

Annika Broadbent  
205/26 Clarke St  
Crows Nest  
NSW 2065

Major Projects Assessment  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001  
Website: [www.majorprojects.planning.nsw.gov.au](http://www.majorprojects.planning.nsw.gov.au)

Attention: Director, Infrastructure Projects

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

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

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

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

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

**A) Inadequate protection for residents with regards to night works**

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

## **B) Impact of construction traffic**

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

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

## **C) Extended period of construction noise**

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

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

## **D) Building stability and resident's safety**

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

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

## **E) Ongoing impact on quality of residents' lives**

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

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

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

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

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

At the very least we request that:

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

Regards,

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

Annika Broadbent