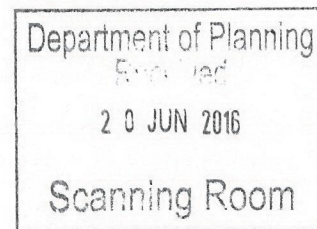




Map Nominees Pty Ltd
Apartment One
5 Towns Place
MILLERS POINT NSW 2000

Postal Address:
PO Box 112
SOUTH PERTH WA 6951

Director
Transport Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001



20th June, 2016

Dear Director,

CHATSWOOD-SYDENHAM METRO: SS15 7400 (the Proposal)

1. MAP Nominees Pty Ltd is the owner of Apartment One, 5 Towns Place, Millers Point NSW 2000. DIRECTORS ARE Mr RSP Farris and Mrs JE Farris.
2. We have not made any political donations (reportable or otherwise) in the last two years.
3. We both strongly object to the implementation of the Proposal, the most serious relating to notice and vibration issues adversely impacting residents and businesses, and to the due process available to objectors which impacts on the nature and detail of those objectives.

SUBSTANTIVE OBJECTIONS

Position of Tunnels

4. It appears from the current plans/diagrams that the eastern tunnel may pass beneath, or very close to, the north western corner of the Dalgety Road building of the owners Corporation at a (stated) depth of 35 metres. Given that the EIS Summary notes that the current plans/diagrams are indicative only (as well as containing a 30 metre tolerance for the tunnels' final position), this objection is based on the assumption that it is intended that the tunnel is in fact due to be located in the position described.

5. The technicians present at the explanatory meeting were not aware that the building had a 6 level carpark below ground to a depth of approximately 20 metres and that, if the tunnel depths were maintained at 35 metres, as indicated on the current plans/diagrams, the buffer between the eastern tunnel and bottom level of the carpark would, at most, be only about 10 metres.

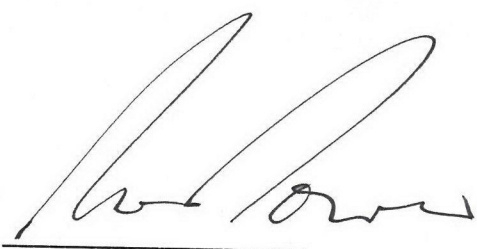
Noise / Vibration abatement measures

6. The proposal indicates that the Metro's tracks will be of steel, as will the wheels of the rolling stock. The reason expressed for this choice at the explanatory meeting on 25th May, 2016 is that it needs to be consistent with other tracks/rolling stock in the system.
7. Best modern practice for this type of rapid transport system is for the rolling stock to have rubber wheels running on rubber tracks. This makes its operation virtually silent. This is evidenced by the Paris Metro and other lines in Montreal, Kobe and Mexico City.
8. Attenuation is proposed for other parts of the line but not between the harbour and Barangaroo metro station. Without resiling from the principal submission that 21st century best practice dictates a rubber wheel/track system be installed, all of this track should have high quality attenuation measures installed. Particularly that part from the harbour to Barangaroo metro station.

Conclusion

We both totally object concerning the tunnel depth and location, it is obvious your plans do not take residents in to consideration.

Your documentation of the project must be changed and take into consideration all aspects that will occur.



RSP FARRIS
DIRECTOR

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