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

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

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

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

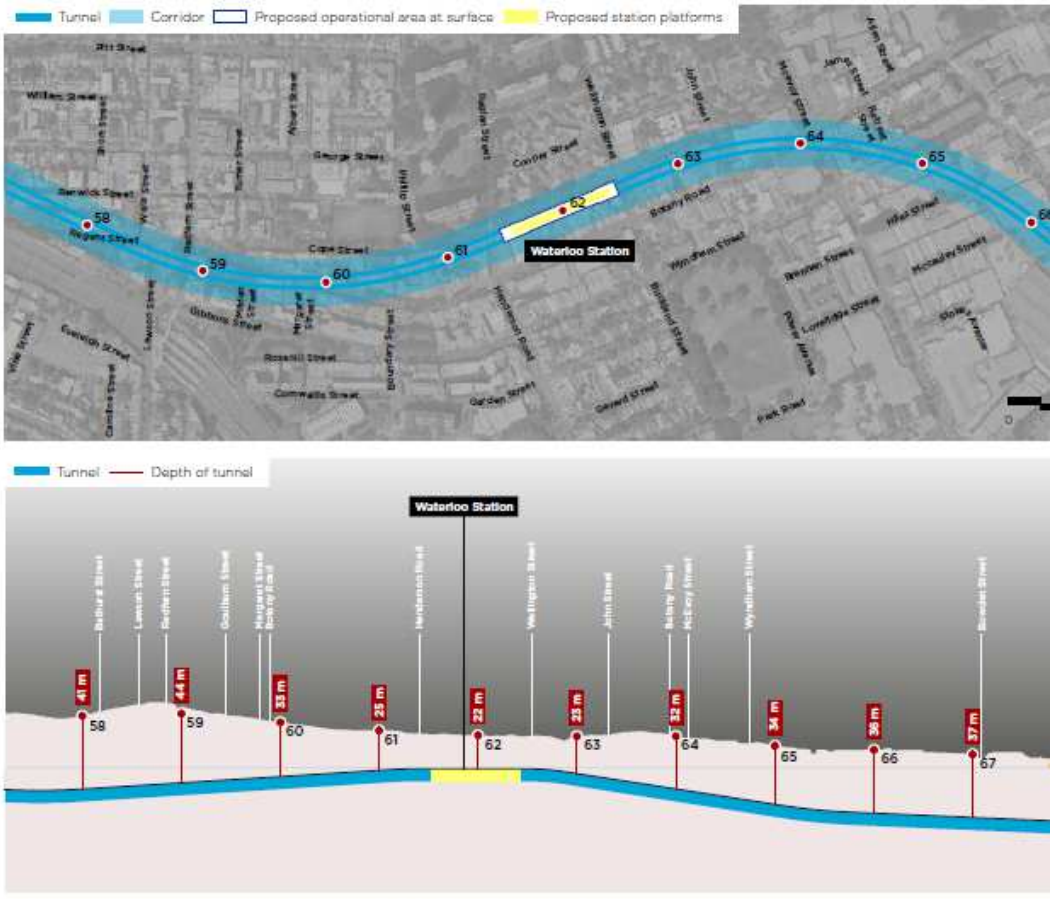

Figure 6-2g Indicative Chatswood to Sydenham alignment plan and long section

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

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

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

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

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

Sincerely
David Apostolidis
9/86 Cope Street, Waterloo

p.s.

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