

Peter and Beryl Hourigan
15 / 5 Towns Place
Millers Point NSW
2000

Director
Transport Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

21 June 2016

Dear Director,

CHATSWOOD-SYDENHAM METRO: SS15 7400

I own and live in apartment 15/5 Towns Place Milers Point. While I support the proposed Sydney Metro proposal I have a number of objections to its proposed implementation. The most serious is relating to noise and vibration issues to my home, residents and businesses.

The current plans show the eastern tunnel passing beneath the north western corner of my building on Dalgety Road at a depth of 35 metres.

The tunnel continues south, in part below Dalgety Road and under the terraces on Dalgety Road to the new proposed metro station at Barangaroo. Those terraces on Dalgety Road sit on a sandstone escarpment approximately 10 metres above the road surface. This additional 10 metres adds to the 35 metre buffer between the tunnel and residents.

In contrast, the Towns Place building not only lacks this 10 metre buffer, but also has a car park to a depth of approximately 20 metres below ground level. This significantly reduces the buffer between the tunnel and building structure, exacerbating noise and vibrations issues.

The limited buffer could be resolved by relocating the eastern side of the tunnel approximately 10 metres to the west of Dalgety Road so that no part of it runs close to or below the Towns Place building on Dalgety Road. Moving the tunnel west places the tunnel below much deeper bedrock where noise and vibration will not impact on any surface building.

Whilst best practise for this type of rapid transport system is for the rolling stock to have rubber wheels running on rubber tracks it s understood that for consistency the Metro's system will have steel wheels and tracks. While acknowledging the need for consistency, this track should have high quality attenuation measures installed. Particularly that part from the harbour to Barangaroo metro station. Demonstration of the noise and vibration

attenuation should be a fundamental requirement for the design, construction and contract submissions.

The use of temporary stockpiling of spoil on Hickson Road before double handling and removal is unnecessary with modern construction processes. The spoil should just be removed from the area directly to its final destination, and this should not occur at night.

The proposal that the spoil may be removed from the area by barge should require its removal from the harbour side of the central Barangaroo site. To do so from any other local harbour location would again involve double handling, unwarranted and unreasonable noise and increase the number of truck movements in the area.

While these matter seem basic, it is unfortunately these simply issues are not neglected when dealing with complex issues.

I am happy to discuss my comments or be involved in any community engagement process.

Yours faithfully

Peter and Beryl Hourigan

CC

Mr Andrew Constance, Minister for Transport and Infrastructure,

Mr Tim Reardon, Secretary Transport for NSW, Level 6, 18 Lee Street CHIPPENDALE
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