

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

PROPERTIES AFFECTED:

Nelson Street & Gordon Avenue

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 opposite 9-17 Nelson Street (EIS Ch.6, p135).¹

- *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>