

Hello,

With respect to the Chatswood Dive location, I want to object to this project for the following reasons.

- The impact to the safety of disabled (e.g. in wheelchairs), pedestrians, skateboard riders, cyclists, motorists and rail workers has been “grossly understated” in the EIS. The real impact to public safety is largely ignored and in some instances stated to be of a very low risk when this will not be the case at all.
- The closure of Nelson St rail over bridge should not be allowed to occur, especially when there are better options available.
- There is a reference to maximum permissible noise levels being exceeded yet the remedy offered is stated as being unlikely to occur.
- There is unacceptable implication that Noise levels will be exceeded beyond that which is permitted by law.
- Damage to the local environment is trivialised.
- Those to be mostly impacted by the project were not properly consulted with at the outset.

To expand in more detail,

1. The impact to the safety of disabled (in wheelchairs), pedestrians, cyclists, skateboard riders, motorists and rail workers has been “grossly understated” in the EIS. The real impact to public safety is largely ignored and in some instances stated to be of a very low risk when this will not be the case at all.

- a) The alternate routes shown for disabled (in wheelchairs), pedestrians, cyclists and skateboard riders when Frank Channon Walk is closed are not suitable for that combination of traffic. Aka these alternate routes are not fit for purpose. The pathways and road ways are extremely narrow in comparison to Frank Channon Walk. The consequence of this being allowed to occur would present a dangerous environment for pedestrians, cyclists and nearby motorists.
- b) Building dual right turn lanes from Pacific Hwy (City bound) into Mowbray Rd appears to be unviable. There is no detailed information furnished on exactly how this would be achieved. Without these right turn lanes, there would be severe impact to traffic congestion on a major arterial road (Pacific Hwy) that would in fact reverse the improvements in safety made over a number of years already by NSW Roads and Maritime.
- c) Building extra rail lines in the rail corridor (and specifically of a different rail gauge to the existing rail lines) between Chatswood Station and the Chatswood Dive (option 3), will remove the current access leading in from Hopetoun Avenue that is used by rail track maintenance workers, graffiti removalists and the digital radio tower maintenance teams to name a few. If this construction were allowed to occur, the level of safety for these teams of workers would be significantly reduced. Noting also that this is a major track location and the opportunities for maintenance works are limited.
- d) The rail corridor at this location is of prime importance to City Rail where trains park here day in day out. Should the capability be removed, it would seem there would be a function removed that will detract from the safety of the public at large.
- e) Police often access these areas via the entrance at Hopetoun Avenue or the stair case from Nelson St rail over bridge to apprehend Graffiti vandals. This project would remove this existing safe access infrastructure and would result in creating a more dangerous situation for the Police who are going about their duties.

2. The closure of Nelson St rail over bridge should not be allowed to occur

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- | Frequency | Percentage |
|--|------------|
| Hear about the crash multiple times | 60% |
| This is the first time I'm hearing about the crash | 40% |

4. There is unacceptable implication that Noise levels will be exceeded beyond that which is permitted by law.

- ## 5. Damage to the local environment is trivialised

- a) Over a number of years, City Rail has grown vines on the existing Frank Channon Walk wall adjacent to the corridor. This is great for the environment and also provides a barrier against graffiti. No doubt this project will destroy all of that.

- b) There is a very old and very large tree just inside the rail corridor at Nelson St rail over bridge. No doubt that when this section of the corridor was built years ago it was decided that this tree was too important to cut down. This project will cut down that tree.

6. People who will be mostly impacted were not properly consulted with at the outset.

- a) An initial mail out omitted key information about the options of Dive locations in Chatswood and St Leonards, where public feedback at the first meeting led to the decision of Chatswood Dive option 3. In my view this was a deliberate act on the part of the Sydney Metro team. The Chatswood Dive location residents would simply have been informed by Sydney Metro in an initial flyer that there was a project underway. The clear and present impact to them in terms of selection of the Dive location from a range of options was not provided in that document. Many people did not attend those meetings thinking there was no impact to them.

Kind Regards,

[Redacted Signature]