



17 June 2016

Phillip Bushby
6/25A Hickson Road
Millers Point NSW 2000

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

Dear Director,

CHATSWOOD-SYDENHAM METRO: SS15 7400
DELETE PERSONAL INFORMATION BEFORE PUBLICATION

I own 6/25A Hickson Road Millers Point, which is part of the Towns Place development which consists of 3 separate buildings with a 6 storey carpark under. I have not made any political donations in the last two years.

I object to the following parts of the implementation of the Proposal.

POSITION OF TUNNELS

The plans/ diagrams suggest that the eastern tunnel might pass beneath the far north western corner of the Dalgety Road building at a depth of 35m. The material indicates that plans/diagrams are indicative only (as well as containing a 30m 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.

The tunnel described continues south below Dalgety Road and continues to the new proposed station at Barangaroo. The western tunnel also passes below Dalgety Road and, in part, passes beneath terraces at Dalgety Road. Those terraces sit on a sandstone cliff situated at least 10m above the Dalgety Road surface. That adds an additional 10m to the 35m buffer between the tunnel and the surface.

The technicians present at the explanatory meeting in respect of this part of the tunnels on 24 May were not aware that the Owners Corporation building had a 6 level carpark below ground to a depth of about 20-25m and that, if the tunnel depths were maintained at 35m, the buffer between the eastern tunnel and the bottom level of the carpark would be only about 10m.

That buffer is inadequate and, if implemented, would require significant and expensive noise and vibration abatement measures.

The problem is easily resolved by relocating the eastern tunnel about 5-10m to the west so that no part of it runs below the Dalgety Road building.

This is within the 30m tolerance allowed for in the Proposal and places the tunnel below a road where it does not impact on any surface building. It would move the western tunnel slightly to the west. However, this would not adversely impact on the Dalgety Road terraces. They already have a tunnel below them and they sit on an additional 10m of sandstone above the 35m deep tunnel.

NOISE/VIBRATION ABATEMENT MEASURES

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 was that it has to be consistent with other tracks/rolling stock in the system.

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. There is no need for the rolling stock/rails to be consistent with other parts of the network. This is a stand-alone closed loop which is not integrated into other parts of the network.

Further, attenuation is proposed for other parts of the line-but not near the Dalgety Road area. Without resiling from the principal submission that 21st century best practice dictates a rubber wheel/track system be installed, all of the track should have attenuation measures installed.

REMOVAL OF SPOIL

The Proposal indicates a suggested intention of removing spoil from the tunnel to a temporary site under the overhead bridges on Hickson Road, and then for re-removal to a final unidentified site elsewhere.

This not only adds delay and expense in double handling the spoil, it also doubles truck movements in the area. Neither is environmentally acceptable. The spoil should be immediately removed from the area to its final destination.

Some suggestion was made that the spoil was to be removed from the area by barge. If that was to happen, it must only do so from the harbour side of the Barangaroo site. To do so from any other local harbour location would again involve double handling and increase the number of truck movements in the area.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Phillip Bushby', written in a cursive style.

Phillip Bushby