

The Hon. Gladys Berejiklian MP

Member for Willoughby



30 May 2016

Our Ref 16/2-1567

The Hon Andrew Constance MP
Minister for Transport and Infrastructure
GPO Box 5341
SYDNEY NSW 2001

Dear Minister, *Andrew,*

I am writing on behalf of my constituent, Ms Ursula Dewar of SP65120 at 2/9 Nelson Street, Chatswood, regarding her concerns with the Chatswood Metro dive site layout Environmental Impact Statement (EIS).

I have enclosed a copy of the relevant correspondence from my constituent for your information.

I would appreciate your consideration of the matter raised and look forward to your response at your earliest convenience.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'G. Berejiklian'.

Gladys Berejiklian MP
Member for Willoughby
NSW Treasurer

Enc

Working for Willoughby

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COPY

ElectorateOffice Willoughby

From: Dewar <ursulladewar@optusnet.com.au>
Sent: Monday, 30 May 2016 4:35 PM
To: ElectorateOffice Willoughby
Subject: Sydney Metro EIS submissions & recommendations due June 27th
Attachments: Chatswood Metro dive EIS issues & recommendations to Member for Willoughby 30.5.2016.pdf; Chatswood dive site layout EIS p214 Ch7.pdf; Trackworks Nelson St to Chatswood CBD.pdf; Nelson Street rail-bridge visual EIS p44 Summary.pdf; Photos ECRL 2007-8 and Nelson St Gordon Ave residences.pdf

The Hon. Gladys Berejiklian MP
Member for Willoughby and NSW Treasurer

Dear Ms Berejiklian

Further to my phone call this morning, I'm sending issues and my proposals in response to the Metro EIS of May 11th, before I forward them to the Director of Transport Assessments by the deadline of June 27th.

Sincerely

Ms Ursula Dewar

SP65120

Unit 2, 9 Nelson Street, Chatswood 2067

94123418 (11am-10pm)

Attachments (5)

The Hon. Gladys Berejiklian MP
Member for Willoughby and NSW Treasurer
willoughby@parliament.nsw.gov.au

Dear Ms Berejiklian

Re: Sydney Metro EIS submissions & recommendations due June 27th

Further to my phone call this morning, I'm writing to you in response to the EIS of May 11th regarding local issues and my proposed solutions, before I forward them to the Director of Transport Assessments by the deadline of June 27th.

I request for representations to be made to the Director on my behalf.

PROPERTIES AFFECTED:

For the second time within the last decade, I will be seeing a major infrastructure project at my doorstep.¹ I live facing the railway line, within SP65120 bounded by 9 Nelson Street, 2 Gordon Avenue, the North Shore Line and Frank Channon Walkway. This is the residential block which is most affected by the Chatswood Metro dive via the Ausgrid site (opposite 9 Nelson Street).

ISSUES AND RECOMMENDATIONS PROPOSED:

1/ ISSUE: Metro advertising and community action.

Residents are concerned that there has not been sufficient community action to the information on the Metro since the Metro Forum mid-2015 at the Dougherty Centre.

This is due to local residents not being well-informed before the 2015 Metro Forum: most of the 45 residents/owners in my block were unaware of the 2015 Metro Forums and that a decision about the "dive" location would be made before November 2015. I had a knock on my door by a Metro representative last November asking whether I've heard about the Metro decision.

Metro has not properly communicated information about "dive" locations at initial meetings: St Leonards versus Chatswood.

SOLUTION: Keeping the public well-informed is an essential responsibility of government.

2.1/ ISSUE: Increased noise pollution from rail-corridor:

Issue is noise during Metro construction & operational noise when Metro is running: current noise levels are excessive and noise will increase due to:

*EIS proposes for Metro tracks to be on concrete slabs between Albert Ave & Ausgrid site opposite 9 Nelson Street (EIS Ch.6, p135).

*2 additional tracks (Metro) between Albert Ave & Ausgrid site, located between the two existing North Shore lines, for "high frequency trains" providing fast high capacity services.

*Tracks will be moved west by 3m @ Gordon Ave/Nelson St: closer to our Strata. Metro considers moving northbound T1 track west by 3m to be necessary because excavation for Metro (between 2 North Shore tracks) will start at the Bowling Club & continue to the Ausgrid site opposite my residence at 9 Nelson Street.

(Contd.)

¹ See photos attached of ECRL at Chatswood South.

2.1/ ISSUE: Increased noise pollution from rail-corridor (contd.):

SOLUTIONS:

- *To mitigate noise, I recommend using dampers instead of concrete slabs under tracks, although they're more expensive.²
- *Metro should pay for installation of soundproofing for windows & doors of sp65120.
- *New noise attenuation measures need to be adopted now to reduce current train noise which transfers as airborne noise as well as via underground vibration from the train-tracks.
- *New noise studies are currently under way by SLR: these should consider not only the average noise of all trains, but also noise adjoining my residence at 2 Gordon Ave/9 Nelson St.

2.2/ ISSUE: Increased noise pollution from Nelson St truck movements & Ausgrid dive site.

Truck movements during "dive" construction are expected to be:

- Demolition: 96 per day plus 78 light vehicles
- Excavation: 234 per day plus 248 light vehicles
- Tunnel excavation: 286 per day and 248 light vehicles
- Tunnel fit out: 254 per day and 248 light vehicles..."

SOLUTION: Metro should not be allowed to use Nelson Street: Metro truck & vehicle access only from Mowbray Road, and not via Nelson Street.

3/ ISSUE: Traffic congestion & increased travelling time:

Due to EIS proposal for Nelson St Bridge to be closed permanently.

Decommissioning of Nelson St Bridge will have an impact on our residents that has been understated by Metro.

SOLUTIONS:

- *Nelson Street Bridge should be retained: not demolished permanently.
- *Signalization (traffic lights) at junction of Nelson St & Pacific Hwy. Otherwise, residents/tradesmen travelling north along Pacific Hwy would need to travel a circular loop through Chatswood CBD (Albert Ave), along narrow congested Orchard Road, to get to Nelson Street: no right-hand turns along Albert Avenue past Orchard Road.
- *To recommend "keep clear" signs to allow exit of Nelson St residents into Pacific Hwy: this exit is usually blocked when lights at Pacific Hwy are either red or green: congested cars won't allow exit to Pacific Hwy.
- *To send recommendation for shared walkway & vehicle access along proposed extension of Frank Channon Walkway from Nelson St to Mowbray Rd: being considered by Metro.
- *"Residents Parking Scheme" for Nelson Street & Gordon Avenue, with "Mobility" (disability) parking provided. I have a "Mobility" parking permit.

4/ ISSUE: De-stabilisation of our foundations.

- *Whether the drilling of extra piles & retaining walls between Nelson St & Gordon Ave will de-stabilise our foundations. Drilling will be very noisy for long periods and its vibrations harmful: causing cracks in our building.
- *Whether the extra piles & retaining walls will safeguard our Strata's foundations, since the retaining walls will be only about 8m from our Strata (EIS Ch.7, p208).
- *Rail-corridor will be widened near Nelson Street (although the Frank Channon Walkway will be retained between my residence & the rail-corridor.)

SOLUTION: to build Metro dive elsewhere & not at Ausgrid site opposite 9 Nelson Street.

² On 23 October 2008, the *Sydney Morning Herald* wrote about ECRL noise levels: "It is believed the noise problems are a result of the tunnel's design. Instead of sleepers and ballast under the tracks, the rails are laid on a concrete slab in the centre of a smooth concrete cylinder."

5/ ISSUE: cross-over of Metro & North Shore Northbound T1 tracks are at wrong place.

Issues listed above arise because either:

- *The cross-over is at the wrong place.
- *Metro tracks should not be separated by the two North Shore tracks.
- *The Chatswood Metro dive site is short-sighted: this should have been evaluated during the planning and implementation of the ECRL 2003-2007.³
- *You don't have the space that's available for the Metro Northwest to Rouse Hill.
- *See attachments.

SOLUTION: to separate Metro & North Shore tracks at/near Chatswood train interchange or elsewhere, and not build cross-over at Nelson Street/ Gordon Avenue, adjoining Ausgrid site: avoiding the permanent removal of Nelson Street Bridge.

6/ ISSUE: Increased visual pollution.

- *The Metro reps last Saturday said: 1.5m trains will be visible above "noise wall". The maximum height of the proposed rail-bridge (for northbound track T1) will be at Nelson Street, with 100-300 meters long grade either side.
- *Please see attachment.
- *The North Shore T1 northbound track is located adjacent to the Frank Channon Walkway, and is proposed to be located only 8m from no.1 Gordon Avenue (strata opposite our block). Before the ECRL was completed in 2007, T1 was located 14m from no.1 Gordon Avenue.
- *Height of our "noise wall" will be increased: obstructs sea-breeze from the east/coast.
- *It's taken years for vegetation to grow up the "noise wall".

SOLUTIONS:

- *Rail-bridge should not be built over Nelson St, and both Metro tracks should be located together from Albert Avenue rather than in between the 2 North Shore Line tracks.
- *Nelson Street Bridge should not be permanently closed.
- *To build Metro dive elsewhere and not at Ausgrid site opposite 9 Nelson Street.

Looking forward to hearing from you.

Sincerely

Ms Ursulla Dewar

Unit 2, 9 Nelson Street, Chatswood 2067

94123418 (11am-10pm)

30.5.2016

ATTACHMENTS (4)

³ For the ECRL construction, the dive was built under the Lane Cove River without a rail-bridge over the Lane Cove River: thanks to the nearby residents' action. The Ryde Member (for Lane Cove) at the time held the seat by a narrow margin.

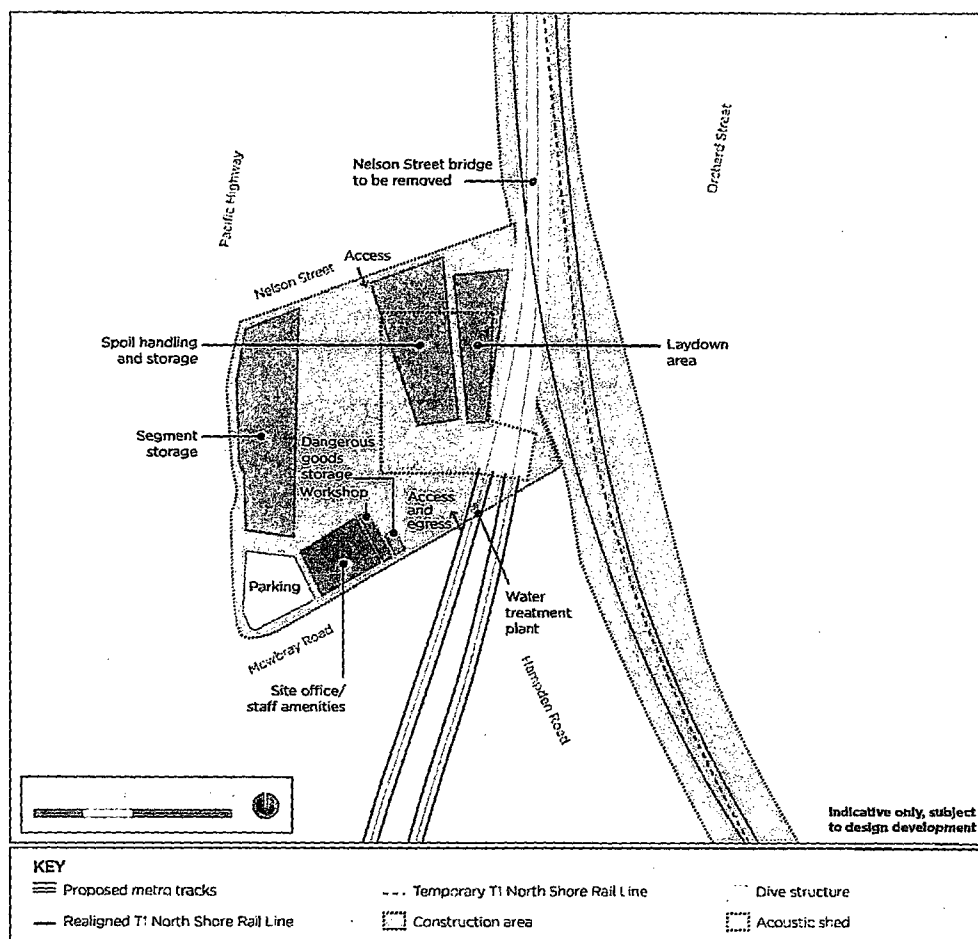


Figure 7-8 Chatswood dive site (northern) indicative layout

7.10.2 Artarmon substation construction site

The Artarmon substation construction site would cover about 3,500 square metres beside the Gore Hill Freeway in Artarmon.

The site would be used to construct the Artarmon traction substation (described in Section 7.9.1). This would involve the excavation of a shaft (about three metres in diameter) to reticulate electrical cables to the tunnel below (resulting in the removal of about 2,000 cubic metres of spoil) and construction of an aboveground building that would be fitted out with electrical equipment.

Access to and egress from the site would be via Barton Road.

Access to carry out this work would be primarily through the Chatswood dive site although access may also be gained from other points along the rail corridor including the existing access points at Hopetoun Avenue, Chatswood and Drake Street, Artarmon; and from a new access point at Brand Street, Artarmon.

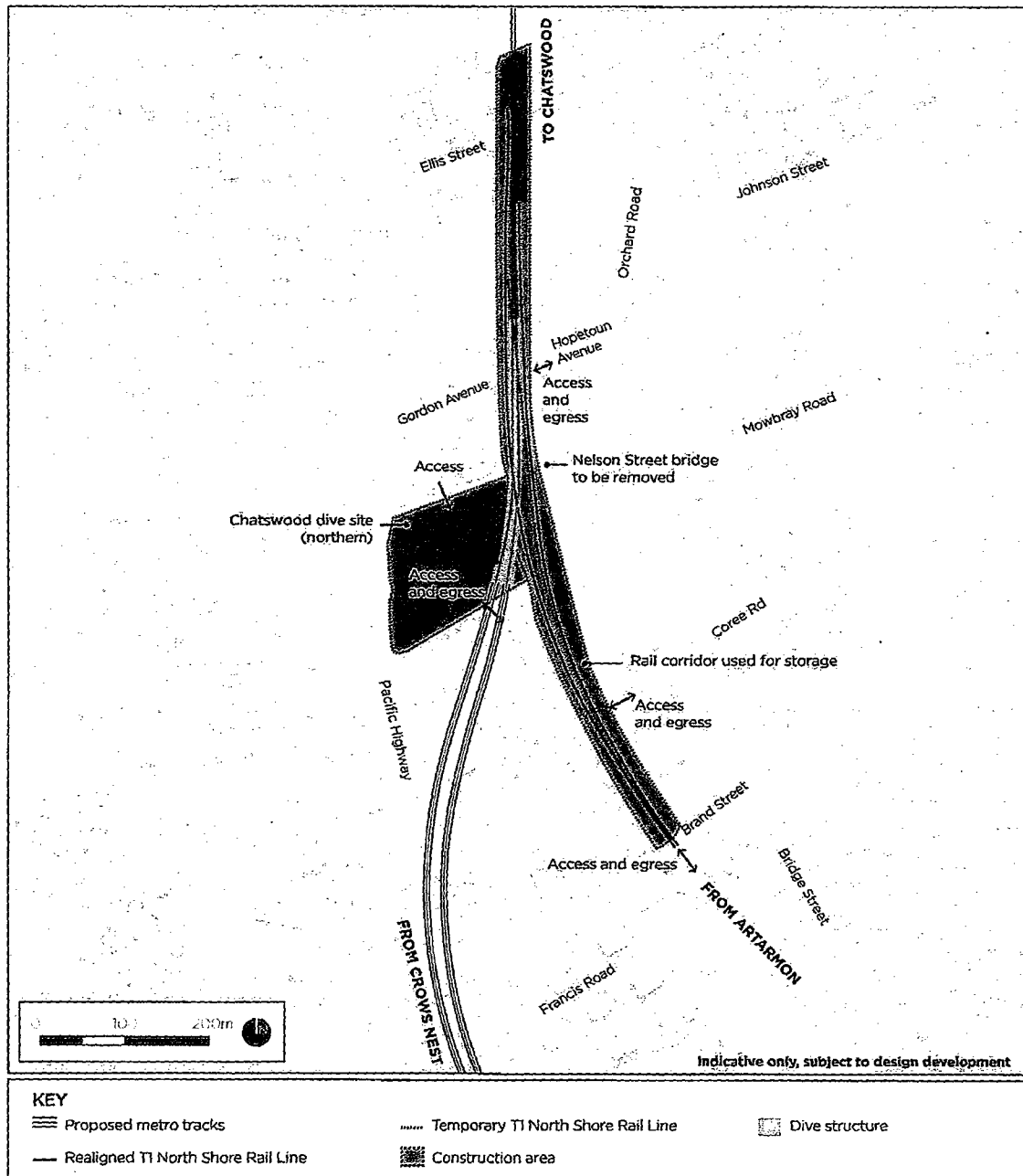
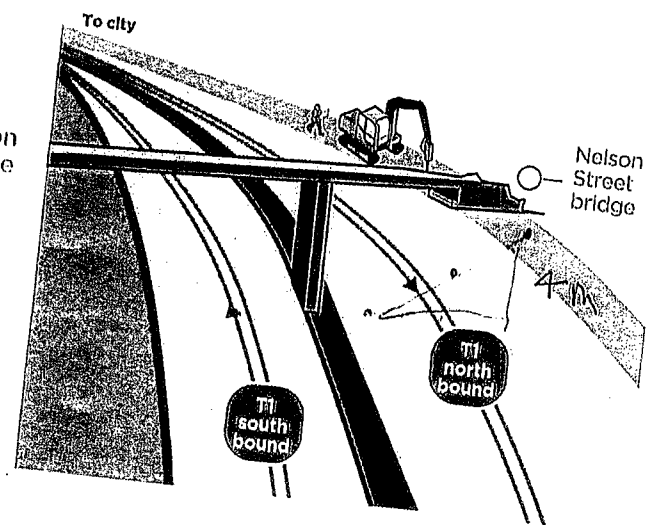
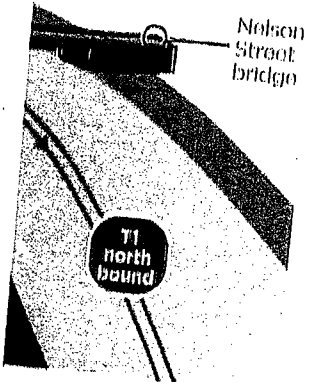


Figure 7-7 Northern surface track works

Temporary rail replacement bus services will be provided
 To make room for this work, the Nelson Street bridge will be permanently removed. The Nelson Street bridge
 allowed motorists travelling south on the Pacific Highway to access Mowbray Road westbound via Orchard Road.
 A new right turn from the Pacific Highway to Mowbray Road westbound will be built before the Nelson Street
 bridge is demolished.

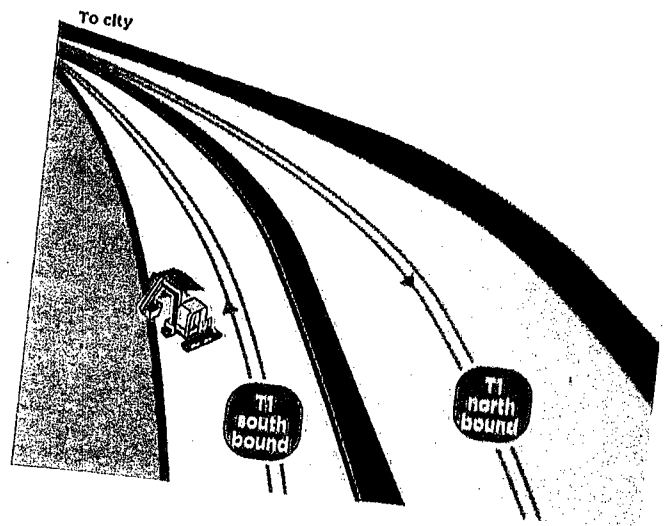
2

Demolition
of the Nelson
Street bridge



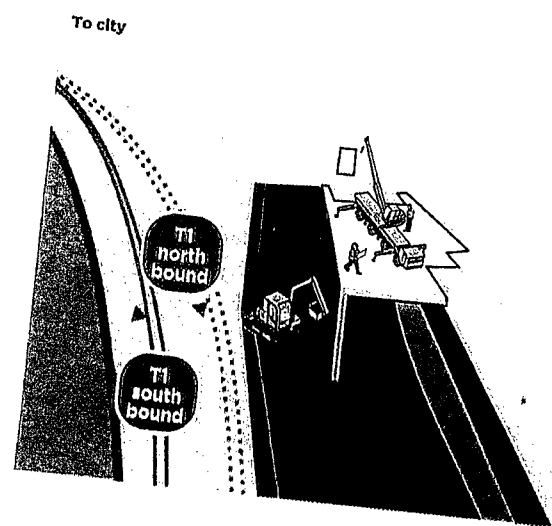
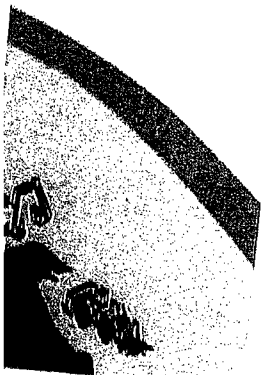
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Excavation
within the
existing
corridor



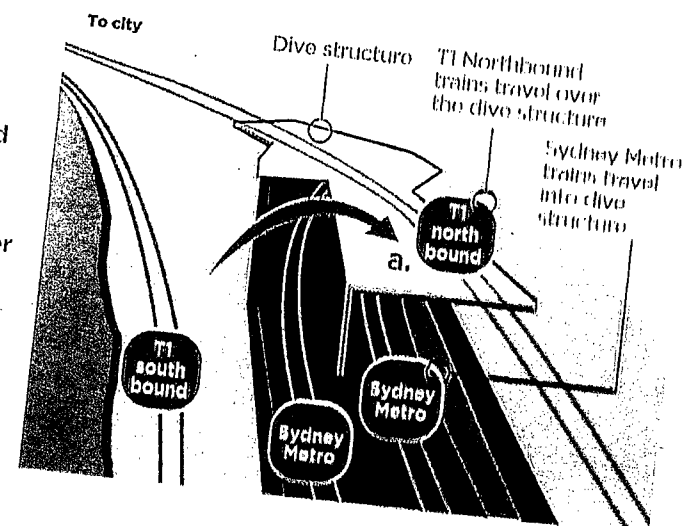
5

Build
the dive
structure



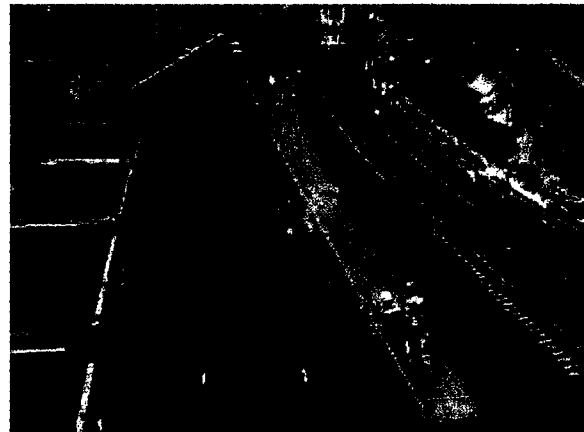
6

a. T1
northbound
moved to
its new
permanent
position
over the
dive
structure
b. Build the
Metro tracks



Row 1: Chatswood South ECRL trackwork February 2008

Row 2: Chatswood South ECRL track subgrade reconstruction January 2007



9 Nelson Street thru to 2 Gordon Ave & Frank Channon Walkway/rail-corridor