

Dept. of Planning and Environment,
G.P.O. Box 39,
SYDNEY. NSW 2001

24/6/201



Attention : Director of Transport Assessments.

1..Correspondence from Mrs. Helen Pearson
3403/1 Sergeants Lane,
St. Leonards. 2065.

Department of Planning
Received
27 JUN 2016
Scanning Room

2. Application re Sydney Metro city and southwest

3. Application No. SSI 15-7400

4. I broadly support the proposal for an improved train network, however have misgivings with some areas of it.

5. Reasons for my submission

Firstly I live in the Forum Building, St. Leonards, forming part of the Forum Plaza which is built over the rail line. The NW Metro is to travel underground from Chatswood and will cross the existing line at St. Leonards station. The Forum Building is excavated to a depth of 26 m and the NW Metro line is shown as crossing beneath the NE corner of the building. I have made enquiries with Sydney Metro and am told that the line will be 29m underground at this point. The 29m is measured from the track and the tunnel is 8m wide so the tunnel will be running from 21m to 29m underground which means that the track will actually tunnel through our basement floors.

The indicative section of a tunnel cross passage diagram(page 40) shows that the two tunnels and cross passages are a minimum of 24m wide and I would request that these tunnels are moved at least 100m to the north of Forum East so that our building is not negatively impacted upon.

Ideally the Metro would travel from Chatswood to St. Leonards above ground (as there is sufficient room along the track and presumably there would be huge saving compared to tunnelling) and make use of the existing 4 platforms at St. Leonards Station and then go underground on the southern side of the Pacific Highway and go onto Crows Nest. As the buildings are generally old on the southern side the building basements would not be as deep as under the buildings on the northern side of the Pacific Highway.

I do not believe that there is a masterplan for the train network that will take Sydney into the future. There are many areas that do not provide any train travel

and there appears to be no future provision for this to happen.

The difficult decisions are not being made for the train network to be extended to include a service for the Badgery Creek airport, the Northern Peninsula via a Spit Bridge, the area between Chatswood and Frenchs Forest, Waterfall and Macarthur, Leppington and Emu Plains. I presume that the North West line will not terminate at Cudgegong Road, but will extend to Riverstone.

Carlingford line should join the northern lines at Epping or Cherrybrook.

Train travel should not necessitate the need to go through the city, thereby creating the city/bridge choke point that it does now. A good example is on the London underground a person can commute easily via tracks that interconnect to allow commuters to make journeys without the need to travel through Central London.

I believe that the positioning of Crows Nest station is an expensive duplication considering that St. Leonards Station, which already has provision for 4 tracks is only about 400-500m away. The Crows Nest station would be ideally situated up at the Falcon Street, Willoughby Road, Pacific Highway intersection to cater for the schools, the Mater Hospital, shoppers and residents. Development could still continue along the Pacific Highway without changing the "villagey" feel along Willoughby Road.

However if the main intent is to move as many people as quickly as possible then the line should have left Chatswood and travelled through Willoughby, Naremburn, the eastern side of Crows Nest, North Sydney oval (and even to Neutral Bay).

As the Metro line is to be run and maintained by private operators will there be two tiers of ticket prices for the two railway systems?.

6. I have not made any reportable donations.

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