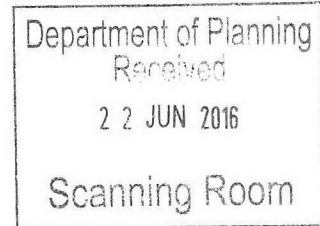


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Director
Transport Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001



21st June 2016

Dear Director,

CHATSWOOD-SYDENHAM METRO: SS15 7400 (the Proposal)

- 1 I am the Owner of Apartment 9 at 25A Hickson Road, Millers Point Sydney NSW 2000 (being part of the Owners Corporation building, that represents the Owners of 65 apartments and 2 retail outlets on land bounded by Towns Place, Dalgety Road and Hickson Road Millers Point).
- 2 I have not made any political donations (reportable or otherwise) in the last two years.
- 3 I have a number of objections to the implementation of the Proposal, the most serious include:-
 - (a) The potential position of the Tunnels without regard to the Towns Place six level (20 metre depth) basement car park.
 - (b) The extreme noise and vibration issues adversely impacting residents and businesses
 - (c) The due process available to objectors, which impacts on the nature and detail of those objections.

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 of the Owners Corporation building 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 tunnel described continues south below Dalgety Road and continues to the new proposed metro station at Barangaroo. The tunnel also passes below Dalgety Road and, in part, passes beneath terraces on Dalgety Road. Those terraces sit on a sandstone cliff situated approximately 10 metres above the Dalgety Road surface. That adds an additional 10 metres to the (claimed) 35 metre buffer between the tunnel and the surface for those properties. In contrast, the Owners Corporation building not only lacks this 10 metre buffer, but also has a private and public car park down to a depth of approximately 20 metres below

side of the central Barangaroo site. To do so from any other local harbour location would again involve double handling, unwarranted and unreasonable noise and increase the number of truck movements in the area.


Due Process Objections

- 17 Objections to the Proposal were invited on 11 May 2016. I understand that there has been only limited public advertisement of the Proposal and only one 'information' public meeting for Barangaroo in relation to it. Given the complexity of the Proposal and the vast detail of it, it is unreasonable to allow such a short objection period¹. The time period allowed for objections is simply not feasible for objectors such as myself who need considerable time to consider the implications of the Proposal, obtain legal and expert advice, and subsequently time to call meetings to consider that advice and the impacts of the Proposal. That cannot reasonably be achieved within 6 weeks.
- 18 Although the proposal is detailed in part, it is imprecise and simply inaccurate in crucial areas (for example, the exact position of the tunnels). A number of the plans and diagrams contained in the Proposal are internally inconsistent. Consequently, this impacts on the nature and precision of objections.
- 19 I reserve my right in respect of the lack of due process afforded to me in implementing the Proposal. I also reserve my right to supplement this submission with expert(s)' report(s) as received.

Conclusion

- 20 I have made practical and reasonable suggestions to the implementation of the Proposal in the hope that their adoption will lead to the Proposal satisfying Sydney's transport needs without adversely impacting on those who live and work near the proposed metro line.

Yours faithfully


Joanne Siew Choo Lim
Owner

¹ We note that objections close on 27 June 2016.