

24 June 2016

Director Transport Assessments  
Department of Planning and Environment  
Application number SSI 15\_7400  
GPO Box 39  
Sydney NSW 2001

Dear Sir/Madam

**RE: SSI 15\_7400 – Sydney Metro City and Southwest – Chatswood to Sydenham –  
Environmental Impact Statement**

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We refer to the Sydney Metro City and Southwest – Chatswood to Sydenham Environmental Impact Statement (EIS) that is currently on exhibition. On behalf of Harvey Norman, owner of 30-32 Bowden Street, Alexandria (Lot 100, DP 876407), thank you for the opportunity to make a submission.

We note our client's property will be affected by the project via the proposed underground alignment of the tunnel between Waterloo Station and Sydenham Station. The location of our client's property in relation to the underground tunnel alignment is illustrated in Figure 1.

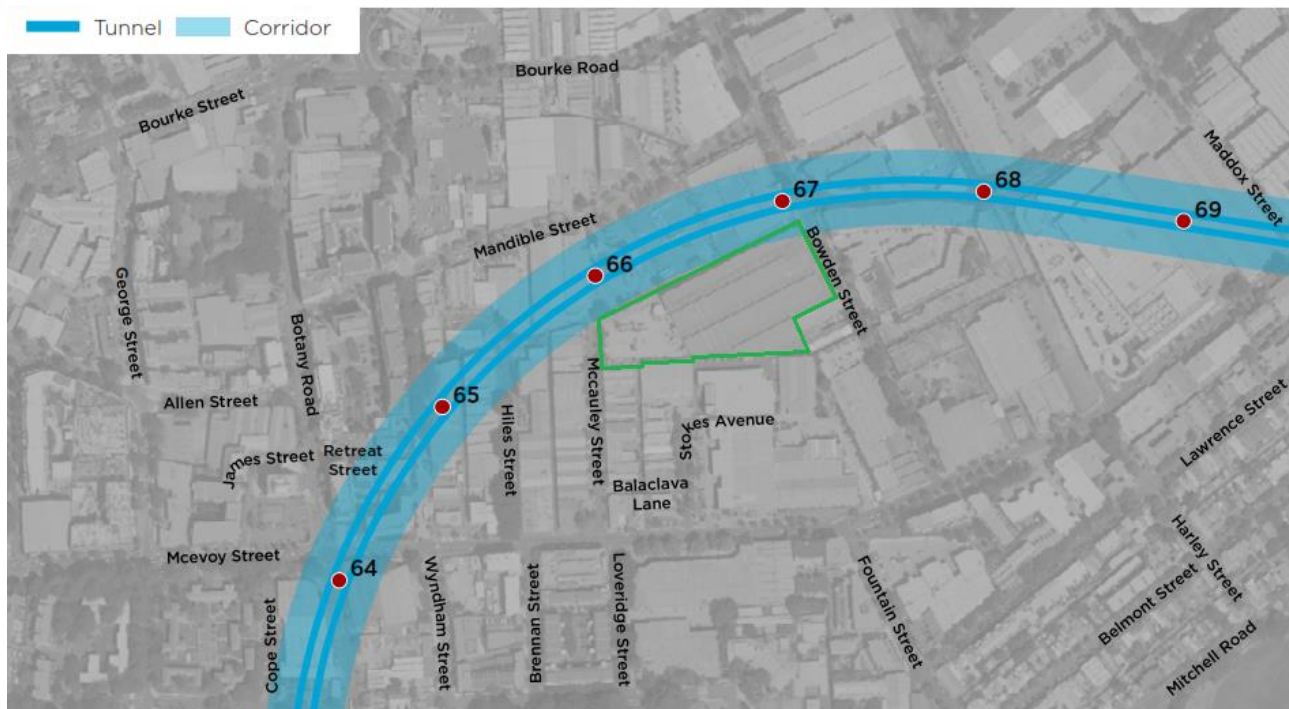
We note that our client was not notified of the proposed underground tunnel alignment and associated corridor underneath their property, despite the extent to which our client's property will be potentially adversely affected.

We understand that there would be a future statutory corridor for the project established under the *State Environmental Planning Policy (Infrastructure) 2007* and any future development in this corridor would require referral to Transport for NSW for concurrence. The EIS indicates that the project corridor would extend 30 metres either side of the tunnel alignment. We also note that the EIS indicates that the current proposed alignment is subject to change. To that extent, we are concerned that any such change has the potential to further adversely impact on our client's property. Accordingly, we seek an assurance that any such change will be subject to further consultations with affected landowners.

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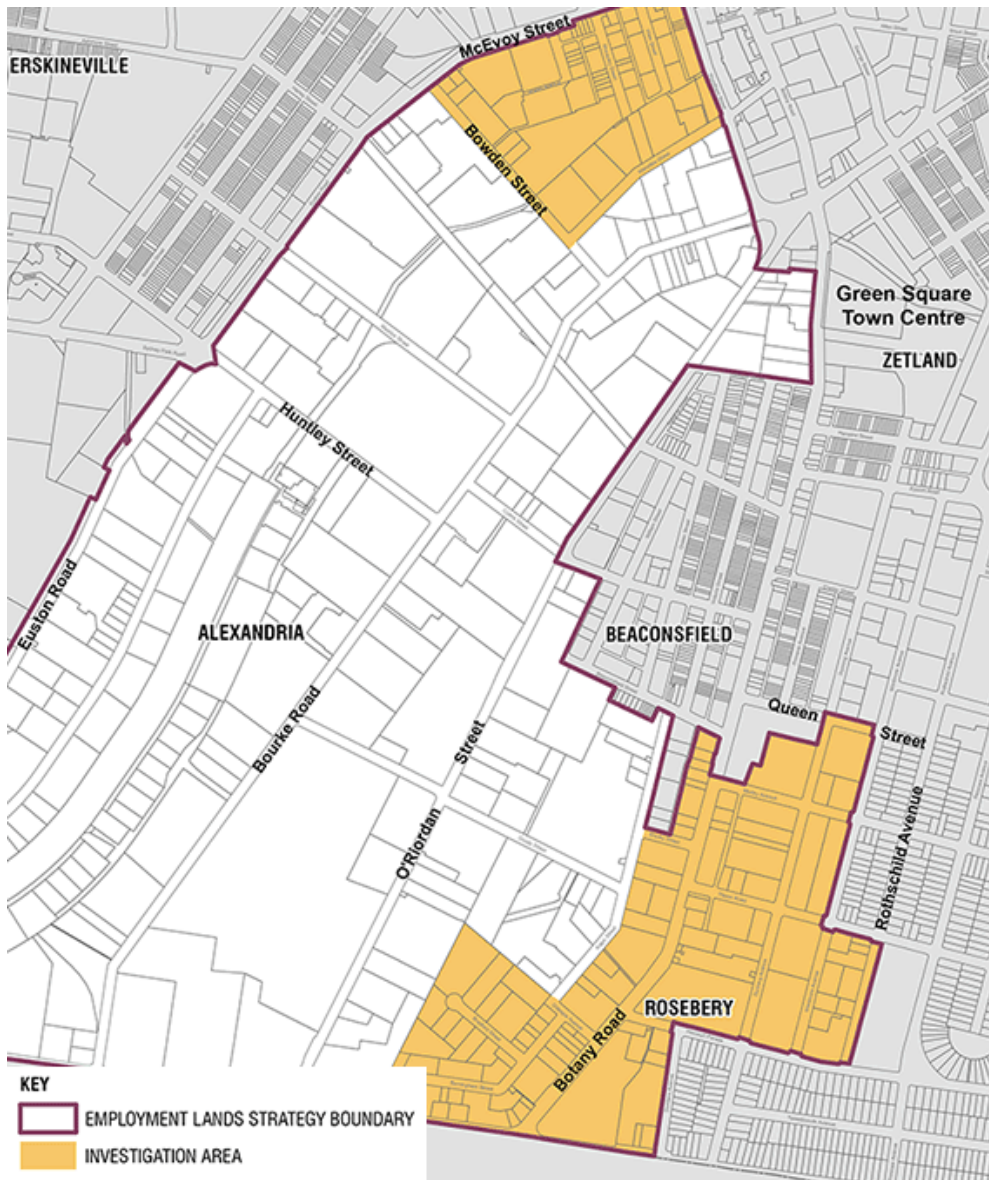
**Figure 1.** The location of the Harvey Norman owned site outlined in green in relation to the tunnel alignment and corridor

According to the EIS, we understand that where tunnel will be constructed, it will be necessary to acquire stratum below the surface of the properties for the construction of the project. The EIS indicates the subsurface stratum would be a stratum acquisition envelope around the tunnel, including any tunnel anchors required and has the potential to limit development above the alignment. There appears to be no discussion with regards to the impact upon future excavation, foundations, piercing depths and density of development that could be supported above the tunnel alignment/corridor. The extent to which the development potential of our client's property will be limited is therefore not clear. Accordingly, we request that this be clarified as it has the potential to have a direct and material impact on the value of our client's property. Our client reserves the right to make further submissions subject to these matters being clarified.

We note that the EIS suggests that for the purposes of acquiring stratum below the surface properties for the construction of the project including where required for the development of underground infrastructure, compensation is not payable under the Transport Administration Act 1988. To the extent to which our client's property is affected by the proposed alignment and corridor, we note our strong concern in relation to the potential financial implications on the value of their property.

Our client's property is located within the southern employment lands in the City of Sydney (the City) Local Government Area (LGA). Their property is also in an area the City has identified as "investigation areas" as illustrated under Figure 2. These "investigation areas" are not currently zoned for market housing however the City has indicated (by way of site specific planning guidelines) that they will consider planning proposal requests to rezone sites and allow mixed used (residential) development in these areas at significantly increased densities. In short, our client's property is considered to have significant residential redevelopment potential.

The future urban renewal of the precinct generally bounded by Bowden, McEvoy, Mandible and Wyndham Streets' is of significant strategic value to the wider transformation of Green Square. It is therefore important to ensure that any alignment of the tunnel and corridor does not directly and adversely impact on the development potential of this precinct. It is not in the public interest or that of the City to have this area compromised to the extent likely as a result of the proposed underground tunnel alignment.



**Figure 2.** Extract from City of Sydney's *Guideline to Preparing Site Specific Planning Proposal Requests in the City of Sydney* Employment Lands Investigation Areas 2015

On behalf of our client, we request the proponent realign the tunnel and associated corridor between Waterloo Station and Sydenham Station away from the "investigation areas" and our client's property to ensure the future development potential of their site is not unreasonably impacted.

In summary, we note our client's strong objection to the proposed tunnel alignment to the extent to which it will impact on the development potential of their property and its value. The lack of adequate information provided in the EIS on the impact and limitations to future development on our client's property is of significant concern and should be clarified prior to any decision being made on the alignment of the tunnel. On behalf of our client, we seek an assurance that further details on the tunnel alignment will be provided and an opportunity to make further submissions where necessary.

Thank you again for the opportunity to comment and we trust that careful consideration will be given to the comments we have made.

Please note we have not made any reportable political donations in the previous two years.

Should you have any queries or require any additional information regarding this submission please do not hesitate to contact me on 0400 413 701.

Yours sincerely,



**Mark Grayson**  
Director