

25 November, 2021

Planning and Assessment,
Department of Planning, Industry and Environment,
Locked Bag 5022,
PARRAMATTA NSW 2124

Major Civil Construction between The Bays and Sydney CBD – Pyrmont Metro Station – SSI-19238057

For many years Pyrmont Action Inc members have lobbied for improvements in public transport to serve Pyrmont and have strongly supported provision of a rail station at Pyrmont. Most recently, we have supported a Metro station on the sites in Pyrmont identified in the EIS for this leg of the project – between The Bays and the City – in our responses to the draft Pyrmont Peninsula Place Strategy and the draft Blackwattle Bay State Significant Precinct Strategy. The following recommendations primarily relate to the impacts of construction on the Pyrmont community, with proposals for actions which will enhance residential amenity in the longer term.

Project Configuration – We support the provision of the Pyrmont Station underground, with **modest** access points to street level at both the proposed Eastern and Western sites, such as are found in Paris and London. We also recommend provision of a street level, staffed Pyrmont police station at the Eastern site to serve both the existing residents and businesses, and also the anticipated additional 8,500 residents and 23,000 workers foreshadowed in the Pyrmont Peninsula Place Strategy. We strongly support activation of all street frontages of both sites, including adjacent to the proposed police station on the Eastern site, with shops, cafes and restaurants to serve residents, workers and visitors.

In addition, we have proposed a pedestrian tunnel be provided to link the Western site with Blackwattle Bay, possibly linking with the existing Fish Markets Light Rail station. The ~500m walk from the Western site via Pyrmont Bridge Road to the new Sydney Fish Markets involves delays at up to 4 sets of lights which can be quite a challenge for anyone carrying heavy shopping bags. We envisage such a tunnel being similar to that which links London's Green Park station with several significant museums and tourist destinations.

Community Communications Strategy – Appendix B outlines a framework for managing complaints, enquiries and escalation processes throughout the project lifecycle. It also outlines a range of communication and engagement tools to “ensure project information reaches a wide variety of people...”. It is clear that these processes comprise those which deal reactively with complaints; and ways of getting the Metro's message out to people. There is no mechanism proposed to enable genuine consultation with the many people who will be affected by the project. Pyrmont Action members have participated in a number of consultative committees over nearly 20 years, the most recent of which is the Sydney Fish Markets Community Consultative Committee established by the developer, Multiplex, to enable community representatives to bring issues to regular monthly meetings, and via email between



meetings to endeavour collectively to resolve problems, as well as to bring upcoming project activities to the attention of members of the community. Community representatives are then able to advise their constituents and provide feedback to the Committee. This is a successful mechanism being pro-active and involving two-way communication. We strongly recommend the establishment of such a Consultative Committee which should include residents and businesses who will be most severely affected by the project and who can assist in resolution of issues that arise.

Construction Impacts – It is clear that there will be continuous and sporadic moderate to severe noise impacts for many residents, workers and businesses over a period of around 3 years, with some works occurring late at night, including 24/7 tunnelling. We appreciate that the trade-off for 24/7 work will (hopefully) result in a shorter total period of disruption and discomfort but ask that the Sydney Metro provide temporary alternative accommodation at high impact periods for those whose sleep is disturbed by late night works, including noisy vehicles. Consideration should be given to the installation of double glazing in the most severely impacted residences, where feasible.

Cumulative Impacts – The period of Pymont Station construction may coincide with the construction of The Star Key Site development in the vicinity of Pirrama Road and Jones Bay Road, with traffic congestion and noise arising from both projects occurring at the same time. It is also apparent, even in the early stages of construction of the new Sydney Fish Markets in Bridge Road that traffic can be severely disrupted and this project will possibly still be under construction when the Metro construction commences. The EIS studies fail to assess cumulative impacts if/when other major projects associated with the implementation of the Pymont Peninsula Place Strategy are constructed during the same period. We ask that the Metro work with other construction companies to ensure that cumulative impacts are avoided.

Traffic and Transport – Streets in Pymont are narrow and reflect the historical layout of the precinct. Traffic congestion, particularly in the vicinity of the Pymont Interchange and the routes leading to and from it (Harris Street, Pymont Bridge Road, Pymont Street, Bank Street) is such that vehicles using these routes come to a standstill, frequently with traffic stranded and blocking intersections, in particular at the Harris St and Pymont Bridge Road intersection. We note that it is aimed to minimize movements during peak hours, but these are often extended beyond the times outlined on p4 of Chapter 6. It should also be noted that peak hours can extend to weekends when the Fish Markets experience peak demand.

The current route of the 389 bus service takes the bus on the return journey from the CBD and Bondi Junction up Jones Bay Road at its junction with Pirrama Road, along Pymont Street, left into Pymont Bridge Road (past the W site), left again at Murray Street, then back to its terminus location outside The Star in Pirrama Road, near Jones Bay Road. We recommend that the 389 bus return to its original route which terminated in front of the Australian National Maritime Museum off Murray Street. Not only will that measure avoid clashes between buses and vehicles associated with the Metro construction but will be much more convenient for residents and workers who live and work in the SE precinct of the Peninsula. It will also reinstate the much more convenient transport interchange, with



only short distances between the Pyrmont Bay ferry stop, the 389 bus service and the Pyrmont Bay LR station.

We note that use of the S footpath in Union Street between Pyrmont St and Pyrmont Bridge Road will be diverted to the N footpath during construction and that the existing cycleway in Union Street will remain open at all times. Union Street is a particularly busy active transport route to and from the CBD and Rozelle and beyond. It should be noted that Pyrmont Bridge Road is a popular route for commuter cyclists to Glebe and Beyond and we recommend that clear notices be placed at the corner of Pyrmont Bridge Road and Bulwara Road N and at the Pyrmont Bridge Road/Bank Street intersection directing all cyclists to the Miller Street cycleway. Directional signage should also be installed at the corner of Pyrmont Bridge Road and Union Street, to direct all cyclists travelling West to the Union Street cycleway, away from Pyrmont Bridge Road.

We note and support ongoing consultation will be carried out with emergency providers. There have been recent changes in the configuration of the Bunn St/Pyrmont St intersection which make it awkward for fire engines from the Pyrmont Fire Station in Pyrmont Street to depart quickly from its premises. It is probable that there may be conflicts between construction activity at the W site and the ability of the fire engines to depart via Pyrmont Street (necessitating travelling against the one-way traffic). We recommend early discussion with Fire Services officers to ensure that their ability to reach a fire in an emergency is not hampered.

Noise and Vibration – It is quite clear that many households will experience mild to high noise exceedances at various times during the day, as well as over extended hours to 6pm on Saturdays associated with excavation using a rockbreaker at both sites; and 24/7 tunnelling. 35 households will experience moderate noise exceedances at night over a 2 week period; 128 households will experience low exceedances over the same period associated with rockbreaking. During a further 2 week period of night work 52 households will be impacted by low level exceedances and 16 households will be affected by moderate exceedances. High level out of hours daytime exceedances over a 17 week period will be experienced by 46 households. 19 non-residential “receivers” will experience 14 weeks of high level exceedance at night, 71 will be impacted over that period by moderate exceedances; and 72 by mild exceedances. We note that “respite may (our emphasis) be offered” for those severely affected by noise, including “alternate accommodation offers”. We recommend that all residents whose sleep is disturbed be offered appropriate respite to be paid for by Sydney Metro.

We note predictions that occupants of a number of heritage buildings adjacent to the W site in Paternoster Row and fronting Pyrmont Street will experience exceedances of comfort levels, similarly the building at the corner of Union Street and Edward Street. Worst-case vibration may occur over a period of around 17 weeks. It is foreshadowed that smaller equipment and alternative methodologies “would likely” be used in such circumstances (p27, Chapter 7). We recommend that all such measures must be taken to minimize impacts without the qualifications of “may” or “would likely” being included in the final approved project plans. We are also concerned that it is predicted that up to four residential buildings north of the W site “have the potential” to receive “cosmetic”



damage. We strongly recommend that, at a minimum, all buildings identified in Fig 7-6 (p7-28 Chapter 7) as likely to experience exceedance of human comfort criteria, not just the 4 identified for potential “cosmetic” damage, be inspected prior to work commencing by an independent inspector nominated by the NSW Building Commissioner. This is particularly important for the heritage buildings which could receive more severe damage than just “cosmetic”. The cost of such inspections and any rectification required must be borne by the Sydney Metro or Department of Transport to a standard approved by the independent inspector.

Opportunities – We note (Chapter 5 p25) that utilities will need to be adjusted, relocated and/or protected where they might be impacted by construction. A number of streets in Pyrmont have not been upgraded by the undergrounding of services and removal of unsightly poles and wires. This includes the streets around the two sites, all of which will be affected by construction. This provides an excellent opportunity for the upgrade of these streetscapes and we urge the proponent to undertake these improvements by undergrounding of services and removal of the poles and wires.

Summary of Recommendations

We support:

- The proposed underground Pyrmont Metro Station with modest street access at the selected sites;
- Provision of a street level, staffed Pyrmont Police Station at the E site;
- Activation of street frontages at both sites;

We recommend:

- Provision of a pedestrian tunnel from the W site to Blackwattle Bay;
- Establishment of a Community Consultative Committee to assist communication and provide resolution of issues during the life of the project;
- Provision of temporary alternative accommodation during high impact periods for those whose sleep is disturbed'
- Consideration of installation of double glazing in severely impacted residences where feasible;
- That the Metro contractors work with other construction companies operating at the same time at nearby major construction sites in relation to traffic disruption;
- Re-routing of 389 bus service so that it terminates at the Australian National Maritime Museum and is kept off Pyrmont Street, Union St and Pyrmont Bridge Road during the life of the project;
- Installation of clear signage in Pyrmont Bridge Rd, east of its intersection with Bank Street to direct cyclists to the Miller/Union St cycleway
- Consultation with Pyrmont Fire Station officers to ensure access in the vicinity of the sites in the case of emergencies;
- The use of all suggested measures to minimize noise and vibration impacts;
- All buildings identified in Fig 7-6 be inspected by an independent assessor nominated by the NSW Building Commissioner, prior to work commencing and again, on conclusion of the project, with rectification of any damage identified;



- The upgrade of streetscapes marred by poles and wires by undergrounding of all services in the vicinity of both sites.

We reiterate our support for the construction associated with the proposed Pyrmont Metro Station at the two sites and understand that this will involve light to severe impacts on residents and businesses in the vicinity. We ask that our recommendations be included as requirements in the approval of these proposals.

Yours sincerely,

Elizabeth Elenius, Convenor
Pyrmont Action Inc.

