

Lesley Watson
126 Lord Street,
Newtown, NSW, 2042.

26 June 2016

Attention: Director, Infrastructure Projects

Submission on EIS Application no. SSI 15 7400

Dear Sir or Madam,

After viewing the EIS documents online and speaking to expert members of the project team at the community information session at the Concordia Club, Tempe, I would like to lodge an **objection** to this project.

I object to the building of the City & Southwest Metro project on the following grounds:

- I have concerns about damage to residential properties in Lord Street, especially those in close proximity to the proposed dive site, where the tunnels come up to the surface. The majority of houses in Lord Street, which the twin tunnels will be constructed under, are over 100 years old. The soil is extremely reactive clay, and there is substantial movement of foundations during dry and wet weather. As to date no geotechnical engineering tests have been conducted in the area to determine any risks that may be posed. While I have been reassured that there is contingency fund to cover damage, I would like more information about this and in writing.
- The twin tunnels are being constructed under a known aquifer and a high water table in Lord Street, particularly problematic on the western end of Lord Street, between John Street and Edgeware Road. I have concerns that this may be disturbed by the tunnelling, which in turn may create subsidence problems for residential housing above the tunnel sites.
- The tunnels will also be constructed underneath water pipes and sewer pipes which are over 100 years old. Further information and investigations will need to be undertaken on this infrastructure before any tunnelling occurs.
- The new proposed Bankstown line excludes our two local, heavily used railway stations of St Peter's and Erskineville. Please note that approximately a third of passengers who use the Bankstown rail line commute from these two stations. Local residents, who are heavy users of public transport, have not been consulted, advised or informed of what alternative rail transport will be provided to our community. In short there has been no transparency of government plans to provide rail transport to our local area. Bus transport is not a viable alternative due to the proposed WestConnex motorway which is going to only add to road congestion in our area. Buses already run 15-20 minutes late on King Street to the city. Our two stations should be added to the new proposed Bankstown line.
- On this new metro line there would be very few seats. In peak travel time 70% of commuters would be forced to stand for up to 30 minutes. With existing double deck trains, 70% of

passengers are seated. Metro lines generally operate over short distances, and the proposed Bankstown line operates over a long commuting distance, which makes this form of transport inappropriate.

- There are also safety concerns in relation to the tunnel segment from Waterloo to Sydenham. The proposed evacuation procedure – through the end doors to track level – does not cater to people in wheelchairs or those with limited mobility. Evacuation would be slow, and there will be no on-board staff to assist with evacuation procedures in the event of an emergency. This is a serious WH & S which has not yet been addressed.
- At a cost of \$12 billion, the City and Southwest Metro is a very expensive way of increasing track capacity through the CBD. Utilising existing infrastructure, a heavy rail link for double deck trains could be built for less than \$4 billion. The proposed metro can only carry 36,000 passengers per hour, while if the line were built to accommodate double deck trains the capacity would be 45,000 per hour, based on the same frequency.

I **have not** made a reportable donation.

I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

Sincerely yours,

Lesley A. Watson