuming that the NSW Government will cover any consequential damages to our building.

The location of the Stamford on Kent and its proximity to the Barangaroo development is a major contributor to the resident's critical reactions to both planning and implementation proposals for the site.

In Conclusion

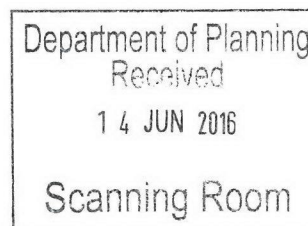
We look forward to some appropriate outcomes to our response and we are willing to cooperate with any further information to assist any required clarification.

Yours sincerely

Brian Adams
Chair SP61643
0419 217 949

Owners Corporation
 SP 76902
 5 Towns Place
 Millers Point NSW 2000

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



8 June 2016

Dear Director,

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

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

Substantive Objections

Position of Tunnels

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

Owners Corporation
SP 76902
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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- 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 ~~heritage~~ terraces sit on a sandstone cliff situated approximately 10 metres above the Dalgety Road surface. That adds an additional 10 metres to the (claimed) 35 metre buffer between the tunnel and the surface for those properties. In contrast, the Towns Place residential tower not only lacks this 10 metre buffer, but also has a

private and public car park down to a depth of approximately 20 metres below ground level, significantly reducing the buffer shown on the plan, and exacerbating noise and vibrations.

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

Noise / vibration abatement measures

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

Removal of spoil

- 15 The Proposal indicates a suggested intention of removing spoil from the tunnel to a temporary site under the overhead bridges on Hickson Road, and then for re-removal to a final

unidentified site elsewhere. The indicated timing of construction (and removal) is on a 24/7 basis, which is both superfluous and unreasonable. The spoil should just simply be removed from the area directly to its final destination, and this should not occur at night.

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

Due Process Objections

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

Conclusion

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

Yours faithfully



Brent Gerstle
Chair
Owners Corporation SP76902

¹ We note that objections close on 27 June 2016.

Content:

I'm the owner of one of the units on [REDACTED]. Same as other owners on the [REDACTED], I have concerns about the potential damage the construction work will have on my property. As such, I'm making a submission to summarising my concern and suggestion (see attached PDF)

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

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

*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: Smitha Sukumar

Erskineville, NSW
2043

Content:

My family use public transport (rail) on a daily basis (commute to work, trips to the city and grandparents). The current situation is intolerable. The wait for a train at Erskineville at peak hour is over 10 minutes. The train is absolutely full. We will be moving back to St Peters where the trains are more frequent but equally jammed at peak hour.

We returned to Sydney after living in Europe (London and Germany) to bemoan the woeful transit system - a suburban railway essentially trying to do the work of a metro.

The new metro is an excellent idea if it has more stops. It shows lack of future planning to build from Waterloo to Sydenham without stops in Alexandria and St Peters. The population in this area is set to increase substantially with the Ashmore development (8,000 residents) and the super school in Alexandria (2,200 students). If people have reliable public transport options they get out of their cars. This surely is the end goal for this city. We never felt for the lack of a car when living in London. In Sydney, that is not an option as the city is so poorly connected by rail and the roads are in gridlock 6 days a week.

More stations are required if this is to be a feasible long term option.

Content:

8 June 2016
Dear Director,

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

2 It has not made any political donations (reportable or otherwise) in the last two years.

3 [REDACTED] has a number of objections to the implementation of the Proposal, the most serious relating to noise and vibration issues adversely impacting residents and businesses, and to the due process available to objectors which impacts on the nature and detail of those objections.

Substantive Objections

Position of Tunnels

4 It appears from the current plans/ diagrams that the eastern tunnel may pass beneath, or very close to, the north western corner of [REDACTED] 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 [REDACTED] and continues to the new proposed metro station at Barangaroo. The tunnel also passes below [REDACTED]

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] 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 [REDACTED] 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, [REDACTED] 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.

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19 [REDACTED] reserves its rights in respect of the lack of due process afforded to the [REDACTED] in implementing the Proposal. It also reserves its rights to supplement this submission with expert(s)' report(s) as received.

Conclusion

20 [REDACTED] 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.

Name: Clinton Ng

Millers Point, NSW
2000

Content:
3/16 Dalgety Road
Town's Place Millers Point 2000
SP 76902

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

8 June 2016
Dear Director,

OBJECTION TO CHATSWOOD-SYDENHAM METRO: SS15 7400 (the Proposal)

1 As owner of the above unit I objection 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

2 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.

3 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 Town's 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.

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5 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 Town's Place will be materially less than 10 metres.

6 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 Town's Place building on Dalgety Road.

7 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.

8 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.

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Removal of spoil

13 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.

14 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

15 Objections to the Proposal were invited on 11 May 2016. We understand that there has been only limited public advertisement of the Proposal and only one 'information' public meeting for Barangaroo in relation to it. Given the complexity of the Proposal and the vast detail of it, it is unreasonable to allow such a short objection period¹. The time period allowed for objections is simply not feasible for objectors such as Owners Corporations who need considerable time to consider the implications of the Proposal, obtain legal and expert advice, and subsequently time to call meetings to consider that advice and the impacts of the Proposal.

That cannot reasonably be achieved within 6 weeks.

16 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.

17 The Owners Corporation reserves its rights in respect of the lack of due process afforded to the Owners Corporation in implementing the Proposal. It also reserves its rights to supplement this submission with expert(s)' report(s) as received.

Conclusion

18 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.

Thank you.

Yours faithfully

Clinton Ng

Name: Jennifer Kent

McMahons Point , NSW
2060

Content:

As a local resident in Blues Point Road I object to the devastating impact of the removal of blues point reserve for at least 2 years. The tree at the site will be impacted, the site is used by the public daily. The noise and vibration of the trucks carrying the waste material will impact the right to live in peace and enjoyment, the pedestrian safety for the elderly and children and animals in the area will be impacted, the road safety in the narrow suburban streets and extended traffic delays will cause impact on residents. Cafe customers will be impacted. Why can't the waste material be removed at the future Barangaroo station or Victoria cross station or use Barges to remove the waste?

Name: Michael Milward

Sydney 2000, NSW
2000

Content:

I strongly object to this proposal
Due to the tunnels location noise
and vibrations will be intolerable.
Disturbances during construction
will result in dust and traffic noise
when the spoil is moved.
The tunnels should be moved away
from towns place.