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Glenn Snow
Director Transport Assessments
Department of Planning, Industry and Environment
Locked Bag 5022,
PARRAMATTA NSW 2124

Via: Planning Portal

GHM (CIS)

12 August 2020

Dear Glenn,

RE: SYDNEY METRO CHATSWOOD TO SYDENHAM MODIFICATION 8
PREMISE: BLUES POINT ACCESS SITE SSI-7400-MOD-8

I refer to the above application, which seeks to extend the use of the existing Blues Point Reserve site to allow tunnel fit out works to occur through to Christmas 2021.

As you would be aware, this site was originally envisaged to be used to facilitate the retrieval of tunnel boring machines, a function which has now been served. The continued use of the site for construction purposes for up to another two years has caused much concern within the community and Council.

While Council acknowledges and strongly supports the clear long-term advantages and benefits of Sydney Metro, Council objects to the following aspects of this proposal;

1. The increased use of the local road network to access the site by heavy construction vehicles. It is considered that the maximisation of the use of barging to access the site and minimise impacts of surrounding residents should be revisited.
2. Potential noise and amenity impact which will significantly affect residents during the construction period. Particular concern is raised regarding the movement of heavy vehicles, potentially on a 24-hour, 7 day a week basis.
3. Traffic and parking impacts arising from both site access and employees parking. It is noted that this proposal significantly increases the use of Blues Point Road by heavy vehicles needed to deliver steel, rails, concrete and other construction material to this site.
4. Ongoing alienation of public open space being Blues Point Reserve. Blues Point Reserve is considered to be of national importance, given its location and expansive public views of the City, Harbour Bridge, Opera House and Darling Harbour.
5. Public Safety issues. The proposed movement of heavy vehicles in the Blues Point area and through the McMahons Point village, is of major concern as these are major pedestrian precincts.

6. Impacts on the use of Blues Point Reserve by the public participating in community events such as New Years Eve and Australia Day for at least the next two years. This issue is of clear regional and local interest.

As you may be aware, the original Interface Agreement that Council entered with Transport for New South Wales (TfNSW) was done so under the auspices of this site being a tunnel boring machine extraction site with minimal impacts of the local road network.

The proposed change in use from a retrieval site to an active construction site, represents a significant and material change to what Council has previously agreed to in the Interface Agreement with TfNSW. If the current proposal is approved, it is imperative that the Interface Agreement be amended to meet this change in use.

Council is seeking confirmation of the following in the amended Interface agreement:

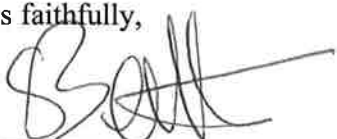
1. A date that the site will be returned to Council in the condition and requirements that have been outlined in the current Executed Interface Agreement, which is a complete restoration of the park including heritage interpretation elements of the old Cottage that was unearthed as part of the works on the site.
2. The works in kind by TfNSW or monetary compensation (Cash) that Council will be paid to re-sheet and repair Blues Point Road, which will now be a major haulage route given barging is not contemplated during this construction period. This is likely to be of the order of \$5 Million but would need accurate costing before any agreement is entered into.
3. The exact measures that TfNSW will put in place to manage traffic, parking, noise, dust and general community impacts to the local amenity that will result in Blues Point Road and adjoining streets being used as a major haulage route. These measures should be arrived at in consultation with Council and include such measures as a 20kph speed limit on Blues Point Road and specific limits on numbers and types of vehicles used in association with the works.

I also take this opportunity to remind you that the adjacent site, 1 Henry Lawson Drive is listed for acquisition by the State and has been for many years to expand and complete the existing Blues Point Reserve. It is my understanding, that this process has been commenced by the Department of Planning, Industry and Environment.

The completion of the acquisition process would be a considerable offset to the ongoing inconvenience caused by the repurposing of this site from tunnel boring machine retrieval to a full-on construction facility. It is suggested that the completion of this acquisition by the state should be a requirement of any consent issued.

Please do not hesitate to contact the undersigned on 99368329 should you wish to discuss this matter.

Yours faithfully,



STEPHEN J BEATTIE
A/DIRECTOR CITY STRATEGY

12/8/2020