

Attention: Director, Infrastructure Projects

**Chatswood to Sydenham Metro Project
Application number SSI 15_7400**

**Submission on
Environmental Impact Statement**

**from
John Hancox
4/56 Shirley Road Wollstonecraft NSW 2065**

I have followed this project since it was first made public and am in full support. My reasons for support are briefly outlined below:

- It is a brilliant solution to the requirement to drastically increase and cater for a growing city. The second harbour crossing allows a true Metro line to bypass the existing choke point through the CBD and eliminate crossings with the Sydney Trains system. It will however have the potential for interchanges with the heavy rail system at other locations in addition to Chatswood and Central – such as North Sydney and St. Leonards with the new Crows Nest station.
- I particularly like the fact that it will be completely separate from Sydney Trains and thus freed from the many infrastructure and operational issues which combine to make that system one of the most complex in the world. Its many features such as straight platforms all at the same level with a secure passenger barrier will mirror world best practice. I like the single deck passenger car trains that will allow short dwell times at stops and what appears to be good ingress/egress from the stations.
- Conversion of the Epping to Chatswood line and the Sydenham to Bankstown line will offer passengers a first class Metro that will be equal to other major cities in Asia, Europe and the UK.
- I find no objections to the proposal which I am sure with proper planning and consultation with stakeholders whose interests are important will deliver a world class Metro line.

The following comments relate to some of the specific features of the project in regard to my current residency location – Crows Nest and Victoria Cross:

- The Crows Nest station construction plan shows that the Post Office will have to be relocated or it will be a casualty altogether. It is important that in the process of negotiation with the Commonwealth that there will continue to be a permanent Post Office at Crows Nest even if in temporary accommodation during construction.
- The plan shows a new pedestrian crossing on the Pacific Highway at Oxley Street. The graphic is not clear that this crossing must have traffic lights.

- The space left after construction that envisages over station development will be an eyesore if development does not proceed as soon as possible. Every effort should be made to secure development interest and cooperation with the North Sydney Council so that these areas are not left derelict.
- Underground access between the services building/development sites should be seriously considered as there is much traffic along Hume Street. Close cooperation with RMS will be required to improve the crossing with the Pacific Highway.
- At Victoria Cross station, serious consideration should be given to underground access with North Sydney Station which currently has an exit to Miller Street. This is a no-brainer.
- Construction of the harbor tunnel will result in huge volumes of rock and spoil to be disposed of. Movement of trucks through Milsons Point and surrounding areas would be a disaster. Disposal by barge would be a far less disturbing alternative and worth extra cost.

I thank you for the opportunity to comment and look forward to a successful project with the minimum of environmental impact and maximum benefit for the taxpayer.

Regards,

John Hancox
27 June 2016