

## **Submissions regarding proposed Sydney Metro Waterloo site**

The proposed location being located between Botany Road, Cope Street, Raglan Street and Wellington Street.

I submit the above stated Waterloo site is unsuitable for many reasons including the following:

### **Adverse Environmental Impacts on natural & built environments**

The impact of this proposed development will create major adverse environmental impacts on both the natural and built environments.

### **Aboriginal Archaeological Deposits**

There is a high likely hood of Aboriginal archaeological deposits in the Waterloo area which would be of significance.

In particular this relates to the proposed tunnel between Marrickville dive site and Waterloo Stations runs beneath Sheas Creek, a now concrete canal which forms the north-eastern extent of Alexandra Canal.

Alexandra Canal area has been listed as areas of archaeological potential.

Artefact Heritage in their technical paper 5 *Aboriginal Heritage Archaeological Assessment* published the following;

*“animal bones (Dugong) and Aboriginal stone artefacts were identified by workers during extension of the Alexandra Canal in the 1890s at Shea Creek.. Palaeontologist Etheridge identified cuts and scars on the bones consistent with the animal being butchered. Two hatchet heads were also retrieved from the same area”.*

#### **“7.11.5 Assessment of archaeological potential**

*The survivability of Aboriginal archaeological deposits in sites such as Waterloo Station is dependent largely on the extent and nature of subsequent phases of historical construction activities. As demonstrated at archaeological excavations across the Quaternary sand sheet, discrete portions of surviving archaeological deposit containing Aboriginal objects may occur beneath extant buildings and deep layers of introduced fill.*

*There are likely to have been significant, although not necessarily comprehensive, sub-surface impacts across the Waterloo Station site from 19th and 20th century construction and service installation across the site. The extent of introduced fill and depth of excavation during construction of the extant structures was unknown at the time this report was prepared.*

Results from previous archaeological excavations across the Quaternary sand sheet demonstrate the potential for buried Aboriginal sites associated in those contexts. These sites can occur buried beneath areas of surface impact. Results of geotechnical investigations in the vicinity of the Waterloo Station site indicates the presence of buried sand beneath layers of introduced fill overlying Ashfield shale. There is moderate-high archaeological potential for Aboriginal objects in sub-surface contexts where there have not been extensive sub-surface impacts.

“Intact Aboriginal archaeological deposits within the area are extremely rare and would be of high research significance.

“It is also possible that out-of-context Aboriginal artefacts may be present in the layers of fill used in the area.”

However the map showing the location of Aboriginal sites has been removed, seemingly by Sydney Metro, from the public version of this document.

### **Native Animal Life**

Waterloo is a known area of bat roosting.

Arcadis in their Technical Paper 9 *Biodiversity Assessment* state the Eastern Freetail-bat (*Mormopterus norfolkensis*) and Eastern Bentwing-bat (*Miniopterus schreibersii oceanensis*) are both listed as Vulnerable under the TSC Act, and are considered to have a moderate likelihood of occurrence at the Waterloo.

It can be observed that the native Fig trees at this site provide foraging habitat for the bats as well as the Rainbow Lorikeet (*Trichoglossus haematodus*) and Common Sulphur-crested Cockatoo (*Cacatua galerita*).

### **Contamination**

Jacobs in their Technical Paper 8 *Contamination Investigation* state;

“the historical and current commercial/industrial use of the Waterloo Station site (including present day activities including dry cleaners, automotive use and a sub-station) represents a potential source of contamination associated with the chemicals used in the dry cleaning process (i.e. chlorinated hydrocarbons, and volatile organic compounds), the automotive industry (hydrocarbons), substation (hydrocarbons and PCB) and miscellaneous chemicals associated with historical commercial/industrial operations.

*The risk to construction activities is considered moderate given that construction would require excavation of potentially contaminated soils, contact with potentially contaminated groundwater and potential volatilisation of some organic compounds. These volatile compounds (if present) may need to be managed during construction*

*activities and vapours may need to be monitored within sub-surface spaces during operation of the station (dependant of the design of the station).*

*There is an area of high Acid sulfate soils (ASS) probability to the north of Alexandra Canal. It is possible that the construction of the Waterloo Station site may require excavation of alluvial soils which could contain ASS. Further investigations are required to better understand the potential risks.”*

### **Significant negative impact of Property acquisition**

There is the need for Sydney Metro to acquire and estimated 18 properties, resulting in acquisition or relocation of occupying businesses, out of all of the proposed stations to be built Waterloo features the highest number of total forced acquisitions.

The proposed Waterloo Station site is a commercial / industrial / retail precinct including services such as a dry cleaner, automotive sales and repairs, printing press premises and shopping outlets, these commercial premises provide jobs and manufacturing in Australia for Australians. The removal of these businesses is not in the public interest of Australians, business owners, customers or the locals.

### **Detrimental affect to existing residents, buildings and structures**

There will be an increase in erosion, adverse ground water impacts and risk to buildings and structures due to ground movement. As well as health issues and social issues of the following:

### **Proposed Substation located on Cope Street**

The land use surrounding the project area is commercial, retail and high density residential. SLR Global Environmental Solutions in their technical paper 2 *noise and vibration* state there is a potential substation located on Cope Street - this would be a major adverse environmental and health impact as Cope Street is high density residential housing. There has been no community consultation on this at all.

It appears that there has also been NO assessment on the impacts stations and ancillary equipment such as substations and ventilation systems will cause;

### ***“Operational Airborne Noise from Stations and Ancillary Facilities***

*The potential operational noise impacts from stations and ancillary equipment such as substations and ventilation systems have been assessed.”*

### **Noise, vibration and dust**

It has been published by Jacobs in their Technical Paper 8 that the construction work, including excavation, could disturb businesses and the work environment through noise, vibration and dust.

### **Tunnelling construction works are proposed to occur on a 24 hour per day 7 days per week**

According to SLR Consulting Australia the tunnelling construction works are proposed to occur on a 24 hour per day basis and up to 7 days per week.

### **Excessive round-borne noise and vibration levels from tunnelling**

It has been reported the ground-borne noise and vibration levels from tunnelling may exceed the management levels at residential receiver locations during the evening and night-time period when people are resting or sleeping.

### **Excessive Noise**

For residents north, south, east and west of the work they may experience an excess of 20 decibels of noise in the day and 20 decibels at night.

It has been reported that careful design consideration would be required at Barangaroo, Pitt Street and Waterloo stations to minimise noise at the nearest residences.

### **Servicing and delivery access problems**

It has been published servicing and delivery access problems will occur, specifically servicing and delivery constraints for business located along Botany Road or on opposite sides of Raglan Street and Buckland Street.

### **Reduction on customer access & passing trade**

It has been published customer access & passing trade with the construction would result in changes to vehicle and pedestrian flows that could influence the level of trade passing businesses and subsequent customers and sales.

Botany Road provides essential business trade which requires service & delivery access from the adjoining streets of Wellington, Ragland, Buckland and Cope Street. Vehicle and pedestrian flow to Botany road also relies heavily on access to Wellington Ragland, Buckland and Cope Street - disruption to these areas will affect key businesses will lead to the demise of trade and community services as well as the community.

These are just SOME of the many reasons to be found in the environmental impact statements published on the Sydney Metro website as to why Waterloo Metro Station proposal should be rejected.

The Waterloo Metro is not wanted or needed by the Redfern & Waterloo community, there has been public outcry over this as seen at the community events held by Sydney Metro, Urban Growth and Clover Moore who is also seemingly against the Metro and what it stands for.

Public outcry can be seen through social media sites including: Redwatch.org.au, Waterloo Public Housing Action Group, Greenleft.org.au, Better Planning Network, Stealing Our Skies, North Eveleigh Info, Alexandria Residents Action Group. Other supporting groups are Millers Point Community Association (MPCA) and Action for Public Housing (APH).

Newspapers including the Sydney Morning Herald, Australian Financial Review (AFR) and Daily Telegraph have been vocalising their concerns.  
e.g. AFR 16 December 2015

*“Mirvac, Chinese Developers to benefit from Sydney’s new Waterloo metro station”.*

Television stations such as channel nine, SBS and ABC have also documented public outcry against the Waterloo station build.

Greens NSW representatives have raised transport, housing, and accessibility concerns in response to NSW Governments announcement for a Sydney Metro station at Waterloo.

Greens NSW MP and Transport spokesperson Dr Mehreen Faruqi said:

*“Transport decisions should be made to provide for accessibility for all. The government shouldn’t be using the proposed private metro line as an excuse to overdevelop the area.”*

Greens NSW MP for Newtown Jenny Leong said:

*“It’s understandable that the community is asking – if they build a new station at Waterloo what will happen to the long-going struggle for a Redfern Station upgrade to ensure full accessibility of this key transport hub? And what about the public housing in Waterloo?”*

*“Once again we are seeing that this state government is willing to put the interests of the big developers ahead of community interests. Urban Growth might pull all the strings when it comes to decisions made by the NSW Government but they do not control this community.*

Greens NSW City of Sydney Councillor Irene Doutney said:

*“The announcement of the new Metro station in Waterloo will send a wave of dread through the public housing estates that surround the proposed site. UrbanGrowth has made it more than clear that the siting of the station at Waterloo would trigger the redevelopment of the Waterloo/Redfern Estates.*

*“The consequences of such redevelopment will be destruction of our local public housing communities which will be replaced with medium to high-rise private development. We are seeing this happen in Millers Point where the local community is being wiped out by gentrification.*