

26th June 2016

Major Projects Assessment
Attention: Director, Infrastructure Projects
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Metro Station Development at Crows Nest, Application number: SSI 15 7400

I am an owner and resident of [REDACTED] Clarke St Crows Nest since purchasing the property [REDACTED]. I am very concerned about the proposed construction of the Metro line and station at Crows Nest. It is imperative that the concerns of those immediately affected are addressed.

The Lyall is a:-

- mixed-use Strata,
- with 30 apartments and 5 retail/commercial lots,
- housing over 60 residents,
- 4 businesses,
- Is the only residential building in Clarke Lane/Street, and
- Over 90% of bedrooms located in our building overlook Clarke Lane and will back directly onto the construction site.
- Bedrooms and living areas are only 5 meters away for the main construction area.

My main bedroom and second bedroom overlook Clarke Lane and I would personally be sleeping approximately 5 metres from the construction site.

The total construction time of nearly 8 years of which includes four years of constant construction, 24 hours a day, means it will be impossible for me to live in my apartment and in all probability impossible to let the apartment. Over the next 3-4 years I had been planning to retire and lease out the apartment which would cover my retirement expenses. Instead, I now am faced with severe financial hardship and challenges that will affect my mental health.

I request that the following points be considered:-

- Double glazing be provided for all windows in the The Lyall that face Clarke Lane at the cost of the Metro project,
- Build a sound proof wall on the western side of Clarke Lane, before excavation commences,
- Consider using other types of construction similar to be that being used for other stations, ie not cut-and-cover,
- Installing a layer of rubber between the rail and the tunnel floor, similar to that being provided at Chatswood Station,
- The depth of the station be increased,
- An engineer's report is provided to all owners of The Lyall on a regular basis, or as requested. For example every 6 months and should a resident be selling that a report is provided when requested. All costs to be borne by the Metro Project,
- Change the location of the Taxi rank and kiss and ride to be elsewhere instead of directly in front of our residential building,
- Building of a turning circle at the Hume street end of Clarke Lane during the period that it is 2 way.
- The Metro project to fund regular cleaning of the windows and exterior of the building.
- The Infrastructure Project provide assurance and insurance that any damages or loss caused by the construction are "made as new".

The following outlines my **strong objection**:-

- a) Inadequate protection for residents with regards to night works;
- b) The difficulties and danger of creating a two way thoroughfare in Clarke Lane for construction traffic
- c) The extensive period of construction noise and vibration.
- d) The effect of construction on our building's stability
- e) The ongoing impact of increased noise and disruption from train and station operations

A) Inadequate protection for residents with regards to night works

The current plans demonstrates a complete disregard for the residents of The Lyall. The environmental impact statement itself documents the acceptable noise levels for a bedroom as 30 decibels, yet the NSW Government and State Transit will carry out construction and excavation work throughout the night with operational noise levels of 90 decibels.

This excavation will be through blasting, the noise impact of which will not be at all deadened. Further, the acoustic shed will barely cover the width of our residential building and have massive openings at either end and will not be built until after the excavation.

B) Impact of construction traffic

- Clarke Lane is very narrow, we experience traffic issues when the commercial lots on the Pacific Highway and Clarke Street receive deliveries or have garbage pickups. There is currently insufficient space to allow a car to pass trucks.
- Clarke Lane is identified as a local laneway used by pedestrians, having two-way traffic and pedestrians will be extremely dangerous.
- Our driveway does not have clear visibility of traffic entering Clarke Lane via Oxley St making the laneway two way will also make it dangerous for residents and visitors.
- We currently have rubbish collections/deliveries occurring outside of the permitted times, ie 6am to 10pm. Blocking off of Clarke Lane at Hume St and making it two way will subject residents to trucks passing under my bedroom windows twice, or as is more likely, its beeping as the truck attempts to reverse out of the laneway.
- It would appear that there is no proposed turning circle allowing trucks to turn around instead of needing to reverse. Heavy trucks utilised for the construction will also increase the noise levels. Rather than the trucks passing once, we will be subjected to the noise of them attempting to turn in an incredibly narrow lane or reversing back down the lane way.

C) Extended period of construction noise and vibration.

The environmental impact assessment provides for four years of construction noise and traffic for 24 hours a day. The predicted airborne noise levels for Crows Nest Station indicate that our building will in most cases have airborne noise exceeding what is considered normal and is for some undefined period of construction predicted to be High.

Further residents will be subjected to ongoing building vibration for four years. Again here the impact on Clarke Lane is not mentioned, however, it is stated that "*During excavation, vibration levels are anticipated to exceed the cosmetic damage vibration screening criteria at three buildings adjacent to the site (one building located to the east on Clarke Street and two building located to the south of the Pacific Highway).*" This is unacceptable for many reasons.

D) Building stability and resident's safety

The impact of tunnel blasting on the stability of surrounding buildings has not been adequately addressed. Construction of the tunnel is to be through blasting with a tunnel corridor at least 30 metres either side of the tunnel centre line and around all stations. The proposed Crows Nest station and metro tunnel will be positioned across a very narrow Clarke Lane. Our building's 2 level garage runs underneath the footpath of Clarke Lane. There is insufficient space to ensure ongoing building stability with a 30 metre tunnel corridor. Indeed, the 30 metre tunnel corridor will encroach on the existing garage.

In addition, the establishment of storage for dangerous goods within one building's width of our residential block places us all in danger.

E) Ongoing impact on quality of residents' lives

The peaceful enjoyment of our property will be impacted in an ongoing manner due to the following:

- We will be subjected to ongoing vibration noise from train operation. *"Sydney Metro plans to keep stations as shallow as possible to minimise customer travel time from the street to the platform"*. In the case of the Crows Nest station it is planned to be a mere 25 metres below the ground thus providing very little distance for the ongoing vibrations from train operations to be deadened. Further, whilst rubber is to be laid underneath the track at tunnel exit points such as Chatswood it is not planned to be laid to insulate the noise of train operations to surrounding residential buildings in Crows Nest.
- Increased traffic and reduced street parking with kiss and ride and taxi bays placed outside our building on Clarke St.
- Noise from increased pedestrian/commuter traffic.
- Increased dust and grime on the exterior of our building.

Given the extended period of construction it is also highly unlikely that I will be able to rent my unit or sell it and recoup what would reasonably be determined a fair price in today's and during the next 8 years. On 25 June 2016 an apartment, that is comparable in size and configuration as my own, sold at auction for **\$1,710,000**. Even so this is not as high as what I would have thought would have been a fair price in the current market conditions.

Thank you for the opportunity to enable the public to make submissions and trust that my points will be considered.

Regards,

