

1 July 2016

Karen Jones
Director, Transport Assessments
Department of Planning & Environment
GPO Box 39
Sydney NSW 2000

Attention: Mick Fallon

Dear Mick,

Sydney Metro (Chatswood to Sydenham) SSI 7400 Notice of Exhibition

Thank you for providing the Port Authority of NSW (Port Authority) the opportunity to comment on the Sydney Metro proposal and to provide advice on any recommended conditions of approval. The Port Authority has reviewed the EIS, particularly in the context of the matters raised in our submission (dated 11 December 2015) to the request for Secretary's Environmental Assessment Requirements.

1. Harbour Master approval

As indicated in the Port Authority's response to the request for SEARs, any disturbance of the bed of Sydney Harbour will require the approval of the Harbour Master under clause 67 of the Management of Waters and Waterside Lands Regulations NSW. As there doesn't seem to be a specific commitment in the EIS to seeking Harbour Master approval for any proposed disturbance of the seabed, the Port Authority requests that this is specifically noted in the conditions of approval.

2. Impacts on shipping channels

It is understood that the proposed Sydney Harbour ground improvement works, depending on the methodology selected, may involve the placement of barges in the shipping channels. Although a commitment has been made to consult with the Harbour Master to ensure shipping channels are maintained during these works, it is noted that the EIS focusses on shipping traffic to Gore Bay. Shipping traffic to Glebe Island and White Bay must also be considered as clear passage to Darling Harbour needs to be maintained for cruise ships, bulk carriers and other ad hoc vessels. Shipping movements to both Gore Bay and via Darling Harbour to Glebe Island and White Bay occur year round and from approximately October to March, movements in and out of Darling Harbour exceed those for Gore Bay, with up to 4 cruise ship movements per day and regular bulk carrier movements. Therefore, it is considered that

SYDNEY

ABN: 50 825 884 846

YAMBA

PO Box 143
Yamba NSW 2464
T: 61 2 6646 2002

NEWCASTLE

PO Box 663
Newcastle NSW 2300
T: 61 2 4985 8222

SYDNEY

PO Box 25
Millers Point NSW 2000
T: 61 2 9296 4999

PORT KEMBLA

PO Box 89
Port Kembla NSW 2505
T: 61 2 4275 0100

EDEN

PO Box 137
Eden NSW 2551
T: 61 2 6646 1596

www.portauthoritynsw.com.au

further consultation with the Port Authority of NSW is required during the design development of the Sydney Harbour sediment ground improvement works with regard to potential impacts on the shipping channels. Any solution must be carefully planned and/or coordinated to ensure that shipping access to and from Gore Bay and Glebe Island and White Bay via Darling Harbour remains open and that any barges do not impede the safe navigation of vessels in these areas. Until this matter is investigated in more detail, the Port Authority also requests that the ground freezing option for the proposed ground improvement works, which would seem to not require the placement of barges in the shipping channels, needs to be maintained as an option.

3. Construction traffic impacts on Hickson Road

As indicated in the Port Authority's response to the request for SEARs, the Port Authority is concerned about construction impacts from proposed works in the vicinity of Barangaroo on Hickson Road, which provides access to the Overseas Passenger Terminal (OPT) for providoring semi-trailer trucks (19m articulated trucks) and passenger coaches. It is acknowledged that a commitment has been made in Section 8.4.13 of the EIS to consult with the Port Authority throughout the construction phase, however mitigation measure T1 does not include the Port Authority for ongoing consultation. The EIS also indicates that coach and delivery vehicle movements to the OPT occur over a short duration at arrival and departure of a ship. This is not correct as 19m articulated trucks, coaches and other delivery vehicle traffic to the OPT occurs throughout the morning and into the mid-afternoon. Therefore, to ensure that adequate consultation and coordination occurs, the Port Authority requests that the Port Authority is specifically noted in either an amended mitigation measure T1 or in the conditions of approval for ongoing consultation to minimise traffic and transport impacts on the OPT during construction.

4. Tunnelling under Moores Wharf

In the Port Authority's response to the request for SEARs, it was noted that the proposed tunnel alignment appears to be directly under Moores Wharf, a heritage listed sandstone building located on Townes Place, Barangaroo owned by the Port Authority, and occupied 24/7 by operational staff. Although the EIS indicates the proposed tunnel depth at this stage to be approximately 37m, ground-borne noise or vibration impacts on Moores Wharf and its occupants does not seem to have been considered. Therefore, the Port Authority requests that this is considered prior to the granting of approval for the project.

5. Option of removal of spoil from Barangaroo Station excavation from Moores Wharf

In Section 8.2.3 of the EIS, an option to remove spoil from the Barangaroo Station excavation by barge from Moores Wharf is considered. It is noted that it has been acknowledged that there are substantial constraints to the Moores Wharf option. Regardless, the Port Authority does not consider the potential option to barge spoil offsite via Moores Wharf to be an acceptable solution. Moores Wharf would not be able to facilitate this type of activity.

Please don't hesitate to contact me with any questions regarding this submission.

Yours sincerely,



Ryan Bennett

Senior Planning and Sustainability Manager