

Application Number

SSI-19238057-Mod-1

Main Project

SSI-19238057

Assessment Type

SSI Modifications

Development Type

Rail transport facilities

Local Government Areas

Inner West, City of Sydney

Exhibition Start-End Date

01/02/2023 - 15/02/2023

Sydney Metro West - The Bays to Sydney CBD Mod 1 – SSI Modification - Submission

Thank you for the opportunity to meet staff (there were nice people) and ask questions at the walk-in community presentation which I attended on the 13th Feb, Novotel, Darling harbour.

We became aware of this event occurring 52 hours prior to it. As locals living on Pymont Street in a row of heritage terraces 400m from the proposed 110 Pymont Street Sydney Metro Pymont site.

There is an obvious need to strongly suggest a wider letter box drop and at least a fortnight in advance - save the date, going forward. To provide a community that work/live/study full time notice. In turn the community can provide NSW State Government with public patronage to match the incomes of community liaisons, media, engineers, planners, and communications roles at said drop-in sessions.

Haulage routes are fundamentally keystone activities for years of material removal. There was zero haulage information at this drop in community consultation.

Whilst waiting at crossings and waking about (groceries, coffee, schools drop off, work, other transport pick up/drop off locations) our neighbourhood moves about on foot and will continue to do so during many summers the Sydney Metro, Pymont will be under construction. Street shade providing trees were not shown on information boards at this community event.

It would be a travesty if for short term construction (under 8 years) the shade providing, successful and healthy street tree canopy plan for the next 30 or 40 years was degraded/slaughtered around the streets for the Sydney Metro Pymont project and the haulage routes.

Collateral impacts and time management acknowledgement of numerous state significant developments occurring with overlap on local roads and footpaths was also not worth an information board at this community event.

Perhaps in some suburbs where they don't have a State Significant: Fish Market, Blackwattle Bay, Darling Harbour, Star Casino, UTS and Powerhouse Museum all either presently underway or soon to commence breaking ground. The community don't warrant an information board on how this will be managed, Pymont, Ultimo and Darling Harbour does. Details need to be provided for the overarching NSW Gov. Body, that's job it will be to timeline construction vehicles and materials going in/out for years on local roads for the previously mentioned State Significant sites.

Pymont is the second most densely populated suburb in Australia – so this change will materially impact our community during the build and into the future.

Most of the houses and terraces are at least 100 years old and built of bricks and mortar. It also means that, once the work is completed, the noise and vibration caused by trains passing through will be much greater than if they were in smaller individual tunnels, as originally planned. The supported original plan called for the cross over cavern to be located and dug cross-over cavern in 'The Bays', to the east of the planned Bays Station. This would have had little effect on any residents. It is not a built-up area and a potentially new site for broad development.

We look forward to an improved community constitution as soon as possible.

Local Resident.