

Sam Tanner  
6/24 Grosvenor Street  
Neutral Bay 2089

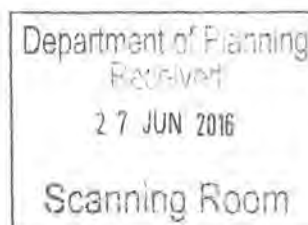
26 June 2016

**Attention: Director, Transport Assessments**

**Dept of Planning and Environemnt**

GPO Box 39, SYDNEY, NSW 2001

**Re: Sydney Metro City and Southwest - SSI5 7400**



I support the concept of a metro for Sydney but have concerns about the current application and whether all aspects of the metro and the opportunities for Sydney through providing this public facility have been considered or realised.

The requirements state that there should be *consideration of relationship to other Government public transport initiatives*. I am concerned that the report refers to the City Centre access Strategy and the new interchange precincts at Town Hall and Martin Place but does not say how the new stations work form part of these interchange precincts. The impact on these precincts needs to be assessed. Park and Druiett streets become major bus interchange areas but the EIS does not describe the impacts on the people using these facilities. There need to be design responses to minimise conflicts between people entering and exiting the metro station and others waiting for buses or getting off buses or people walking along the footpaths in these interchange precincts.

The chapter on Operational Transport does not on address physical interchanges at each metro entrance or the experince of people transferring between metro and bus or metro and active transport.

Page 47 claims there will be improved interchange with bus, light rail, pedestrian and cycling networks however, there is no demonstration on how this will occur. In North Sydney and the city centre, footpaths are already crowded. The Operational Transport chapter p380 states that appropriate footpath widths will be provided but it does not state what "appropriate " is, how this will be determined , or how much extra footpath width will be provided. On Park Street near the Metro entrance, the footpath is shared with the bus interchange creating very crowded conditions particularly during the peak.

The requirements for the EIS are to address "Operational transport impacts, including interchanges, opportunities to improve public transport, impacts to pedestrian access in and around stations and connecting streets, capacity of streets, the provision of infrastructure to support sustainable transport options". This has not been adequately addressed.

Sydney Metro itself it a great addition to public transport in Sydney however, transport facilities do not function by themselves. There is not sufficient information on how metro interacts with

with buses, cycling and pedestrians at each location and the opportunities to improve public transport. Section 6.2.2 talks about metro being integrated with other modes and state of the art technology. The EIS fails to state whether this will be at ground level so that bus users and pedestrians can get travel information.

Futhermore, P118 refers to "The range and quantity of services available at stations, interchanges and within station precincts – the project would help customers achieve their daily tasks, whether it's getting to work or getting home, for school or education, sport, a day out or running errands. The project description does not show or describe where these services are in the interchange or precinct.

More detail is needed on each station to understand the operational stage of the project and hence the impact of the project. For example, at Park Street will there be OPAL machines for bus and train users at the ground level of the station so bus users do not have to travel down escalators to buy tickets.

The artists impression of the Crows Nest station appears to show Hume Street closed to traffic. Residents rely on Hume Street to travel between the shops in Crows Nest to Nicholson street and the west part of Hume Street. There is no other way into this area.

Section 12.2 refers to encouraging development and opportunities for city building. I am very concerned that this will be used to expand the high density buildings currently being built in St Leonards into Crows Nest. The EIS needs to consider the impact on the urban, rural and natural fabric. Metro is a great addition to Crows Nest. It is essential that measures are put in place to differentiate Crows Nest from St Leonards. The current difference creates distinct place making of both St Leonards and Crows Nest. Their different characteristics adds interest to the urban environment and has created the village atmosphere of Crows Nest. There should not be high density development above the new Metro station at Crows Nest. The scale of development needs to reflect the character of the area.

The heritage chapter does not assess the relationship of the Crows Nest Station or the services buildings to the scale of the heritage buildings on the Pacific Highway. The form of the any future building above the station needs to consider the visual impact and relationship to these heritage buildings which contribute to the village character of Crows Nest.

The visual impact chapter claims that the visual impact during operations will have no impact or improve the area. The images shown in the EIS for a glass box style structure is out of keeping with the appearance of Crows Nest. These claims do not address the change to the pedestrian areas or footpath spaces with the removal of active small scale retail uses. The current built form is small scale at ground level. These provide visual interest for pedestrians.

The section of the EIS that considers of impact on businesses and amenity does not refer to the loss of the post office on the corner of Hume Street and the highway. This post office includes many private mailboxes that are vital to other businesses in Crows Nest. Losing the post office is a significant impact to residents and businesses in Crows Nest.

The EIS does describe what the street frontages for the stations will be. The design of the northern building on Miller Street, near Monte St Angelo for the Victoria Cross Station needs to consider the appearance next to the heritage building on the corner of Maclaren and Monte. It also needs to consider the large number of school students on the footpath and ensure they can safely use the footpath. It is not clear whether there will be shops put in front of this building to maintain the street view.

The EIS does not say what the Crows Nest buildings will have at street level. It is not clear what will face the street on the southern building of the Crows Nest station. It would be good to put shops or similar uses facing the street so that it adds provides passive surveillance for

pedestrians on Pacific Highway and Hume Street and adds interest so that the street frontages are not sterilised.

The EIS is required to address opportunities to enhance healthy, cohesive and inclusive communities. I am concerned that if large scale buildings are built over the stations, it will break up the Crows Nest village and will make the community less cohesive.

Thank you for the opportunity to comment on the EIS.

Regards

A handwritten signature in black ink, appearing to read 'S. Tanner'. The signature is written in a cursive, slightly stylized font.

S Tanner



**Sydney Metro City & Southwest – Chatswood to Sydenham**  
**Submission on EIS-Application Number: SSI 15\_7400**

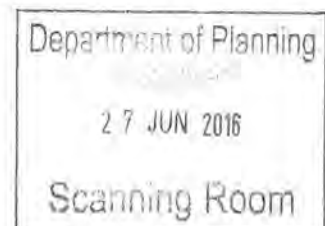


***\* I do not want my name published in the list of submitters on the department's website and understand that "Name withheld on request" will appear on the list instead of my name.***

I strongly object to the building of the City & Southwest Metro on the following grounds:

- The metro is not about providing more passenger capacity across the suburban rail network; it will result in the overdevelopment of Waterloo, Sydenham, and around all the stations on the Bankstown Line. The metro would destroy communities by displacing existing residents and creating high-rise slums. We are already seeing the overdevelopment of high-rise slums throughout many Sydney suburbs!
- The metro would not, as claimed, increase capacity across the Sydney Rail Network. The purported 60 per cent increase (as per "Have your say" brochure) relies on signaling improvements on existing lines. This is not part of the metro proposal and is misleading about the actual capacity increase claimed for metro.
- Global experience demonstrates that double deck trains can run at the same frequencies as metro, offering a higher standard of comfort and carrying more passengers. The operation of the Paris RER network demonstrates this clearly. At 30 trains per hour (one every two minutes), the metro would carry only 36,000 passengers per hour. If the line were built and operated with double deck trains, the capacity would be 45,000 passengers per hour, based on the same frequency.
- The metro would have very few seats. In the peaks, 70 per cent of commuters would be forced to stand for up to half an hour. At present, with double deck trains, 70 per cent are seated. This will be especially difficult for people with mobility problems.
- There are severe safety concerns regarding the tunnels from Chatswood to Crows Nest, Victoria Cross to Barangaroo and Waterloo to Sydenham. The proposed evacuation procedure – through the end doors to track level – does not cater for people in wheelchairs or those with limited mobility. Evacuation would be very slow, and with no on-board staff, could seriously stress passengers and lead to loss of life in extreme events.
- The City and Southwest Metro is a very expensive way of increasing track capacity through the CBD. Utilising existing infrastructure, a heavy rail link for double deck trains could be built for much less.

I have not made a reportable political donation. I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.





Development application for Sydney Metro SS157400

Dear Sir/Madam

I have lived in Crows Nest for over 30 years. I do not want Crows Nest station to lead to high rise buildings in the Crows Nest area. The large buildings should stay in St Leonards.

Please make sure that Crows Nest does not become another St Leonards or North Sydney. It is a very special area

Yours faithfully

B Kerr



102 Hayberry Street

Crows Nest



Dept. of Planning and Environment,  
G.P.O. Box 39,  
SYDNEY. NSW 2001

24/6/201

Attention : Director of Transport Assessments.

1..Correspondence from Mrs. Helen Pearson  
3403/1 Sergeants Lane,  
St. Leonards. 2065.

Department of Planning  
Received  
27 JUN 2016  
Scanning Room

2. Application re Sydney Metro city and southwest

3. Application No. SSI 15-7400

4. I broadly support the proposal for an improved train network, however have misgivings with some areas of it.

5. Reasons for my submission

Firstly I live in the Forum Building, St. Leonards, forming part of the Forum Plaza which is built over the rail line. The NW Metro is to travel underground from Chatswood and will cross the existing line at St. Leonards station. The Forum Building is excavated to a depth of 26 m and the NW Metro line is shown as crossing beneath the NE corner of the building. I have made enquiries with Sydney Metro and am told that the line will be 29m underground at this point. The 29m is measured from the track and the tunnel is 8m wide so the tunnel will be running from 21m to 29m underground which means that the track will actually tunnel through our basement floors.

The indicative section of a tunnel cross passage diagram(page 40) shows that the two tunnels and cross passages are a minimum of 24m wide and I would request that these tunnels are moved at least 100m to the north of Forum East so that our building is not negatively impacted upon.

Ideally the Metro would travel from Chatswood to St. Leonards above ground (as there is sufficient room along the track and presumably there would be huge saving compared to tunnelling ) and make use of the existing 4 platforms at St. Leonards Station and then go underground on the southern side of the Pacific Highway and go onto Crows Nest. As the buildings are generally old on the southern side the building basements would not be as deep as under the buildings on the northern side of the Pacific Highway.

I do not believe that there is a masterplan for the train network that will take Sydney into the future. There are many areas that do not provide any train travel

and there appears to be no future provision for this to happen.

The difficult decisions are not being made for the train network to be extended to include a service for the Badgery Creek airport, the Northern Peninsula via a Spit Bridge, the area between Chatswood and Frenchs Forest, Waterfall and Macarthur, Leppington and Emu Plains. I presume that the North West line will not terminate at Cudgegong Road, but will extend to Riverstone.

Carlingford line should join the northern lines at Epping or Cherrybrook.

Train travel should not necessitate the need to go through the city, thereby creating the city/bridge choke point that it does now. A good example is on the London underground a person can commute easily via tracks that interconnect to allow commuters to make journeys without the need to travel through Central London.

I believe that the positioning of Crows Nest station is an expensive duplication considering that St. Leonards Station, which already has provision for 4 tracks is only about 400-500m away. The Crows Nest station would be ideally situated up at the Falcon Street, Willoughby Road, Pacific Highway intersection to cater for the schools, the Mater Hospital, shoppers and residents. Development could still continue along the Pacific Highway without changing the "villagey" feel along Willoughby Road.

However if the main intent is to move as many people as quickly as possible then the line should have left Chatswood and travelled through Willoughby, Naremburn, the eastern side of Crows Nest, North Sydney oval (and even to Neutral Bay).

As the Metro line is to be run and maintained by private operators will there be two tiers of ticket prices for the two railway systems?.

6. I have not made any reportable donations.



Dept of Planning & Environment.  
GPO Box 39,  
Sydney 2001

K.V.Claridge

74 Blues Point Road, McMahon's Point, 2060

Attention :DIRECTOR TRANSPORT ASSESSMENTS

Application SS15 7400

Sydney Metro and SouthWest Rail Project

Blues Point Temporary Retrieval Site

I Object to the proposal to excavate Blues Point Reserve for the following reasons

Current usages of Blues Point Road:

Only Street parking is available for many residents:

there is Business Parking in daytime and Tourist and visitor traffic is required for dining in a heavily used entertainment area. Tourist buses are common in season.

Blues Point area is used extensively by tourists for the superb views of the Opera House and the Bridge as well as sights of Luna Park and the city and the harbour itself. Weddings and wedding photography is frequent

Narrow and winding streets in the hilly area make alternative routes impractical for heavy and frequent traffic. The only wide street is Blues Point Road itself and this leads only to the Pacific Highway either via Miller St. or Lavendar Street. With heavy truck movements there will be regular delays as local traffic seeks to exit or enter the area and access to the Pacific Highway at a junction already congested. This will interfere with heavy traffic from the south of the harbour. Children and the many older people will be put at risk.

The necessary excavations, reinstatements and concreting and engineering works will impose an irreversible impact on a site which is of historical significance and which saw services from 1807.

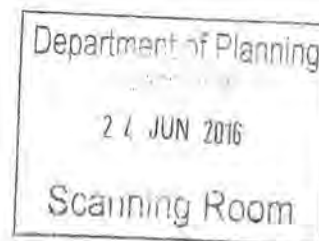
My own home was built in 1872 and is unlikely to withstand undamaged the passage of heavy traffic nearby.

Should this beautiful, historical and profitable sight be destroyed when alternative disposal methods are available and have been used elsewhere ?

I have made no donations or reportable donations in the previous two years

Kevin Vincent Claridge

21<sup>st</sup> JUNE 2016



R J Burgess  
 Apartment 10  
 5 Towns Place  
 Millers Point NSW 2000  
 22<sup>nd</sup> June 2016

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

Dear Director

**Chatswood-Sydneham Metro: SS157400**

I am the owner of the above apartment in the Towns Place Complex

I have not made any political donations in the past two years.

I was not aware of the Proposal until advised by Towns Place Owners Corporation recently. I was not aware of the Community Information sessions till after they had been held.

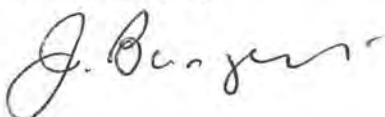
Therefore I have had limited time to understand the proposal and its implications on my property.

Firstly I support in principle the proposal – it should be of great benefit to Sydney and NSW

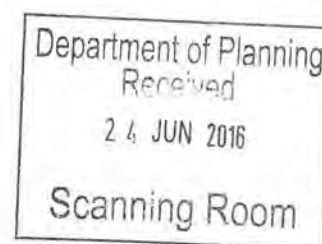
My objections are the possible encroachment on the Towns Place Complex (that bounded by Towns Place, Dalgety Road and Hickson Road Millers Pont) by the proposed tunnel which appears to pass under the complex. The buffer between the tunnel and the basement of the Towns Place complex appears to be insufficient therefore having a significant effect on the Towns Place Complex. The other objection is noise from both the construction of the tunnel and from the operation of the Metro.

I understand The Owners Corporation has made a practical and reasonable response to the Proposal which address my concerns and I support their response

Yours Sincerely



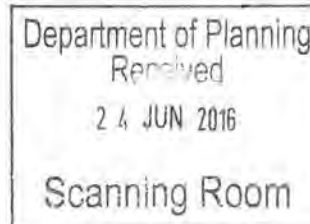
R J Burgess





# The Printing Department

256  
49 Herbert St Artarmon NSW 2064  
**Phone: 02 9439 5000**  
Fax: 02 9439 7518  
Email: [admin@printd.com.au](mailto:admin@printd.com.au)  
[www.printd.com.au](http://www.printd.com.au)



James Becker  
3/3 Bertha Road  
Cremorne NSW 2090  
Business proprietor of  
The Printing Department  
49 Herbert Street  
Artarmon NSW 2064

Attention: Director, Infrastructure Projects

**Application Number SSI 15\_7400**

The Sydney Metro is a much needed addition to the Sydney's current infrastructure that I wholeheartedly support but believe improvements need to be made to maximise the return for the huge amounts of capital being spent on this project and other North Shore important infrastructure it should provide access to (that has recently been updated at huge cost),

- Concern for proper usage of infrastructure
- This submission addresses issues including;
- Traffic and noise
- Business impacts
- Social Impacts and Community Infrastructure
- Sustainability
- Cumulative Impacts

I note with interest that the planned station for the Artarmon industrial area/Royal North Shore Hospital precinct has been deleted from the planned route. My concerns regarding this missing station impact all the above issues.

Traffic and noise/congestion at Chatswood Station, Central Station or North Sydney Station to increase markedly as workers/hospital patients and visitors change trains to reach the Artarmon Industrial/hospital area.

Business will be impacted by the lack of access for employees. We note Artarmon is an industrial area. By very nature this provides jobs of lower remuneration. The employees of our business currently commute from either the Central Coast or the South West of Sydney where this train line will continue. The Lower North Shore real estate is desirable and therefore expensive and out of reach of the vast majority of industrial employees. To attempt to maintain an industrial area without transport links to the areas industrial employees can afford does not add up. Already it is difficult to find employees willing to make the 1 ½ hour commute from these areas and to have to change to a second form of transport to complete the trip will make it prohibitive. I suspect the biggest employer on the north side, Royal North Shore Hospital's medical staff will make the Hills trip to Chatswood and then have to change, and the hospitality staff will be travelling from the South West and have to change at Central to complete the journey. Two modes of transport for these groups while the metro essentially passes their workplace will not attract the calibre of staff required who are willing to spend the extra time and money to work on the North Shore.

Social Impacts and Community Infrastructure are the concerns for the patients and visitors to Royal North Shore Hospital. Patients are by their very nature less mobile and easy access is required or they will need to use other government services like the ambulance service or their own vehicles to reach the destination, creating more traffic and parking issues.

Sustainability of the whole Artarmon area is called into question if the above traffic, parking and congestion issues are not addressed.

Cumulative impact of all this will be to see frustration at lack of access reduce Artarmon industrial area in viability.

Yours Sincerely,

A handwritten signature in black ink that reads "James Becker".

James Becker



# Sydney Metro City & Southwest – Chatswood

Submission on EIS-Application Number: SSI 15\_7400



PCU065870

TITLE Ms FIRST NAME JEAN LAST NAME PORTEOUS

ORGANISATION

(If submitting on behalf of an organisation)

EMAIL ADDRESS JEAN.PORTEOUS@NORTONROSE.COM

STREET ADDRESS 9/27-31 CRIAN STREET POSTCODE 2193

HURLSTONE PARK

I/we object to the building of the City & Southwest Metro on the following grounds:

- The metro is not about providing more passenger capacity across the suburban rail network; it is just a facilitation of overdevelopment of Waterloo, Sydenham, and around all the stations on the Bankstown Line. The metro would destroy communities by displacing existing residents and creating high-rise slums.
- The metro would not, as claimed, increase capacity across the Sydney Rail Network. The purported 60 per cent increase (stated in the "Have your say" brochure) relies on signalling improvements on existing lines. This not part of the metro proposal and has evidently been included to mislead the public about the actual capacity increase claimed for metro.
- Global experience demonstrates that double deck trains can run at the same frequencies as metro, offering a higher standard of comfort and carrying more passengers. The operation of the Paris RER network demonstrates this clearly. At 30 trains per hour (one every two minutes), the metro would carry only 36,000 passengers per hour. If the line were built and operated with double deck trains, the capacity would be 45,000 passengers per hour, based on the same frequency.
- The metro would have very few seats. In the peaks, 70 per cent of commuters would be forced to stand for up to half an hour. At present, with double deck trains, 70 per cent are seated.
- There are severe safety concerns in relation to the tunnels from Chatswood to Crows Nest, Victoria Cross to Barangaroo and Waterloo to Sydenham. The proposed evacuation procedure – through the end doors to track level – does not cater for people in wheelchairs or those with limited mobility. Evacuation would be very slow, and with no on-board staff, could seriously stress passengers and lead to loss of life in extreme events.
- At a cost of \$12 billion, the City and Southwest Metro is a very expensive way of increasing track capacity through the CBD. Utilising existing infrastructure, a heavy rail link for double deck trains could be built for less than \$4 billion.

I/we have ☐ have not ☒ made a reportable political donation (tick box)\*

I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

SIGNED

*[Signature]*

Department of Planning

Received

24 JUN 2016

Scanning Room

## POST TO

Major Projects Assessment  
Department of Planning and Environment  
GPO Box 39, SYDNEY 2001  
Attention: Director, Infrastructure Projects.

**Submissions close 27 June 2016**

\* NSW law requires persons making submissions to an EIS to make a declaration disclosing political donations. Broadly speaking, a 'reportable political donation' is a donation exceeding \$1,000 to a party, elected member, group or candidate. However if separate donations to any one of these, when added up, exceed \$1,000 in the same financial year, they must also be disclosed. If in doubt please check with Department of Planning website.



# Reject Baird's Sydney Metro disaster!

If the Baird Government gets its way, you will lose your modern double-deck rail service – *and your community* – to the property developer MTR Corporation.

Comfortable double-deck trains will be replaced with sub-standard “cattle class” metro trains and thousands of homes and businesses will be acquired by the government for redevelopment by MTR as Hong Kong-style high rise precincts.

**If you live in Waterloo**, you may get a metro station but at the expense of losing your community, and being displaced to a Department of Housing development on Sydney's outskirts. Under Baird's plan, if you managed to return after a few years of urban redevelopment, you would have to share your Waterloo with 70,000 other residents stacked into a dense mass of new high rise apartments.

**If you live in Erskineville, St Peters or Alexandria** you may not have a rail service because the metro would speed through, under these suburbs. The Government has made no announcement regarding which, if any, trains would stop between Sydenham and Redfern.

**Beyond Bankstown**, the Baird Government metro plan would, at best, make you change from a comfortable modern double-deck train to “cattle class” metro to continue your journey, or, at worst, the line will be closed altogether and you would be forced to catch a bus to Bankstown.

The government says it must convert the Bankstown Line to metro so that a more frequent service can be provided. This is a lie. The existing modern double-deck trains can be run at 3 minute intervals without changing anything on the Bankstown Line.

## Reject the metro proposal!

Have your say by making a submission in response to the Environmental Impact Statement for the proposal, either online at: [http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7400](http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7400)

Or use the submission on the reverse side.



• [ecotransit.org.au](http://ecotransit.org.au)  
• <https://www.facebook.com/EcoTransit>  
June 2016



Do you want your rail service to go from **THIS** ...



to **THIS**? This is what Hong Kong MTR metro trains look like in the peaks. There are very few seats. Most passengers stand.

## METRO FACT & FICTION

- **FICTION** The metro is being built to provide improved public transport to existing suburbs.
- **FACT** Metro would represent a dramatic deterioration in passenger comfort and capacity. Metro systems characteristically operate over short distances with stations typically less than a kilometre apart. Metro is not appropriate for Sydney with its long commuting distances.
- **FICTION** Hong Kong MTR is primarily a rail operator.
- **FACT** Hong Kong MTR is primarily a property developer. They have the development rights around every new station they build – a form of “value capture” to profit a private company. The Metro is part of a dirty deal to enable MTR to turn large tracts of Sydney's suburbs into mini Hong Kongs.
- **FICTION** Only a metro can provide increased capacity and service frequency.
- **FACT** The existing Sydney double deck trains can, and do, run at 2-3 minute intervals through the CBD, in peak hour. The Paris RER system is progressively converting all of its lines to double-deck trains running at 2 minute intervals in the peaks to increase the capacity of the network.

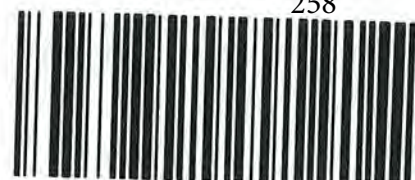
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**Four Passengers per**  
**You Tube square metre**  
Scan this or google  
'EcoTransit Sydney YouTube'





# Sydney Metro City & Southwest – Chatswood

Submission on EIS-Application Number: SSI 15\_7400



PCU065871

TITLE MR FIRST NAME GERARD LAST NAME DRAPER

ORGANISATION

(If submitting on behalf of an organisation)

EMAIL ADDRESS drapergb@tpg.com.au

STREET ADDRESS Unit 19, 11 ~~OF GOOD~~ AVE MARRICKVILLE POSTCODE 2204

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SIGNED

*Gerard Draper*

Department of Planning

24 JUN 2016

Scanning Room

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Department of Planning and Environment  
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The government says it must convert the Bankstown Line to metro so that a more frequent service can be provided. This is a lie. The existing modern double-deck trains can be run at 3 minute intervals without changing anything on the Bankstown Line.

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Have your say by making a submission in response to the Environmental Impact Statement for the proposal, either online at: [http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7400](http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7400)

Or use the submission on the reverse side.



• [ecotransit.org.au](http://ecotransit.org.au)  
• <https://www.facebook.com/EcoTransit>  
June 2016



Do you want your rail service to go from **THIS** ...



to **THIS**? This is what Hong Kong MTR metro trains look like in the peaks. There are very few seats. Most passengers stand.

## METRO FACT & FICTION

- **FICTION** The metro is being built to provide improved public transport to existing suburbs.
- **FACT** Metro would represent a dramatic deterioration in passenger comfort and capacity. Metro systems characteristically operate over short distances with stations typically less than a kilometre apart. Metro is not appropriate for Sydney with its long commuting distances.
- **FICTION** Hong Kong MTR is primarily a rail operator.
- **FACT** Hong Kong MTR is primarily a property developer. They have the development rights around every new station they build – a form of “value capture” to profit a private company. The Metro is part of a dirty deal to enable MTR to turn large tracts of Sydney's suburbs into mini Hong Kongs.
- **FICTION** Only a metro can provide increased capacity and service frequency.
- **FACT** The existing Sydney double deck trains can, and do, run at 2-3 minute intervals through the CBD, in peak hour. The Paris RER system is progressively converting all of its lines to double-deck trains running at 2 minute intervals in the peaks to increase the capacity of the network.

For more, watch  
**Four Passengers per**  
**You Tube square metre**  
Scan this or google  
'EcoTransit Sydney YouTube'







PCU065872

Andrew Gowanlock  
3 Plunkett St.  
Naremburn 2065  
23 / 6 / 2016

Department of Planning Received 24 JUN 2016 Scanning Room
--

The Director  
Infrastructure Projects,

Subject: City & Southwest Metro,

Application No. 551 15 7 7400.

Support. Project overall  
but object to present proposals  
for Crows Nest & Victoria Cross  
Stations.

Also am concerned about heritage  
item at Blues Point.

Having viewed the EIS, I find it  
unfortunate that all of the old shops  
located within the proposed Metro  
railway station areas are to be  
demolished. I am also concerned about  
the works at Blues Point, and whether  
the former car ferry docks at the  
entrance on the (Waters edge) will be  
kept.

I understand that a heritage study  
was conducted in all these areas.

However I believe the following should  
be retained

① Proposed Crows Nest Station.

Shop fronts (facades) 501 (Proud  
Furniture) 465 (OZ Design) 465 A  
459 - 467 - 469 A - 471 - 473 - 475.

Having viewed the buildings in the  
area I believe the shop fronts are  
worth retaining.



## ② Proposed Victoria Cross Station,

I would argue for the retention of the heritage listed Shop front at 187 Miller Street

I believe the front of this building should be preserved,

As well I believe the sculpture that presently sits outside 187 Miller Street should be placed back there in situ once the station development is completed.

## ③ Blues Point Worksite

I am most concerned that during construction works that the former heritage Car Ferry dock entrance, may be damaged or removed

However it appears on the EIS that the works should not affect them as they are close to the waters edge,

I would strongly ask you to consider the above proposals and whether part or whole of them could be implemented.

yours sincerely

Andrew Gowanlock,



Unit 28/5-11 Edenholme Rd  
Five Dock N.S.W. 2046

Ph: 0458 043 985 Dated 14th June 2016

Submission for Sydney Metro Application no:

SS1 15-7400 To whom it may concern,

This letter is in regard to the intended single deck trains to be used on the North West rail line and their advantages and disadvantage

Sydney, of course is famous for its double deck trains as they naturally have the advantage of being able to carry the most people in the one train carriage, more than a single deck one. But they still suffer the disadvantages of slower loading and unloading owing to only two sets of doors being available and being congested, obviously, along with limitations on elderly and handicapped people. For these reasons, I support the proposal for the single deck trains on the North West Rail line along with them, hopefully using less energy and thus being more environmentally friendly, and naturally, more elderly and disability friendly.

However, I am not happy with their intended design for the following reasons.

- I am wary of them being driverless for the obvious reasons of sudden obstacles and the need to stop in any sudden unexpected emergency.
- All seating is longitudinal - there is no face forward seating, unlike those in Melbourne and Brisbane in which there is both, only for the further disadvantage that you can't turn them. I am not against longitudinal seating altogether, as I don't mind it myself when I am only travelling short distance

O V E R



or on a trip I regularly do, but on every other trip, especially one that I want to enjoy the pleasure of ~~view~~ viewing out of both sides of the train, I only like to sit forward facing as most people do, and furthermore, I do not like sitting any other way except on occasions when I am with a group, in a box compartment, rear viewing or as previously mentioned. Therefore, these trains need to cater for ALL types of passengers (except, of course, the badly behaved and wilfully nuisance passengers) like all other public transport, not just commuters and shoppers, and promote tourism. All railways are tourist railways, not just those named as such.

- Longitudinal seating has the potential to attract all the more undesirable and inappropriate behaviour such as unwanted staring or even just looks which can cause many varieties of conflict, with the most common example being "What are you \*\*\* (expletive) looking at?" and even the occasional violence or assault of any kind. Even CCTV cameras make no difference or are no deterrent to some badly behaved people.

- It would be preferable that these trains be compatible with the rest of the system with dual voltage and standard gauge track, but if this is an independant system, it might as well be a narrow gauge track, like in Queensland and Western Australia, using all the less energy with less "dead weight".

This is my submission which will hopefully, make you react, ~~and~~ rethink and reconsider.

Yours faithfully, Mr Peter Gray.

Signed: P. Gray

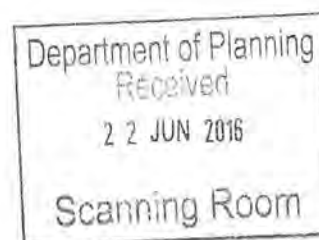
(Written on recycled paper for the environment)



G & D M Ribar  
1/16 Dalgety Road  
Millers Point NSW 2000

18 June 2016

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



Dear Director,

### **CHATSWOOD-SYDENHAM METRO: SS15 7400 - the Proposal**

- We are owner/occupiers of unit 1/16 Dalgety Road Millers Point, within the Towns Place residential tower, on the corner of Dalgety and Hickson Roads.
- We have not made any political donations in the last two years.
- We have a number of objections to the implementation of the Proposal, the most serious relating to the proposed position of the tunnels with noise and vibration issues adversely impacting our residence in both value and quiet enjoyment.

### **Major Objections**

#### **1) Position of Tunnels**

- a) It appears from the current plans/ diagrams that the eastern tunnel will pass beneath, or very close to the north western corner of the Apartment block known as the Towns Place residential tower () at a 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.
- b) The tunnel described continues south below Dalgety Road to the new proposed metro station at Barangaroo. The tunnel passes below Dalgety Road and, in part, passes beneath terraces on Dalgety Road which are built on a sandstone cliff face situated approximately 10 metres above the Dalgety Road surface. That adds an additional 10 metres to the 35 metre buffer between the tunnel and the surface for those properties. However, the Towns Place residential tower, where our apartment is located, not only lacks this 10 metre buffer, but also has a private and public car park at a depth of approximately 20 metres below ground level, significantly reducing the buffer shown on the plan, and making much worse the noise and vibrations.



- c) We understand that you are not aware that the Towns Place residential tower has a 6 level car park below ground to a depth of approximately 20 metres and that, if the tunnel depths were maintained at 35 metres, as indicated on the current plans/diagrams, the buffer between the eastern tunnel and the bottom level of the car park would, at most, be less than 10 metres.

## **2) Noise / vibration**

- a) The Proposal indicates that the Metro's tracks will be of steel, as will the wheels of the rolling stock. The reason we understand that it needs to be consistent with other tracks/rolling stock in the system.
- b) However, best modern practice for this type of rapid transport system is for the rolling stock to have rubber wheels running on rubber tracks, making its operation virtually silent. We are very concerned that each time a train passes by/underneath; it will create some sort of "rumbling" or "vibrating" noise, disturbing the quite enjoyment of our private residence.
- c) If there is no noise abatement measures, or the tunnel is moved further away from the apartment block in question, the value of our property will be severely negatively impacted

## **3) Removal of excavated material**

- a) The Proposal indicates a suggested intention of removing excavated material soil 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. The indicated timing of construction (and removal) is on a 24/7 basis, which is extremely unreasonable. Any solution must address unwarranted and unreasonable noise and an absolute minimum of truck movements in the area.

## **Conclusion**

We are in favour of progress and in particular improvements to public transport, however we object in the strongest possible terms to the proposed position of the tunnel under the Towns Place apartment block housing our apartment, the apparent lack of any noise abatement measures, the current plan for excess spoil removal and the very short timeframe for the lodgement of objections.

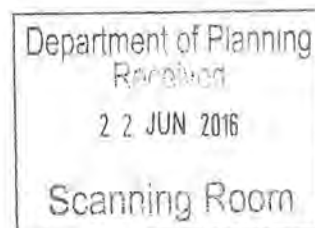
Yours faithfully



G & D M Ribar



Apt 9, 25A Hickson Road  
Millers Point  
Sydney  
NSW 2000  
0497 794995  
codlinglim@gmail.com



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.

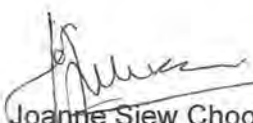
### **Due Process Objections**

- 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 period<sup>1</sup>. 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

---

<sup>1</sup> We note that objections close on 27 June 2016.



## Edward & Carol Fazal

Owners of 3/25A Hickson Road, Millers Point, NSW 2000

20<sup>th</sup> June 2016

Director

Transport Assessments

Department of Planning and Environment

GPO Box 39

SYDNEY NSW 2001



C/O 57 Spurwood Road  
Turramurra  
NSW 2074  
Australia



Dear Director,

### **CHATSWOOD-SYDENHAM METRO: SS15 7400 (the Proposal)**

We are the owners of 3/25A Hickson Road (purchased January 2016), and will move in to that apartment on 10<sup>th</sup> October 2016 on our return from an overseas holiday. This move represents a significant lifestyle change for us and we plan to reside at Towns Place for many years having lived in the suburb of Turramurra, NSW 2074 since 1992.

We have not made any political donations (reportable or otherwise) in the last two years.

We have a number of objections to the implementation of the Proposal, relating to noise and vibration issues adversely impacting residents and to the due process available to objectors.

### **Substantive Objections**

#### **Position of Tunnels**

It appears from the current plans that the eastern tunnel may pass beneath, or very close to, the north western corner of the Dalgety Road building at a (stated) depth of 35 metres. Given that the EIS Summary notes that the current plans 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.

The tunnel described continues south below Dalgety Road and on 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 Towns Place residential tower 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 ground level, significantly reducing the buffer shown on the plan, and exacerbating noise and vibrations.

The technicians present at the explanatory meeting in respect of this part of the tunnel on 25 May 2016 were not aware that the building had a 6 level carpark below ground to a depth of approximately 20 metres and that, if the tunnel depths were maintained at 35 metres, as indicated on the current plans, the buffer between the eastern tunnel and the bottom level of the carpark would, at most, be only about 10 metres.

If, as appears to be the case, the actual depth of the top of the tunnel is less than the publicly disclosed 35 metres (due to rail gradient limits coming up to the Barangaroo metro station), then the buffer under Towns Place will be materially less than 10 metres.

This issue could simply be resolved by relocating the eastern side of the tunnel approximately 10 metres to the west of Dalgety Road so that no part of it runs close to or below the Towns Place building on Dalgety Road.

Moving the tunnel west is clearly within the 30 metre tolerance allowed for in the Proposal and places the tunnel below a much higher cliff face where noise and vibration will not impact on any surface building.

This amendment to the Proposal would move the western tunnel slightly to the west. However, this would in no way adversely impact on the Dalgety Road terraces, as they have an existing tunnel below them and they sit on an additional 10 metres of sandstone above the 35 metre 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 on 25 May 2016 is that it needs 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. This is evidenced by the Paris Metro and other lines in Montreal, Kobe and Mexico City.

Attenuation is proposed for other parts of the line but not between the harbour and Barangaroo metro station. Without resiling from the principal submission that 21<sup>st</sup> century best practice dictates a rubber wheel / track system be installed, all of this track should have high quality attenuation measures installed. Particularly that part from the harbour to Barangaroo metro station.

#### **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.

The indicated timing of construction and removal is on a 24 hour /7days a week basis, which is unreasonable. The spoil should just simply be removed from the area directly to its final destination, **and this should not occur at night.**

The EIS represented at the explanatory meeting on 25 May 2016 that the spoil may be removed from the area by barge. If that was to happen, it must only do so from the harbour 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**

Objections to the Proposal were invited on 11 May 2016. We 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 period. The time period allowed for objections is simply not feasible for objectors such as Owners and indeed Owners Corporations 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.

Although the proposal is detailed in part, it is imprecise and simply inaccurate in crucial areas, for example, the exact position of the tunnels.

### **Conclusion**

We believe we are making 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

A handwritten signature in blue ink, appearing to read 'Eddie Fazal', with a long horizontal flourish extending to the right.

Eddie Fazal



38 Thomas Wilkinson Avenue  
Dural NSW 2158

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

Department of Planning Received 22 JUN 2016 Scanning Room
--

17 June 2016

Dear Director,

### **CHATSWOOD-SYDENHAM METRO: SS15 7400 (the Proposal)**

- 1 I am the owner of apartment located at 3/20 Dalgety Road, Millers Point. The Owners Corporation represents the Owners of the 65 apartments and 2 retail outlets on land bounded by Towns Place, Dalgety Road and Hickson Road Millers Point.
- 2 It is my understanding that the Owners Corporation has not made any political donations (reportable or otherwise) in the last two years.
- 3 The Owners Corporation has a number of objections to the implementation of the Proposal, the most serious relating to noise and vibration issues adversely impacting residents and businesses, and to 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 building of the Owners Corporation 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 Towns Place residential tower 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 ground level, significantly reducing the buffer shown on the plan, and exacerbating noise and vibrations.

- 6 The technicians present at the explanatory meeting in respect of this part of the tunnel on 25 May 2016 were not aware that the Owners Corporation building had a 6 level carpark below ground to a depth of approximately 20 metres and that, if the tunnel depths were maintained at 35 metres, as indicated on the current plans / diagrams, the buffer between the eastern tunnel and the bottom level of the carpark would, at most, be only about 10 metres.
- 7 If, as appears to be the case, the actual depth of the top of the tunnel is less than the publicly disclosed 35 metres (due to rail gradient limits coming up to the Barangaroo metro station), then the buffer under Towns Place will be materially less than 10 metres.
- 8 This issue could simply be resolved by relocating the eastern side of the tunnel approximately 10 metres to the west of Dalgety Road so that no part of it runs close to or below the Towns Place building on Dalgety Road.
- 9 Moving the tunnel west is clearly within the 30 metre tolerance allowed for in the Proposal and places the tunnel below a much higher cliff face where noise and vibration will not impact on any surface building.
- 10 This solution / amendment to the Proposal would move the western tunnel slightly to the west. However, this would in no way adversely impact on the Dalgety Road terraces, as they have an existing tunnel below them and they sit on an additional 10 metres of sandstone above the 35 metre deep tunnel.

#### **Removal of spoil**

- 11 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. The indicated timing of construction (and removal) is on a 24/7 basis, which is both superfluous and unreasonable. The spoil should just simply be removed from the area directly to its final destination, and this should not occur at night.
- 12 The EIS represented at the explanatory meeting on 25 May 2016 that the spoil may be removed from the area by barge. If that was to happen, it must only do so from the harbour 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.

#### **Noise / vibration abatement measures**

- 13 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 on 25 May 2016 is that it needs to be consistent with other tracks/rolling stock in the system.
- 14 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. This is evidenced by the Paris Metro and other lines in Montreal, Kobe and Mexico City.
- 15 Attenuation is proposed for other parts of the line but not between the harbour and Barangaroo metro station. Without resiling from the principal submission that 21<sup>st</sup> century best practice dictates a rubber wheel / track system be installed, all of this track should have high quality attenuation measures installed. Particularly that part from the harbour to Barangaroo metro station.



- 16 If the tunnel is moved as suggested above, the Owners Corporation will not press their objection to steel wheels / tracks, but does press its submission regarding attenuation of all of the track.

### **Due Process Objections**

- 17 Objections to the Proposal were invited on 11 May 2016. We 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 period<sup>1</sup>. The time period allowed for objections is simply not feasible for objectors such as Owners Corporations 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 The Owners Corporation reserves its rights in respect of the lack of due process afforded to the Owners Corporation in implementing the Proposal. It also reserves its rights to supplement this submission with expert(s)' report(s) as received.

### **Conclusion**

- 20 The Owners Corporation has 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



Brett Palmer

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<sup>1</sup> We note that objections close on 27 June 2016.



Unit 7  
25A Hickson Rd  
Millers Point 2000.  
SP 76902



PCU065794

Attention: Director, Transport Assessment  
Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

CHATSWOOD - SYDNEYHAM

METRO : SS15 7400

Dear Director,

Current plans and diagrams appear to show the eastern tunnel will pass very close to or under the north west corner of the Dalgety Road building at Towns Place at a proposed depth of 35 metres as well as containing a 30 metre tolerance to the tunnels final position. We are extremely concerned that our building will be compromised by both noise and vibration from this project.

As our building, Towns Place sits below the terraces on Dalgety Road (approximately 10 metres above our complex), it seems to us that the tunnelling could be moved a few metres to the west of the proposed plan under the new Barangaroo Park to make use of the extra elevation for the new line to gradually incline to the new Barangaroo Metro station. By doing this it would hopefully alleviate both the vibration and sound impact to our building.

The technicians present at an explanatory meeting on this part of the tunnel on 25th May 2016 were unaware of the 6 level private /public car park below our building which on the current plans could be only 10 metres from the inclining tunnel which is unacceptable.

The proposal indicates the Metro tracks will be steel and so will be the wheels. In this modern age surely best practise would dictate a rubber wheel / track system should be used if the tunnel noise and vibration is going to impact our building. We understand that attenuation is planned for other parts of the track, so we suggest either the tunnel is moved slightly away under Barangaroo Park or attenuation is installed in this area of line from the harbour into the new Barangaroo Station. This would make its operation virtually silent and has been done on the Paris Metro, Montreal and Kobe in recent times.

The proposal for the removal of spoil to a temporary sight under the overhead bridges on Hickson Road appears to include a lot of double handling and congestion, as well as the impact of dust dirt and increased truck traffic 24/7 on Hickson Rd to the detriment of all business and residents alike.

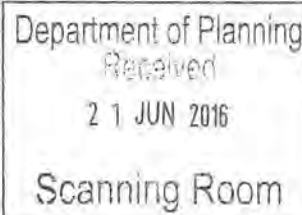
It would appear to us that EIS suggestion at the explanatory meeting on 11 May 2016, that the spoil may be removed by barge, would be a much better option for all residents in the area. surely this could be done from the harbour side of the central Barangaroo site and alleviate all the dust, noise and congestion which would disrupt the whole of Hickson Road 24/7 for a very considerable time.

We trust you will give due consideration to our very real concerns and our practical suggestions to alleviating the problem with a slight realignment of the tunnels under Barangaroo Park which can be easily included in the final design probably without any additional cost.

We declare that we have not made any political donations in the last two years.

Yours faithfully,

Isabel and Paul Wheatley







11/45 McLaren Street  
North Sydney NSW 2060

12<sup>th</sup> June 2016

Major Projects Assessment  
Department of Planning & Environment  
GPO Box 39 Sydney NSW 2001

Dear Sir,

I am writing in regards to the EIS as it relates to the Victoria Cross Station at North Sydney.

There are several issues that are cause for concern.

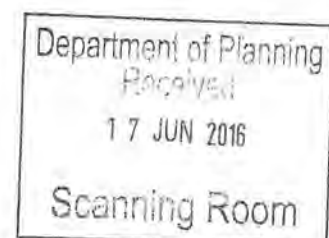
The number of trucks that will be using the very congested roads in and around North Sydney particularly when those trucks will be moving through our suburb 24hours a day. As you will be aware we do have a lot of residential properties and all those people will be impacted should these noisy trucks be allowed to operate non stop all through the night. McLaren Street, along with the Pacific Highway have major residential properties which are fronting the road these people will be lucky to get any sleep. The fact that this project will go on for so many years gives us great concern.

I cannot imagine how all this extra traffic is to be managed especially knowing how congested North Sydney is already.

I am not sure if your assessor has studied the movement of pedestrians in peak hour in and around Miller Street but to narrow the footpaths to 2.4 metres will cause great difficulty for pedestrians. The issue of wheelchairs does not seem to have been addressed in this assessment. Many of North Sydney residents are elderly and do need walking frames how will those poor people be accommodated in these plans?

I cannot believe that a connecting tunnel from the Greenwood complex & North Sydney Station has not been included in these plans. With the amount of money this NSW Government is spending on this project surely the sensible thing to have included would have been a pedestrian tunnel to allow people easy access from one station to the next not having them coming up onto Miller Street walking in all weather to only descend once again after a few hundred metres.

I am also very concerned as to what the Government's plans are for the space above the new station?



Will Council be able to veto any inappropriate development or will the Government ram through as much development as it can to help pay for this project? If other projects this Government is building is anything to go by the public and/or residents will have very little say over what happens in our very much loved suburb.

As an active member of the Community I do know that many people have no idea how the building of this project will affect them I do feel that far more public consultation/ public meetings should have been held. Perhaps it is not too late to have more? I would like to see one held closer to the site e.g. NS Council Chambers or Rydges Hotel conference room.

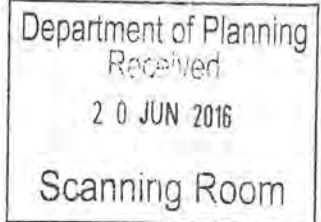
Please be aware that I am not against the project but would like more consideration given to all those who will be impacted in the building of it.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'B A Noden', written in a cursive style.

Barbara Noden.





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 21<sup>st</sup> 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 dark ink, appearing to read 'Phillip Bushby', written in a cursive style.

Phillip Bushby



PLEASE DELETE OUR PERSONAL INFORMATION.



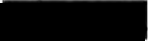
Re: Blues Point Temporary Retrieval Site : SS15 7400

18<sup>th</sup> June 2016

Director, Transport Assessments,  
Major Projects Assessment,  
Department of Planning and Environment,  
GPO Box 39,  
Sydney, N.S.W., 2001.

Dear Sir,

My wife and I have lived in McMahons Point for 34 years

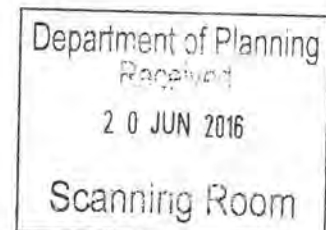
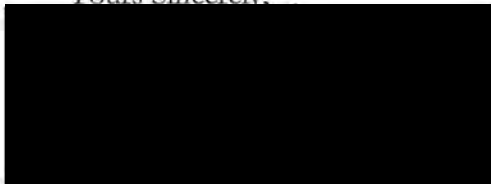


We appeal to your department to find some alternative to using this already busy avenue for the numerous heavy truck movements required to remove dirt from an excavation site located in a popular public picnic ground to the south of us.

The noise levels will be intolerable – a threat to health for older people such as myself – as real as unsafe air pollution. The inevitable traffic snarls are sure to cause their own casualties.

We ask that you at least provide us with a valid comparison of the cost of carrying the dirt out by barge, rather than heavy road vehicles.

Yours Sincerely,





B Hastie & M Forsdick  
PO Box 37,  
Terrey Hills  
NSW 2084

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

17 June 2016

Dear Director,

**CHATSWOOD-SYDENHAM METRO: SS15 7400**

We are the joint owners of unit 4 Dalgetty Road, Walsh Bay, a town house in the building Towns Place.

We strongly object to the above proposal as the tunnel as currently proposed will pass under the north western corner of Dalgetty Road, directly below our unit. In fact it will run under our complex's under ground carpark which will exacerbate the problem of noise and vibrations (our carpark is 6 levels, some 18 to 25 metres below the units).

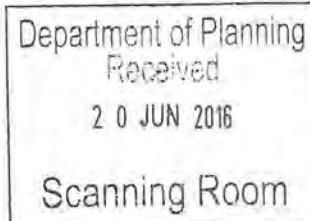
The first we knew of this proposal was when advised by our Owners Corporation. AS affected owners in the area, we would have thought we would have received direct notice of these proposals.

Our Owners Corporation has studied the plans in detail and believe the proposed route of the proposed tunnel could easily be modified to avoid unintentional long term problems of noise and vibration issues for the Towns Place complex.

We therefore urge the Department to consider modification of the route planned.

Yours faithfully

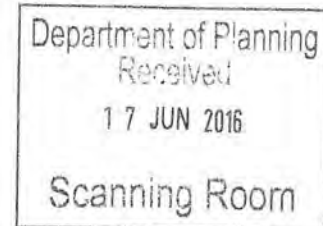
  
Barry Hastie & Michael Forsdick





Stanton Precinct  
 C/o Customer Service Desk  
 North Sydney Council  
 200 Miller Street  
 North Sydney NSW 2060

8<sup>th</sup> June 2016



Major Projects Assessment  
 Department of Planning & Environment  
 GPO Box 39 Sydney NSW 2001.

Dear Sir,

Stanton Precinct is a community organisation meeting once a month to discuss local issues. It is supported by NSC. Our meeting on 7<sup>th</sup> June was attended by 18 members of the public and the Metro EIS was discussed, the following issues were identified as having a negative impact on all of those residents.

- **Traffic:** We are most concerned about the number of trucks that will be driving through our already congested streets. In particular the night time noise that will be generated by the huge trucks. The changing of gears on our steep streets will be unbearable. Will trucks waiting to load, be parked at night on side streets where the drivers talk loudly and also start up engines creating even more noise?
- **Pedestrian Footpaths:** Concern was expressed about the narrowing of the footpaths in Miller Street. Miller Street already has huge volumes of foot traffic so to narrow them even more will be make it very difficult to get to the many businesses in the vicinity.
- **Relocation Bus Shelter:** Members need to know where the bus shelter stated to be relocated from 194 Miller Street is to be relocated to? Many elderly people rely on this bus stop as it gives them level access to the surrounding area. Many find it difficult to climb the steep slope up Miller Street.
- **Connecting Tunnel:** Members were astounded to hear that no connecting tunnel was planned between North Sydney Station and the new Metro Station. They urge the NSW Government to reconsider this connection as it will benefit all who use the Metro and North Sydney Station.
- **Loss of Street Trees:** Precinct abhors any removal of the mature street trees in Miller Street. These trees offer shade and ameliorate pollution from the traffic. Many developments take great care not to destroy the street trees but the Metro project seems to dismiss the trees as just another nuisance to be got rid of.

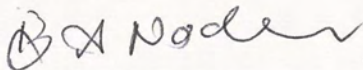
We presume the assessment for this project will take into consideration our concerns. The well being of all residents will be compromised if overnight truck noise goes on for the many years that it appears this project will take to complete.

North Sydney is a small compact suburb so all residents will be impacted one way or another by the building of the Metro.

The many schools in the area will have concerns when the students need to take important exams and truck noise disturbs their concentration.

We will have further discussion on the project and will be interested to know what is planned for the space above the station at Victoria Cross.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'B Noden', with a stylized flourish at the end.

Barbara Noden

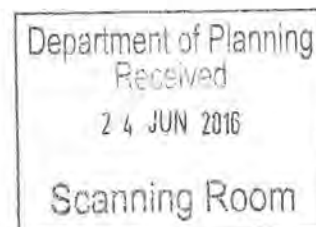
Chair, Stanton Precinct.



SSI 15\_7400 by James Young

J A Young  
42 Anglo Street  
CHATSWOOD  
NSW 2067

23 June 2016



NSW Department of Planning and Environment  
Attention: Director, Infrastructure Projects  
(Major Projects Assessment)  
GPO Box 39  
SYDNEY NSW 2001

**Comments on EIS Chatswood to Sydenham Metro  
Application Number SSI 15\_7400**

**Statement of support**

In principle, I support the general thrust of the project but I have objections to some aspects of the details. Some deficiencies would merit a total hold on the project until resolved.

My comments follow.

**My qualifications to comment.**

I have a degree in Mechanical and Electrical Engineering from Sydney University. I am a Member of the Institution of Engineers, Australia (MIEAust) and a retired Chartered Professional Engineer. (CPEng (ret)).

I have wide experience in private enterprise as a General Manager of profitable manufacturing companies in a variety of industries. This includes responsibility for planning, product development, and profitability.

I have had over 10 years' experience as a consultant on a variety of projects, with clients including NSW Rail and Queensland Rail. For these clients, I have been involved with rolling stock maintenance, including design of new workshops, moving freight and passenger vehicle maintenance facilities to new premises as well as productivity studies at numerous sites in NSW and Queensland. Many were "greenfield sites, with my being involved in the initial studies for layouts, sizing and operation.

I can be available to expand on this submission if required.

A handwritten signature in black ink, appearing to read "James A Young".

James A Young  
MIEAust CPEng (ret)

## SUMMARY OF COMMENTS

### Referencing the Summary for Chatswood to Sydenham and Chapter 6:

1. Page 8: “Project objectives”. (dot points) “Support the productivity of the Global Economic Corridor” This would be better achieved if the line passed through the airport terminals. This should be supported by removing the current surcharge on the two stations
2. Page 8: “Key Benefits” (dot points) “Transport benefits: ..’enhanced customer satisfaction’ and ‘improved safety’”. As there will be only 25% of passengers with a seat (my estimate – see later), there will be many aged or handicapped passengers standing, with increased passenger discomfort and reduced safety.
3. “City-building benefits” This whole section is not proven and is just waffle. It should be removed.
4. “Catering for growth”. ‘Rail is expected to experience the highest growth in travel demand with the number of people travelling to Sydney CBD during the morning and evening peaks forecast to grow’. Where is the proof of this statement? If the “Global Economic Corridor” strategy is successful, there will be less need to travel to the CBD. The statement about ‘30 trains per hour through the Sydney CBD’ is also not a benefit, for the same reasons.
5. “Increased accessibility and trip diversity” ‘more direct connections to high-capacity Sydney CBD stations’. See (4) above.
6. “This will facilitate a greater mode shift to rail from car”. Almost all of the areas serviced by the Metro City are now covered by standard rail or bus. How will the Metro make a change from car? (In my case, I live in Chatswood and will still have to walk to the station. If rail is not convenient, I’ll still have to drive. Public transport is good, providing:
  - The person is not encumbered (luggage, heavy shopping, children, grandma)
  - the weather is reasonable
  - there is public transport within reasonable distance of both origin and destination



- Time is relatively unimportant (some of my 20 minute trips by car take over an hour by public transport, when available).

7. Page 14 “Catching a train” This section lauds the Metro as a boon to customers. ‘Customers are at the centre’ does not appear to be so. I have been unable to determine the number of seats per carriage. I have phoned 1300 305 695 as stated, but the person who answered said that he was from “Planning” and didn’t know about the vehicles. He was uninterested in advising me where to enquire next. His sole advice was to “Put in a submission”. At the viewing at Chatswood on 21 May, I asked a number of staff the same question and nobody knew. One of the engineers volunteered to find out and email me. He has advised that he finally found someone who would know and arranged for that person to email me. No-one has emailed me. Looking at the sketches (e.g. page 97), it is apparent that there are very few seats on the trains – perhaps less than 25% of passengers seated. The few “hangers” are far too high for older people and children to reach and there are few other places to grasp. This means that some frailer (or shorter) passengers could be standing unsupported for up to an hour (66 kilometres from end to end). Children would also suffer. This is a poor comparison with buses, where 80% have seats.
8. If the trains are to reach 100 km/h as stated, the acceleration and deceleration will be quite extreme, making for a difficult and unsafe journey for any standing frail or young passengers. It is very uncomfortable to stand in a vehicle continually changing speeds.
9. The sketches show that there are very few seats at the stations – page 14 doesn’t have any, though there is one set on page 12. Every station should have seats for tired or frail passengers, waiting for trains or just plain “resting” after a walk to the station.
10. In view of the above, the term used “safe and comfortable” for passengers is not a factual statement, and should not be used. Perhaps “Fast and furious”? (Joke)
11. With no staff on the trains, who is it that helps passengers when needed? Who administers first-aid or CPR? Who advised the distant “train controllers” that help is urgently needed? Who advises them what sort of help is needed? How will help be given between stations in cases of accident, violence, heart attacks? Who is it that takes charge in a difficult situation? It is no use saying that “someone” will use the help phone, especially when urgent help is required such as a medical emergency. I have been advised by the engineers at the Chatswood meeting that there is a connection between the two tunnel shafts at regular intervals (250 metres?). To stop the trains in the opposite direction, clear them from the track and bring in help (fire, medical, police) seems to be a lengthy procedure. I don’t see any evidence that it has been thought about.

12. The study for the dive site at Pacific Highway and Mowbray Road, Chatswood is not complete and there remain many problems. Further comment is made below. In its present state, an accurate assessment of costs and timing cannot be made. **Until this work is completed, this EIS should not be approved**

## **DETAILED COMMENTS.**

### **Train Operations (page 16)**

I have been advised that all train maintenance will be carried out at Rouse Hill. (Cudgegong Road). It is not shown in detail on the map on page 7, but mention is made of maintenance and stabling at the Metro Northwest facility. To have just one facility on a 66 kilometre track seems inadequate. Compare this with the existing rail, where minor work is carried out at a number of depots (and at places like Hornsby even boggy changes can be made). Overnight, there can be the need for major cleaning, repairs to seats, lighting, air conditioning etc. It would be almost impossible to move every carriage requiring some maintenance to Cudgegong Road. With no other facility planned until 2024 at the earliest, present planning appears to be inadequate.

Overnight stabling only gets a mention as “Stabling will also occur at a smaller supplementary facility near the southern end of the network”. (Presumably this is Bankstown). and “Any additional facilities required to support operations will be delivered and assessed as part of the Sydenham to Bankstown components of the Project”.

It would appear to me that there should be stabling at Cudgegong Road, Sydenham and Bankstown at least. Unless this is done, the morning start-up will be prolonged, with trains having to start only from Bankstown and Cudgegong Road, and minor maintenance will be difficult or impossible. If stabling were at stations only, where there is no access for maintenance crews and their equipment, maintenance would not be possible.

### **Traffic and transport (page 19 and Chapter 8)**

Some understanding is shown of the traffic problems for the dive site area at Pacific Highway and Mowbray Road, Chatswood. However much information is missing and no final decision has been made on solutions. The situation is such that this Submission should not be approved in its present form.



Haul routes: The map on page 45 shows that spoil will be transported by truck from Mowbray Road, right turn into Pacific Highway and then north. The staff at the Chatswood display on 21 May advised that no contractor had been appointed to move the spoil and no direction to the dump site is known, so why is a route shown? Trucks may proceed west on Mowbray Road instead, which would cause more congestion on Mowbray Road, a narrow 50 kph restricted road now. An aim of recycling 100% of the spoil, without knowing if a contractor can be found with a suitable use for the material, seems wishful thinking.

The plan includes closing the Nelson Street bridge. Although it is mentioned on page 270 of Chapter 8, no survey of traffic appears to have been made of traffic turning off Pacific Highway, left into Nelson Street, in order to travel west on Mowbray Road. This traffic cannot now make a right-hand turn at Pacific Highway into Mowbray Road. A solution has been proposed to have 2 right-hand lanes from Pacific Highway, heading south, into Mowbray Road. (See page 270 in Chapter 8). **Traffic at this intersection is grade F (see page 300, Figure 8-15).**

*(Page 263 Table 8-2 defines level of service criteria. Grading of F is for intersections that are over-loaded and exceed capacity. Incidents will cause delays in excess of 70 seconds per vehicle)*

The proposed solution (page 298) “It is proposed to construct an all-vehicle right-turn movement from the Pacific Highway southbound to Mowbray Road westbound. For the purposes of traffic assessment, two right-turn lanes have been assumed, however the exact nature of this turn provision would be determined during detailed construction planning. This would require the localised widening of the Pacific Highway to the north of Mowbray Road intersection ...”

This is no more than a proposal and is subject to RMS action. There is no room at this intersection for 2 additional lanes on the Highway. Property acquisition would be necessary but this is not foreshadowed and it would be very difficult as no free land is available.

At this stage no agreed solution has been determined.

The intersections of Pacific Highway and Gore Hill Freeway ramps, Pacific Highway and Victoria Avenue (AM period) and Pacific Highway and Fullers Road (AM period) are also graded **F** and no solutions have been offered.

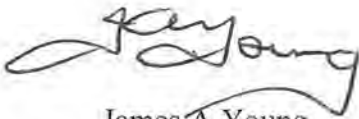
**Consequently, this proposal should not proceed further until these matters have been finalised.**

### **Train safe operation**

Although there are metro-style trains in operation elsewhere, I have not found any with no “driver” on board, except for very short passenger transfer trains at airport. Some systems have the driver set the train in motion, then change to auto-control. This gives the person “something to do” instead of just watching the scenery go by. The issue is one of safety – someone to check for unusual noises, vibrations, signal not at expected status, something or someone on the track or a handicapped person having difficulty boarding or alighting. As an example, noises could be caused by rail irregularities (chipped, broken etc.) and the “driver” would advise the controller. The controller can decide to continue operations or perhaps stop following trains, etc. until safety can be assured.

This person could have the role of “incident controller” for situations affecting passengers, as mentioned in point 11 on page 3.

In summary, I am not in favour of a totally unmanned operation. It raises too many safety issues.



James A Young

23 June 2016



# Sydney Metro City & Southwest – Chatswood

Submission on EIS-Application Number: SSI 15\_7400



TITLE MISS FIRST NAME Nikki LAST NAME Sherman

ORGANISATION

(If submitting on behalf of an organisation)

EMAIL ADDRESS

STREET ADDRESS 10/8-10 Schwebel St, Marrickville POSTCODE 2204

I/~~we~~ object to the building of the City & Southwest Metro on the following grounds:

- The metro is not about providing more passenger capacity across the suburban rail network; it is just a facilitation of overdevelopment of Waterloo, Sydenham, and around all the stations on the Bankstown Line. The metro would destroy communities by displacing existing residents and creating high-rise slums.
- The metro would not, as claimed, increase capacity across the Sydney Rail Network. The purported 60 per cent increase (stated in the "Have your say" brochure) relies on signalling improvements on existing lines. This not part of the metro proposal and has evidently been included to mislead the public about the actual capacity increase claimed for metro.
- Global experience demonstrates that double deck trains can run at the same frequencies as metro, offering a higher standard of comfort and carrying more passengers. The operation of the Paris RER network demonstrates this clearly. At 30 trains per hour (one every two minutes), the metro would carry only 36,000 passengers per hour. If the line were built and operated with double deck trains, the capacity would be 45,000 passengers per hour, based on the same frequency.
- The metro would have very few seats. In the peaks, 70 per cent of commuters would be forced to stand for up to half an hour. At present, with double deck trains, 70 per cent are seated.
- There are severe safety concerns in relation to the tunnels from Chatswood to Crows Nest, Victoria Cross to Barangaroo and Waterloo to Sydenham. The proposed evacuation procedure – through the end doors to track level – does not cater for people in wheelchairs or those with limited mobility. Evacuation would be very slow, and with no on-board staff, could seriously stress passengers and lead to loss of life in extreme events.
- At a cost of \$12 billion, the City and Southwest Metro is a very expensive way of increasing track capacity through the CBD. Utilising existing infrastructure, a heavy rail link for double deck trains could be built for less than \$4 billion.

I/we have ☐ have not ☒ made a reportable political donation (tick box)\*

I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

SIGNED

22/6/16

## POST TO

Major Projects Assessment  
Department of Planning and Environment  
GPO Box 39, SYDNEY 2001  
Attention: Director, Infrastructure Projects.

**Submissions close 27 June 2016**

\* NSW law requires persons making submissions to an EIS to make a declaration disclosing political donations. Broadly speaking, a "reportable political donation" is a donation exceeding \$1,000 to a party, elected member, group or candidate. However if separate donations to any one of these, when added up, exceed \$1,000 in the same financial year, they must also be disclosed. If in doubt please check with Department of Planning website.



# Reject Baird's Sydney Metro disaster!

If the Baird Government gets its way, you will lose your modern double-deck rail service – *and your community* – to the property developer MTR Corporation.

Comfortable double-deck trains will be replaced with sub-standard “cattle class” metro trains and thousands of homes and businesses will be acquired by the government for redevelopment by MTR as Hong Kong-style high rise precincts.

**If you live in Waterloo**, you may get a metro station but at the expense of losing your community, and being displaced to a Department of Housing development on Sydney's outskirts. Under Baird's plan, if you managed to return after a few years of urban redevelopment, you would have to share your Waterloo with 70,000 other residents stacked into a dense mass of new high rise apartments.

**If you live in Erskineville, St Peters or Alexandria** you may not have a rail service because the metro would speed through, under these suburbs. The Government has made no announcement regarding which, if any, trains would stop between Sydenham and Redfern.

**Beyond Bankstown**, the Baird Government metro plan would, at best, make you change from a comfortable modern double-deck train to “cattle class” metro to continue your journey, or, at worst, the line will be closed altogether and you would be forced to catch a bus to Bankstown.

The government says it must convert the Bankstown Line to metro so that a more frequent service can be provided. This is a lie. The existing modern double-deck trains can be run at 3 minute intervals without changing anything on the Bankstown Line.

## Reject the metro proposal!

Have your say by making a submission in response to the Environmental Impact Statement for the proposal, either online at: [http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7400](http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7400)

Or use the submission on the reverse side.



• [ecotransit.org.au](http://ecotransit.org.au)  
• <https://www.facebook.com/EcoTransit>  
June 2016

For more, watch  
**Four Passengers per**  
**You Tube square metre**  
Scan this or google  
'EcoTransit Sydney YouTube'



Do you want your rail service to go from **THIS** ...



to **THIS**? This is what Hong Kong MTR metro trains look like in the peaks. There are very few seats. Most passengers stand.

## METRO FACT & FICTION

- **FICTION** The metro is being built to provide improved public transport to existing suburbs.
- **FACT** Metro would represent a dramatic deterioration in passenger comfort and capacity. Metro systems characteristically operate over short distances with stations typically less than a kilometre apart. Metro is not appropriate for Sydney with its long commuting distances.
- **FICTION** Hong Kong MTR is primarily a rail operator.
- **FACT** Hong Kong MTR is primarily a property developer. They have the development rights around every new station they build – a form of “value capture” to profit a private company. The Metro is part of a dirty deal to enable MTR to turn large tracts of Sydney's suburbs into mini Hong Kongs.
- **FICTION** Only a metro can provide increased capacity and service frequency.
- **FACT** The existing Sydney double deck trains can, and do, run at 2-3 minute intervals through the CBD, in peak hour. The Paris RER system is progressively converting all of its lines to double-deck trains running at 2 minute intervals in the peaks to increase the capacity of the network.



Our Ref: JAC:610915

27 June 2016

The Secretary  
NSW Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001



Dear Secretary

**Sydney Metro City & Southwest - Chatswood to Sydenham  
Application Number SSI 15\_7400  
Sydney Yard access Bridge and Excavation Shaft**

We act for the owners of **54 Regent Street, Chippendale**. This comprises **all** the owners of the 16 units and commercial premises in the Strata Plan SP8112 at 54 Regent Street, Chippendale. Due to the time constraints involved they have asked us to write directly. Our clients together demolished and rebuilt the building some years ago and manage the rental of the 16 units. As you are aware the units are part of the redevelopment of the Co-Masonic heritage listed building.

All of the units face directly onto the proposed Sydney Yard Access Bridge. The block immediately adjoins the resumed terraces which front Regent Street. That site will provide the primary vehicular access to the construction site in the area between the railway lines to the immediate south of Central Station.

All of the units have windows which provide for the units' outlook and natural light. The amenity impacts from the proposal will be severe, to say the least. This will be during construction and into the future.

We are writing on behalf of our clients to express their strongest objection to proposal number SSI 15\_7400.

They believe that the allowance of 10 days from the public meeting for them to muster professional advice and put on a well reasoned objection to such a large scale proposal that so significantly affects their rights and the amenity of their building is totally inadequate.

This letter sets out a preliminary outline of their objection and their concern with the current 'assessment' of the impacts on them. They may need expert noise advice, though time has not yet allowed this. It also seeks to set out some options to try and seek a practical framework for investigating a 'resolution'.

**Physical impacts**

Details on exactly what is proposed immediately adjoining the Regent Street frontage of their heritage listed building following the demolition of the terraces presently adjoining are, to say

Adelaide  
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Sydney

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Level 14, Australia Square, 264-278 George Street, Sydney NSW 2000 Australia  
GPO Box 5408, Sydney NSW 2001 Australia  
DX 129 Sydney

Telephone +61 2 9334 8555  
Facsimile 1300 369 656 (Australia) +61 2 8507 6584 (International)  
hwlebsworth.com.au

ABN 37 246 549 189

the least, scant. Meaningful assessment of the short and long term impacts of the use of this area is simply unavailable on the information provided.

The **attached** photographs marked "A" clearly show an adverse impact on the building's Regent Street heritage context in the short term and the long term is simply unknown.

The bridge however seems to be broadly identified in plan form and with a montage type image (see annexure "B"). It appears that there will be a ramp up from the Regent Street site though it is unclear where this starts and how steep it will be. This ramp continues across the whole of the eastern window frontage of our clients' building and into the excavation shaft and development site. Physical details of its construction however again are unclear.

### **Environmental impacts**

To the extent it can be gleaned from the Environmental Impact Statement (**EIS**) and details so far published, as well as provided at the public meeting on 16 June 2016 at South Sydney, they indicate that the amenity impacts on our clients' property would be extreme should the proposal go ahead.

The EIS shows no, or at best limited, consideration of the impact of trucks using the Sydney Yard Access Bridge on the adjacent residential property. The impact is serious and must be properly modelled and analysed. Trucks will be using the access way at all hours of the day, and the gradients of the approach to the bridge and the bridge itself and the large trucks involved require compression braking and engine revving. The height of the bridge means a direct line of sight to the various levels of the residential property even over any sound barrier which might be attempted.

In the time available, detailed expert assessment has not been able to be achieved, though a town planning review has been undertaken. Clearly the following areas are of significant concern in relation to the impacts:

#### **1. Noise.**

Our clients' two and three bedroom units are occupied by a number of different tenants with varying noise sensitivities. For example, there are a number of student tenants that need to study.

Sleep disturbance is highly likely from the over 200 daily truck movements 24 hours a day from demolition, excavation, construction, fit-out during excavation plus other light vehicles. This will very likely be in breach of the State government's industrial noise requirements. With a 24 hour use sleep disturbance criteria will be infringed.

In addition, the vehicles entering from Regent Street onto the site adjoining, going up a ramp, crossing in front of the building, loading excavation material then returning down the ramp immediately adjoining the building, will provide an untenable noise environment for occupants. This heavy vehicle traffic noise including air brakes, gear changing etc is suggested to be occurring for seven years.

Beyond this construction period the impact of State Rail and State transit vehicles is completely unknown. Originally the bridge was suggested to only be for the project's construction, it now seems to be a permanent fixture.



In our client's view, the noise assessment in the EIS is wholly inadequate. It seems to our clients that according to the EIS:

- (a) There has been no assessment of the noise impact of the bridge traffic being used. However, it is intended for the bridge to be used for maintenance access indefinitely. This is a significant omission.
- (b) Under part 10.4.10 of the EIS, it is not entirely clear where receivers were placed. Figure 10.24 only appears to indicate two locations, neither near Regent Street, but Figure 10.25 then purports to have predicted airborne noise exceedances specific to different sites.
- (c) The EIS claims to have significant exceedances of more than 20 db in first 2 periods of construction (see figure 10.25).
- (d) Night-time truck noise is expected to exceed sleep disturbance screening levels by up to 10 dB during excavation, with no practical options to address this.
- (e) With regard to Construction Traffic Noise: "The predicted noise level increase associated with construction traffic complies with the 2 dB allowance. Whilst there is an exceedance of the sleep disturbance screening criterion (of up to 18 dB) and external sleep disturbance NML of 65 dBA (by up to 13 dB), the LAmax levels would be similar to other heavy vehicles using Regent Street and Chalmers Street. Therefore sensitive receivers are not likely to notice an increase in the average road traffic noise levels during construction." The suggestion that our clients' residents will not notice this is, with respect, fanciful. The existing night time noise environment in accordance with our instructions, does not have such other 'heavy vehicles'.

The noise impacts are totally unacceptable. The assessment in the EIS is completely inadequate.

2. Dust.

The shaft and the trucks with excavated material are within the immediate environment of 54 Regent Street. The prevailing north-easterly summer breeze will exacerbate the issue of dust on our clients' property. Adverse amenity impacts are likely.

3. Vibration.

The vibration from use of the bridge will significantly and adversely affect the amenity of our clients.

4. Fumes.

Diesel exhaust fumes will be experienced by our clients' tenants from the use of the bridge given the prevailing summer north-easterly breezes when windows are likely to be opened.

5. Visual outlook.

To the extent that the visual impact of the bridge can be assessed from the material provided (which is limited) it will be at a level and of a size that dominates the building's outlook. The present outlook though onto the railway lines on the lower vision line then moves to a very pleasant distant outlook towards the city, the park etc. The blot will be significant and permanent on this outlook.

6. Traffic.

Traffic impacts will be significant and adverse for vehicles entering and exiting the area immediately adjoining our clients' site.

7. Parking.

There seems to have been no assessment of parking for employees brought in from other areas. To the extent parking is displaced in the area this will adversely affect our clients' tenants amenities.

8. Heritage.

The captions from the photographs attached and marked "A" clearly identify significant adverse impacts on our clients' heritage façade and context. The visual presentation of it within the existing streetscape will be significantly depleted.

### **Financial impacts**

Our clients have rented all apartments for the last 10 years. They achieved very strong rents - on average \$600 for the two-bedroom apartments and \$720 for the three-bedroom apartments. This, along with the commercial rent, produces some \$630,000 per annum in rent.

Since the announcement of the proposal three tenants have already left. Four other tenants have given notice. The reasons for vacation are clear. This proposal. For example a long term female tenant when asked as to why she was leaving stated:

*'I am very sad to leave, it has been great living here. I am just very concerned about the level of noise pollution and dust pollution that the Sydney Metro City and South-west Rail Project will create. I have been informed they will be pulling down the buildings right next to us, and that there will be hundreds of trucks going in and out all day which will be far too much noise for us to endure, as will the dust and other pollution that it will create.'*

The financial impact on their property will be huge. It will arise from what is presently a single focused and insufficiently documented project. The impacts of the proposal are feared by the tenants who are openly 'responding with their feet' or risk facing significant hardship if they stay and the proposal goes ahead.

### **The EIS**

In the short time available to review the EIS, it seems to be inadequate in relation to the assessment of the impacts on our clients' property. Significant and very important



environmental issues concerning the residents of 54 Regent Street appear to have been simply ignored.

It may be the reason for this is that the project's impact on our clients' property can simply not comply with what would be seen as reasonable and acceptable environmental impacts. Clearly unless some other option can be found, on the material currently before us or likely to be produced, the project cannot be described as having acceptable environmental impacts on our clients' building and tenants and they must review all options to have their concerns addressed.

### **Options**

Our clients strongly oppose the proposal however they appreciate the 'David and Goliath' nature of their position and the importance of the project for the State. Accordingly they are prepared to sit down and try to negotiate a practical and fair 'solution'. They will be pragmatic in attempting to achieve this in considering all parties' interests. Notwithstanding, their concerns cannot be ignored and if the development is pursued with the current level of assessment and impacts it would simply be a flawed process.

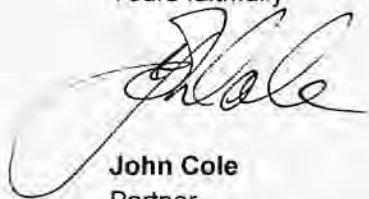
Options for discussion include:

1. This part of the project - Sydney Yard Access Bridge be abandoned.
2. Some lip service to conditions may be able to be achieved. In circumstances however where acceptable impacts cannot be ensured, this approach seems impractical and could provide major adverse practical ramifications for the project with associated actions - the unviable option for enforcement.
3. Purchase the whole building. Our clients recognise however that the building cannot be demolished being a heritage item or at least not demolished as easily as the other terraces. In addition, our clients' site consists of 16 units which would result in a \$14- \$15 million acquisition; and 3 commercial suites with a value of \$1.8- \$2 million acquisition.
4. Leasing the whole property to the government for the seven years for use by it and its contractors as part of the project as it sees fit.
5. That some appropriate, transparent and adequate form of compensation is provided to our clients to deal with the medium term (seven years), and long term impacts.

Our clients believe the proposal both in its current form and foreshadowed amended form cannot produce an environmentally acceptable result for their building. Accordingly they are vehemently objecting to the proposal, though have sought our advice as to whether a mutually acceptable compromise can be found.

We are grateful for your consideration of our clients' submission. Should you have any queries or wish to discuss the above, please do not hesitate to contact John Cole.

Yours faithfully

A handwritten signature in black ink, appearing to read 'John Cole', with a large, sweeping flourish extending from the bottom left.

**John Cole**

Partner

HWL Ebsworth Lawyers

+61 2 9334 8676

[jcole@hwle.com.au](mailto:jcole@hwle.com.au)



"A"



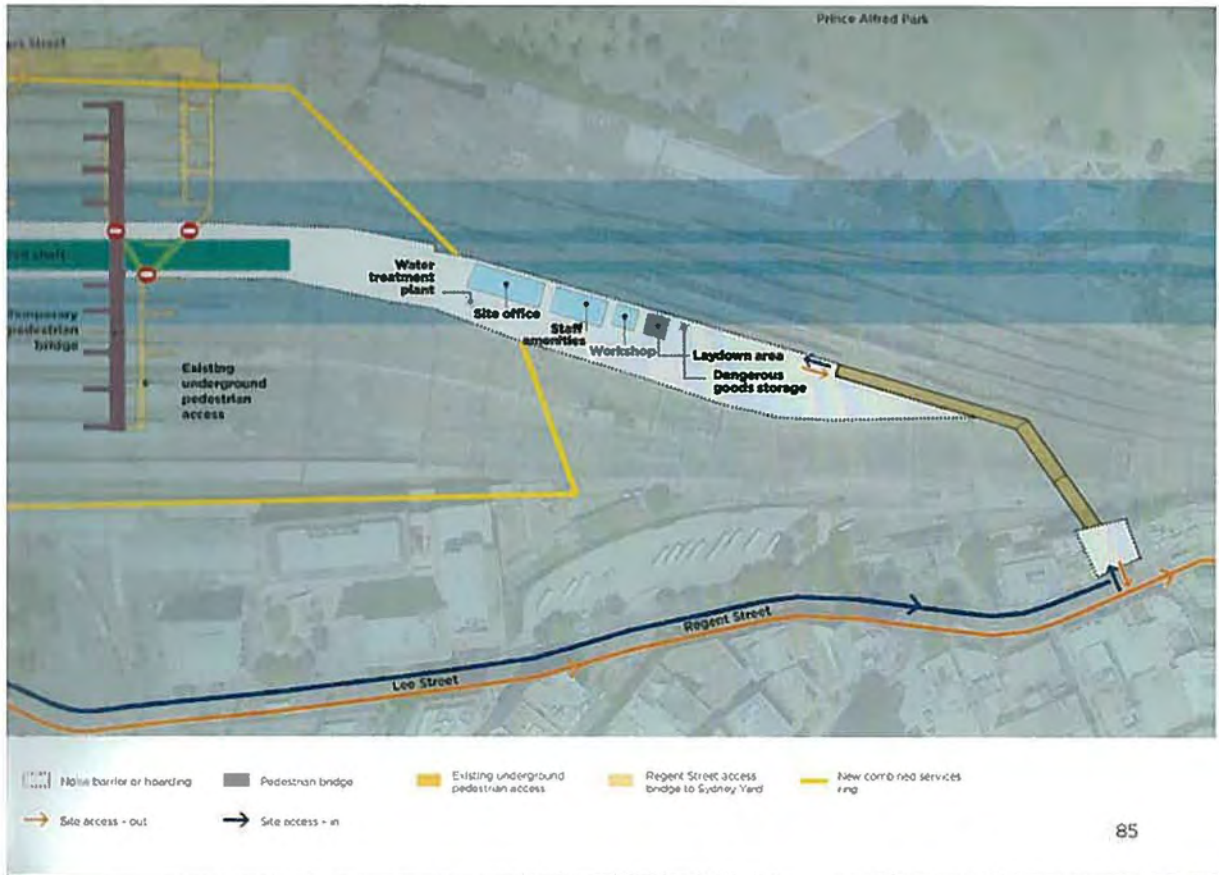


"A"





"B"







**From:** Keith Anderson [<mailto:aandkanderson@ozemail.com.au>]  
**Sent:** Friday, 24 June 2016 5:51 PM  
**To:** DPE CSE Information Planning Mailbox <[information@planning.nsw.gov.au](mailto:information@planning.nsw.gov.au)>  
**Subject:** FW: PACIFIC HIGHWAY / MOWBRAY RD. INTERSECTION - SYDNEY METRO IMPACT / UPGRADE OPPORTUNITY.

MEMO FOR: THE MINISTER FOR PLANNING, HON. ROB STOKES, MP.

This is a copy of my memo addressed to a number of government ministers, including Hon. Rob Stokes, MP.

The auto reply from the Minister's office required completion of a form but I was unable to attach the basic submission which I have copied below.

Would you please forward this important submission to the Minister's office for his attention.

Your assistance will be appreciated.

Thanks,

Keith S. Anderson.

Ph. / Fax. 9411-1082.

37 Burra Rd., Artarmon, NSW., 2064.

---

**From:** Keith Anderson <[aandkanderson@ozemail.com.au](mailto:aandkanderson@ozemail.com.au)>  
**Date:** Tuesday, 21 June 2016 at 4:18 PM  
**To:** "Willoughby Council Gen. Mgr. Council Gen. Mgr." <[email@willoughby.nsw.gov.au](mailto:email@willoughby.nsw.gov.au)>, <[lccouncil@lanecove.nsw.gov.au](mailto:lccouncil@lanecove.nsw.gov.au)>, Anthony Roberts <[lanecove@parliament.nsw.gov.au](mailto:lanecove@parliament.nsw.gov.au)>, <[office@stokes.minister.nsw.gov.au](mailto:office@stokes.minister.nsw.gov.au)>, <[office@gay.minister.nsw.gov.au](mailto:office@gay.minister.nsw.gov.au)>, <[office@constance.minister.nsw.gov.au](mailto:office@constance.minister.nsw.gov.au)>  
**Cc:** Peter Egan <[peteregane2001@hotmail.com](mailto:peteregane2001@hotmail.com)>, "Pres@artarmonprogress.org.au" <[pres@artarmonprogress.org.au](mailto:pres@artarmonprogress.org.au)>, "Giles-Gidney, Gail" <[Gail.Giles-Gidney@Willoughby.nsw.gov.au](mailto:Gail.Giles-Gidney@Willoughby.nsw.gov.au)>, Councillor Stuart Coppock <[stuart.coppock@willoughby.nsw.gov.au](mailto:stuart.coppock@willoughby.nsw.gov.au)>, "Michelle.Sloane@Willoughby.nsw.gov.au" <[michelle.sloane@willoughby.nsw.gov.au](mailto:michelle.sloane@willoughby.nsw.gov.au)>, "Wright, Nic" <[nic.wright@willoughby.nsw.gov.au](mailto:nic.wright@willoughby.nsw.gov.au)>, Gladys Berejiklian <[willoughby@parliament.nsw.gov.au](mailto:willoughby@parliament.nsw.gov.au)>, Christine Kelley <[cdk@criticalits.com](mailto:cdk@criticalits.com)>, Keith Anderson <[ksa1@iinet.net.au](mailto:ksa1@iinet.net.au)>  
**Subject:** PACIFIC HIGHWAY / MOWBRAY RD. INTERSECTION - SYDNEY METRO IMPACT / UPGRADE OPPORTUNITY.

**Memo for:**

- \* Member for Willoughby and State Treasurer, Hon. Ms. Gladys Berejiklian, MP.,
- \* Willoughby City Council, General Manager, Mayor & Naremburn Ward Councillors.
- \* Lane Cove Municipal Council, General Manager.
- \* Member for Lane Cove and Minister for Ind., Res. & Energy, Hon. Anthony Roberts MP.,
- \* Minister for Planning, Hon. Robt. Stokes,

- \* Minister for Roads & Maritime Services, Hon. Duncan Gay, MP.,
  - \* Minister for Transport, Hon. Andrew Constance MP.,
  - \* Transport for NSW - Sydney Metro.
- Cc. Pres. Artarmon Progress Assn., Mr. Peter Egan.

Addressees will be aware of and have roles and responsibilities in traffic management at this key intersection. However, some may not be aware of the adverse effects of constraints on traffic flows at the intersection on the Artarmon community. These include:

- \* unwanted through traffic from Mowbray Rd., (west) because of the lack of a Right Hand Turn from Mowbray Rd. (west,) south into Pacific Highway (PH), and
- \* limited turn right, north, from Mowbray Rd. (east) into PH. Long delays can be experienced.

Addressees are charged with ensuring the best outcome from the pending, long awaited, opportunity to up-grade this intersection.

Opportunity: - All will be aware:

- \* Tunnelling for the NW Sydney Metro projects will involve large scale acquisition by government (Dept.?) of land fronting PH., Mowbray Rd. and Nelson St., adjacent to the western side of the Nth. Shore train line between Mowbray Rd. and Nelson St.
- \* a pending development within the Lane Cove Council area of property on the SW cnr. of PH. / Mowbray Rd. which includes the historic, but now de-consecrated, Uniting Church building, along with its cemetery and gardens.
- \* Closure of Nelson St., and consequent loss of access from PH. for traffic travelling via Mowbray Rd. (west.)
- \* substantial medium / high density residential development in the Lane Cove Nth. area and need for increased public transport.
- \* There is scope to utilise portion of the Sydney Water property on the SE corners of Mowbray Rd. (east) at the intersection with PH.

Proposal:

Planners have the opportunity and responsibility to provide road widening on both PH and Mowbray Rd. (both sides of PH) to include:

- \* Two RH turn lanes from PH, southwards, turning west into Mowbray Rd. (west.) (i.e., Two additional lanes.)
- \* Two RH turn lanes in Mowbray Rd., (east side) turning north into PH., (i.e., one additional lane.)
- \* A new, additional lane for LH traffic turning from Mowbray Rd., (east side) south into PH.
- \* A new, short, additional lane in Mowbray Rd. (west side) for a new, RH turn south into PH.

Supporting Comment:

- \* RH Turn PH (southwards,) west into Mowbray Rd. (west): Closure of Nelson St. and major residential development make this a self-evident, high priority.
- \* Extra RHT lane, Mowbray Rd. (east,) north into PH. Reduce unacceptable delays through multiple traffic light sequences.
- \* Extra lane for LHT traffic from Mowbray Rd. (east,) south into PH. This will allow westbound traffic on Mowbray Rd. to flow without delays caused by LHT traffic stopped at the pedestrian crossing on the south side of the intersection.
- \* New RHT Mowbray Rd. (west) south into PH: Prevailing constraints on providing a dedicated RHT (south) lane can now be overcome with the de- consecration of the church and its incorporation into a proposed re-development of the site without compromising the building / gardens/ cemetery.

*The attached plan prepared by Peter Egan shows the suggested plans in clear, graphic form.*

Issues:

- \* PH Priority: There is a continuing need to maintain maximum traffic flows on PH. Constraining land use at the intersection has made it impracticable / unacceptable to facilitate changes to improve efficiency and access for non direct PH traffic.



Such delays have adverse flow-on impacts on efficiency / productivity of road users for which the whole community eventually pays.

\* Lack of RHT turn, Sth. into PH from Mowbray Rd.(west) and inefficiency of LHT, Mowbray Rd.(east) to PH (sth.) result in excessive traffic using alternative routes, including through Artarmon Village as it seeks access to the Gore Hill Freeway (GHF), Artarmon Ind. Area (AIA) and other Lower Nth. Shore destinations.

Without remedial action, now, this can only become worse with the huge residential developments in Lane Cove Nth. for whom Mowbray Rd. (west) is a major access / egress route.

It is acknowledged that multiple light phases are not popular at major intersections and can hinder traffic flow. However, it is submitted that by providing twin RHT lanes, traffic light cycles can be managed with shortened cycles to maintain acceptable traffic flows on the priority PH route and meet the needs of turning traffic.

The improved efficiency of the intersection should also reduce traffic seeking alternative / "rat" routes, including through Artarmon Village.

#### Opportunities:

The land acquisition for the NW/ Sydney Metro Rail, the pending redevelopment of the SW cnr. of the intersection and what should be an option, in need, to take a small amount of land from the Sydney Water site, together, provide a "once in a lifetime" opportunity to "fix" this intersection.

#### Question:

Can our community rely on our responsible leaders at both State and Local levels to come together to take advantage of what is a great opportunity to overcome a long standing obstacle to efficient movement of essential traffic with the potential for so many economic, environmental and social benefits for both local and wider communities.

Recommended for acceptance and early action.

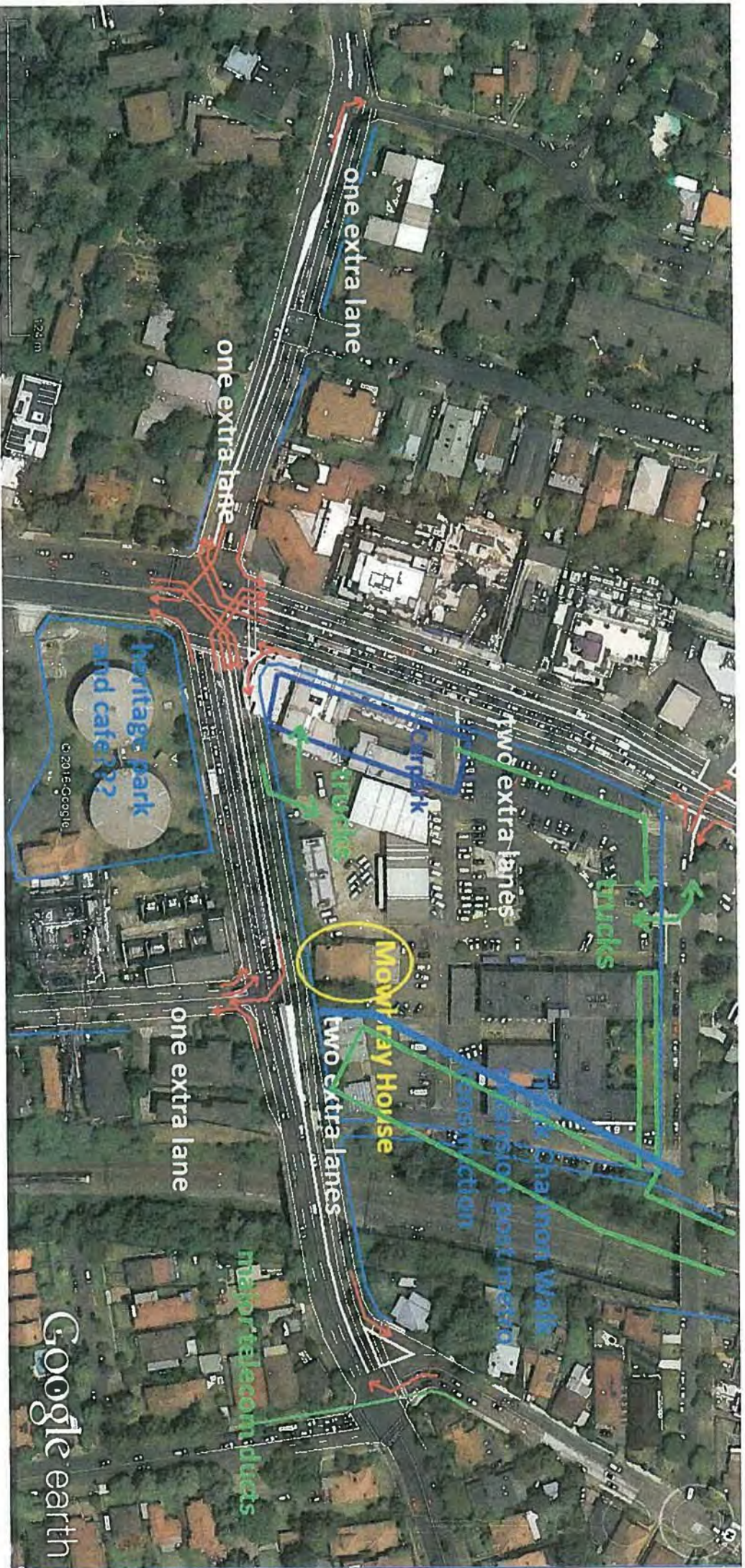
Keith S. Anderson.

Ph./ Fax. 9411-1082.

37 Burra Rd., Artarmon, NSW., 2064.



NORTH



SOUTH

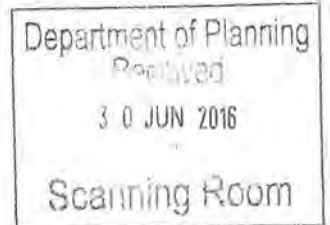


SUBMISSION TO MAJOR PROJECTS, PLANNING, NSW  
 RE: SYDNEY METRO – CITY & SOUTHWEST

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This submission is on behalf of property owners in North Sydney – Blues Pt Rd.

The area of concern is : Traffic impacts – Blues Point – Temporary retrieval site.



## CONTEXT

The area of Blues Point comprises a prime residential village with some business premises .

Blues Pt Rd is the main transport artery serving this area linking the railway station with the point.

A large part of this village precinct is a conservation area.

## THE PROPOSAL

Traffic along this road is impacted significantly for a period of up to 2.5 years commencing 2019.

The proposed works will include excavation, machinery installation and much traffic generated. Works are for 7am-6pm , 5.5 days per week.

The first year includes 132 vehicle movements per day, 41% being trucks

The second year includes 146 vehicle movements per day, 30% being trucks and finally 3 months including 110 vehicles per day, trucks comprise also close to 30%

The report does raise the possibility of upgrading the wharf area for possible barging of equipment and the spoil.

## IMPACTS

The report does note impacts. However the extent of the impact on an inner city residential area has not been adequately analysed.

Truck and commercial vehicle Noise impact, Air pollution, had not been considered in any way. Large fully loaded trucks lumbering up Blues Pt Rd belching diesel fumes are not an acceptable solution.

It is worth noting that this works area is the largest inner city residential precinct affected by the Metro works. The station construction locations are mainly in commercial centres, close to major roads with higher ambient noise levels and have less direct impact on residential areas.

#### RECOMMENDED SOLUTION

The detailed investigation and use of barging to and from Blues Point is recommended for the major part of these proposed works.

Submitted by A., I, and T Kremer

For contact

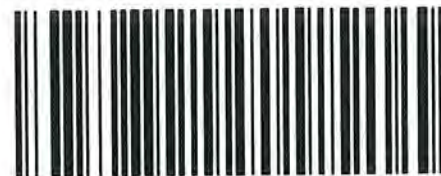
A. Kremer 0413 107 333

14 Penrhyn Ave Neutral Bay



# Sydney Metro City & Southwest – Chatswooc

Submission on EIS-Application Number: SSI 15\_7400



PCU065980

TITLE MRS FIRST NAME LORNA LAST NAME DAVIDSON

ORGANISATION

(If submitting on behalf of an organisation)

EMAIL ADDRESS

STREET ADDRESS 5 BINNING ST ERSKINEVILLE POSTCODE 2043

I/we object to the building of the City & Southwest Metro on the following grounds:

- The metro is not about providing more passenger capacity across the suburban rail network; it is just a facilitation of overdevelopment of Waterloo, Sydenham, and around all the stations on the Bankstown Line. The metro would destroy communities by displacing existing residents and creating high-rise slums.
- The metro would not, as claimed, increase capacity across the Sydney Rail Network. The purported 60 per cent increase (stated in the "Have your say" brochure) relies on signalling improvements on existing lines. This not part of the metro proposal and has evidently been included to mislead the public about the actual capacity increase claimed for metro.
- Global experience demonstrates that double deck trains can run at the same frequencies as metro, offering a higher standard of comfort and carrying more passengers. The operation of the Paris RER network demonstrates this clearly. At 30 trains per hour (one every two minutes), the metro would carry only 36,000 passengers per hour. If the line were built and operated with double deck trains, the capacity would be 45,000 passengers per hour, based on the same frequency.
- The metro would have very few seats. In the peaks, 70 per cent of commuters would be forced to stand for up to half an hour. At present, with double deck trains, 70 per cent are seated.
- There are severe safety concerns in relation to the tunnels from Chatswood to Crows Nest, Victoria Cross to Barangaroo and Waterloo to Sydenham. The proposed evacuation procedure – through the end doors to track level – does not cater for people in wheelchairs or those with limited mobility. Evacuation would be very slow, and with no on-board staff, could seriously stress passengers and lead to loss of life in extreme events.
- At a cost of \$12 billion, the City and Southwest Metro is a very expensive way of increasing track capacity through the CBD. Utilising existing infrastructure, a heavy rail link for double deck trains could be built for less than \$4 billion.

I/we have ☐ have not ☐ made a reportable political donation (tick box)\*

I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

SIGNED L Davidson

Department of Planning

Received

7 JUL 2016

Scanning Room

**POST TO**

Major Projects Assessment

Department of Planning and Environment

GPO Box 39, SYDNEY 2001

Attention: Director, Infrastructure Projects.

**Submissions close 27 June 2016**

\* NSW law requires persons making submissions to an EIS to make a declaration disclosing political donations. Broadly speaking, a 'reportable political donation' is a donation exceeding \$1,000 to a party, elected member, group or candidate. However if separate donations to any one of these, when added up, exceed \$1,000 in the same financial year, they must also be disclosed. If in doubt please check with Department of Planning website.



# Reject Baird's Sydney Metro disaster!

If the Baird Government gets its way, you will lose your modern double-deck rail service – *and your community* – to the property developer MTR Corporation.

Comfortable double-deck trains will be replaced with sub-standard “cattle class” metro trains and thousands of homes and businesses will be acquired by the government for redevelopment by MTR as Hong Kong-style high rise precincts.

**If you live in Waterloo**, you may get a metro station but at the expense of losing your community, and being displaced to a Department of Housing development on Sydney's outskirts. Under Baird's plan, if you managed to return after a few years of urban redevelopment, you would have to share your Waterloo with 70,000 other residents stacked into a dense mass of new high rise apartments.

**If you live in Erskineville, St Peters or Alexandria** you may not have a rail service because the metro would speed through, under these suburbs. The Government has made no announcement regarding which, if any, trains would stop between Sydenham and Redfern.

**Beyond Bankstown**, the Baird Government metro plan would, at best, make you change from a comfortable modern double-deck train to “cattle class” metro to continue your journey, or, at worst, the line will be closed altogether and you would be forced to catch a bus to Bankstown.

The government says it must convert the Bankstown Line to metro so that a more frequent service can be provided. This is a lie. The existing modern double-deck trains can be run at 3 minute intervals without changing anything on the Bankstown Line.

## Reject the metro proposal!

Have your say by making a submission in response to the Environmental Impact Statement for the proposal, either online at: [http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7400](http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7400)

Or use the submission on the reverse side.



• [ecotransit.org.au](http://ecotransit.org.au)  
• <https://www.facebook.com/EcoTransit>  
June 2016

For more, watch  
**Four Passengers per  
YouTube square metre**

Scan this or google  
'EcoTransit Sydney YouTube'



Do you want your rail service to go from **THIS ...**



to **THIS?** This is what Hong Kong MTR metro trains look like in the peaks. There are very few seats. Most passengers stand.

## METRO FACT & FICTION

- **FICTION** The metro is being built to provide improved public transport to existing suburbs.
- **FACT** Metro would represent a dramatic deterioration in passenger comfort and capacity. Metro systems characteristically operate over short distances with stations typically less than a kilometre apart. Metro is not appropriate for Sydney with its long commuting distances.
- **FICTION** Hong Kong MTR is primarily a rail operator.
- **FACT** Hong Kong MTR is primarily a property developer. They have the development rights around every new station they build – a form of “value capture” to profit a private company. The Metro is part of a dirty deal to enable MTR to turn large tracts of Sydney's suburbs into mini Hong Kongs.
- **FICTION** Only a metro can provide increased capacity and service frequency.
- **FACT** The existing Sydney double deck trains can, and do, run at 2-3 minute intervals through the CBD, in peak hour. The Paris RER system is progressively converting all of its lines to double-deck trains running at 2 minute intervals in the peaks to increase the capacity of the network.



# Sydney Metro City & Southwest – Chatswood to Sydenham

Submission on EIS-Application Number: SSI 15\_7400

TITLE MR FIRST NAME Wright LAST NAME Desma

ORGANISATION  
(If submitting on behalf of an organisation)

EMAIL ADDRESS

STREET ADDRESS Hemel



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- The metro is not about providing more passenger capacity across the suburban rail network; it is just a facilitation of overdevelopment of Waterloo, Sydenham, and around all the stations on the Bankstown Line. The metro would destroy communities by displacing existing residents and creating high-rise slums.
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- At a cost of \$12 billion, the City and Southwest Metro is a very expensive way of increasing track capacity through the CBD. Utilising existing infrastructure, a heavy rail link for double deck trains could be built for less than \$4 billion.

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SIGNED

*[Signature]*

Department of Planning  
Received

29 JUN 2016

Scanning Room

POST TO

Major Projects Assessment  
Department of Planning and Environment  
GPO Box 39, SYDNEY 2001  
Attention: Director, Infrastructure Projects.

**Submissions close 27 June 2016**

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# Sydney Metro City & Southwest – Chatswood to Sydenham

Submission on EIS-Application Number: SSI 15\_7400

TITLE MS FIRST NAME AELWYN LAST NAME RICHARDS

ORGANISATION  
(If submitting on behalf of an organisation)

EMAIL ADDRESS

STREET ADDRESS 3/125 GEORGE ST REDFERN POSTCODE 2016

I/we object to the building of the City & Southwest Metro on the following grounds:

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Submission on EIS-Application Number: SSI 15\_7400

TITLE MR FIRST NAME MARUN LAST NAME LUBONSKI

ORGANISATION

(If submitting on behalf of an organisation)

EMAIL ADDRESS MARUN.LUBONSKI@GMAIL.COM

STREET ADDRESS 13/95 EUSTON RD., ALEXANDRIA POSTCODE 2115

I/we object to the building of the City & Southwest Metro on the following grounds:

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Submission on EIS-Application Number: SSI 15\_7400

TITLE Ms FIRST NAME MAGGIE LAST NAME AITKEN

ORGANISATION

(If submitting on behalf of an organisation)

EMAIL ADDRESS maggie.aitken@tpg.com.au

STREET ADDRESS 302 BELMONT ST ALEXANDRIA POSTCODE 2015

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# Sydney Metro City & Southwest – Chatswood to Sydenham

Submission on EIS-Application Number: SSI 15\_7400

Ms. MARCIA  
TITLE FIRST NAME

AKAPITA  
LAST NAME



ORGANISATION  
(If submitting on behalf of an organisation)

EMAIL ADDRESS

STREET ADDRESS

1411/200 Pitt St, Waterloo

POSTCODE

2017

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Department of Planning  
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Scanning Room

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Submission on EIS-Application Number: SSI 15\_7400

TITLE MS FIRST NAME Joyce LAST NAME Catanzariti  
 ORGANISATION (If submitting on behalf of an organisation) WATERLOO PUBLIC HOUSING ACTION GROUP  
 EMAIL ADDRESS joycecatan@iprimus.com.au  
 STREET ADDRESS 1303/180 Pitt St WATERLOO POSTCODE 2017

I/we object to the building of the City & Southwest Metro on the following grounds:

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Joyce Catanzariti

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 Department of Planning and Environment  
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## METRO FACT & FICTION

- **FICTION** The metro is being built to provide improved public transport to existing suburbs.
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# Sydney Metro City & Southwest – Chatswood to Sydenham

Submission on EIS-Application Number: SSI 15\_7400

TITLE Mr FIRST NAME Law LAST NAME HARRIS

ORGANISATION  
(If submitting on behalf of an organisation)

EMAIL ADDRESS oscar.mn@hotmail.com

STREET ADDRESS 145 LAWRENCE POSTCODE 2015

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# Sydney Metro City & Southwest – Chatswood to Sydenham

Submission on EIS-Application Number: SSI 15\_7400

TITLE MR FIRST NAME Shane

LAST NAME Maaka

ORGANISATION

(If submitting on behalf of an organisation)

EMAIL ADDRESS plateau563@gmail.com

STREET ADDRESS Unit 1207 / 200 Pitt Street,  
Waterloo, NSW.

POSTCODE 12017

I/we object to the building of the City & Southwest Metro on the following grounds:

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Submission on EIS-Application Number: SSI 15\_7400

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LAST NAME

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EMAIL ADDRESS

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# Sydney Metro City & Southwest – Chatswood to Sydenham

Submission on EIS-Application Number: SSI 15\_7400

TITLE MAS FIRST NAME JENNY LAST NAME MUNRO

ORGANISATION  
(If submitting on behalf of an organisation) WATERLOO ABORIGINAL TENT EMBASSY

EMAIL ADDRESS jenny.munro55@gmail.com.au

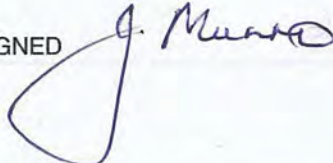
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Submission on EIS-Application Number: SSI 15\_7400

TITLE MS FIRST NAME KARYN

LAST NAME BROWN

ORGANISATION

(If submitting on behalf of an organisation)

EMAIL ADDRESS karynb@iprimus.com.au

STREET ADDRESS 411/40 JOHN ST WATERLOO NSW POSTCODE 2017

I/we object to the building of the City & Southwest Metro on the following grounds:

- The metro is not about providing more passenger capacity across the suburban rail network; it is just a facilitation of overdevelopment of Waterloo, Sydenham, and around all the stations on the Bankstown Line. The metro would destroy communities by displacing existing residents and creating high-rise slums.
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## POST TO

Major Projects Assessment  
Department of Planning and Environment  
GPO Box 39, SYDNEY 2001  
Attention: Director, Infrastructure Projects.

**Submissions close 27 June 2016**



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## METRO FACT & FICTION

- **FICTION** The metro is being built to provide improved public transport to existing suburbs.
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TITLE MR FIRST NAME SHANE

LAST NAME HICKS

ORGANISATION  
(If submitting on behalf of an organisation)

EMAIL ADDRESS

STREET ADDRESS 1 Philip St

POSTCODE 2017

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TITLE MRS FIRST NAME Masato LAST NAME Lawrence

ORGANISATION  
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EMAIL ADDRESS und 101

STREET ADDRESS 180 Pitt St Waterloo POSTCODE

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Submission on EIS-Application Number: SSI 15\_7400

TITLE Ms FIRST NAME WAVERLEY LAST NAME LYNCH

## ORGANISATION

(If submitting on behalf of an organisation)

EMAIL ADDRESS waverleytm@yahoo.com

STREET ADDRESS 18/58 BELMONT ST, ALEXANDRIA POSTCODE 2015

I/we object to the building of the City & Southwest Metro on the following grounds:

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TITLE MR FIRST NAME NICHOLAS LAST NAME FOX

ORGANISATION

(If submitting on behalf of an organisation)

EMAIL ADDRESS

STREET ADDRESS 284 BELMONT STREET ALEXANDRIA POSTCODE 2015

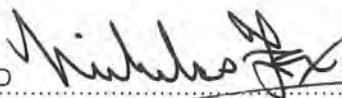
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# Sydney Metro City & Southwest – Chatswood to Sydenham

Submission on EIS-Application Number: SSI 15\_7400

TITLE DR FIRST NAME HANNAH LAST NAME MIDDLETON

ORGANISATION  
(If submitting on behalf of an organisation)

EMAIL ADDRESS peace@mira.net

STREET ADDRESS 10/23 Stewart St. Glebe POSTCODE 2037

I/we object to the building of the City & Southwest Metro on the following grounds:

- The metro is not about providing more passenger capacity across the suburban rail network; it is just a facilitation of overdevelopment of Waterloo, Sydenham, and around all the stations on the Bankstown Line. The metro would destroy communities by displacing existing residents and creating high-rise slums.
- The metro would not, as claimed, increase capacity across the Sydney Rail Network. The purported 60 per cent increase (stated in the "Have your say" brochure) relies on signalling improvements on existing lines. This not part of the metro proposal and has evidently been included to mislead the public about the actual capacity increase claimed for metro.
- Global experience demonstrates that double deck trains can run at the same frequencies as metro, offering a higher standard of comfort and carrying more passengers. The operation of the Paris RER network demonstrates this clearly. At 30 trains per hour (one every two minutes), the metro would carry only 36,000 passengers per hour. If the line were built and operated with double deck trains, the capacity would be 45,000 passengers per hour, based on the same frequency.
- The metro would have very few seats. In the peaks, 70 per cent of commuters would be forced to stand for up to half an hour. At present, with double deck trains, 70 per cent are seated.
- There are severe safety concerns in relation to the tunnels from Chatswood to Crows Nest, Victoria Cross to Barangaroo and Waterloo to Sydenham. The proposed evacuation procedure – through the end doors to track level – does not cater for people in wheelchairs or those with limited mobility. Evacuation would be very slow, and with no on-board staff, could seriously stress passengers and lead to loss of life in extreme events.
- At a cost of \$12 billion, the City and Southwest Metro is a very expensive way of increasing track capacity through the CBD. Utilising existing infrastructure, a heavy rail link for double deck trains could be built for less than \$4 billion.

I/we have ☐ have not ☐ made a reportable political donation (tick box)\*

I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

SIGNED

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## POST TO

Major Projects Assessment  
Department of Planning and Environment  
GPO Box 39, SYDNEY 2001  
Attention: Director, Infrastructure Projects.

**Submissions close 27 June 2016**



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If the Baird Government gets its way, you will lose your modern double-deck rail service – *and your community* – to the property developer MTR Corporation.

Comfortable double-deck trains will be replaced with sub-standard “cattle class” metro trains and thousands of homes and businesses will be acquired by the government for redevelopment by MTR as Hong Kong-style high rise precincts.

**If you live in Waterloo**, you may get a metro station but at the expense of losing your community, and being displaced to a Department of Housing development on Sydney's outskirts. Under Baird's plan, if you managed to return after a few years of urban redevelopment, you would have to share your Waterloo with 70,000 other residents stacked into a dense mass of new high rise apartments.

**If you live in Erskineville, St Peters or Alexandria** you may not have a rail service because the metro would speed through, under these suburbs. The Government has made no announcement regarding which, if any, trains would stop between Sydenham and Redfern.

**Beyond Bankstown**, the Baird Government metro plan would, at best, make you change from a comfortable modern double-deck train to “cattle class” metro to continue your journey, or, at worst, the line will be closed altogether and you would be forced to catch a bus to Bankstown.

The government says it must convert the Bankstown Line to metro so that a more frequent service can be provided. This is a lie. The existing modern double-deck trains can be run at 3 minute intervals without changing anything on the Bankstown Line.

## Reject the metro proposal!

Have your say by making a submission in response to the Environmental Impact Statement for the proposal, either online at: [http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7400](http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7400)

Or use the submission on the reverse side.



• [ecotransit.org.au](http://ecotransit.org.au)  
• <https://www.facebook.com/EcoTransit>  
June 2016

For more, watch  
**Four Passengers per**  
**You Tube square metre**  
Scan this or google  
'EcoTransit Sydney YouTube'



Do you want your rail service to go from **THIS** ...



to **THIS**? This is what Hong Kong MTR metro trains look like in the peaks. There are very few seats. Most passengers stand.

## METRO FACT & FICTION

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PCU065865

SUBMISSION  
 To  
 N.S.W. DEPARTMENT OF PLANNING & ENVIRONMENT  
 Re  
 SYDNEY METRO CITY AND SOUTH WEST :  
 CHATSWOOD DIVE SITE.  
 APPLICATION N<sup>o</sup> SS1 15-7400

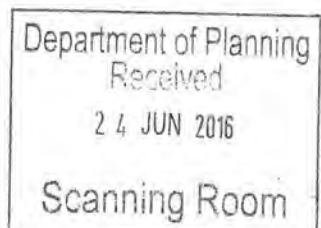
THIS SUBMISSION IS AN OBJECTION TO PROPOSED  
 NOISE MANAGEMENT MEASURES.

SUBMISSION MADE BY  
 MARGARET AND JOHN HOULT  
 6 ORCHARD RD  
 CHATSWOOD 2067.

21 JUNE 2016.

We hereby declare we have NOT made any  
 political donations at all in the past 2 years

M.E. Houlst.





## OBJECTION TO PROPOSED NOISE ABATEMENT MEASURES AT THE CHATSWOOD DIVE SITE

We are very concerned about the inadequacy of the above.

Our house is on the corner of Orchard Rd. and Lylham St. According to Table 23 on page 64 of Volume 2 B of the Environmental Impact Statement, it will be among the residences most affected by noise during construction of the Metro project.

The EIS states that your modelling shows the noise level will only increase by 10 dB above current levels. We find this impossible to believe.

Modelling is not an exact science. You are asking us to accept that some - if not all - of the following activities will not generate more than 10 dB.

- relocation of T1 line southbound
- building a ramp or viaduct to elevate the T1 line northbound, and then build a bridge over the Metro dive
- excavating for the Metro dive: at least part of the dive excavation will be outside the acoustic shed - if the shed is to be constructed (see later).
- building support for the western side of the Mowbray Rd bridge
- inserting soldier piers (it is not clear where these will be)

All the above will go on from 2017 until 2022, in various stages, and they won't be within an acoustic shed (if there is to be one).



Page 47 of your EIS summary states "an acoustic shed MAY (our emphasis) be constructed over the excavation to reduce noise impact". There ~~are~~<sup>are</sup> no criteria given to indicate the need for such a shed.

If an acoustic shed is not constructed, then we cannot foresee how the noise level created by drive excavation and tunnel entrance boring will not go well above your claimed 10dB increase, and cause intolerable noise. Surely this shed is imperative.

---

I am 80 years old, my wife a few years younger. When the Metro project construction work finishes in 2022 I will be 86. Noise is a major problem for the elderly: we don't want to be condemned to loud noise for the last years of our life.

When we did an extension to the back of our house in 2014, Willoughby Council insisted we pay for an acoustic engineer to assess the noise level from the T1 railway at the site of ~~the~~<sup>our</sup> new work. The noise level from your project will most certainly breach the guidelines for noise.

Once your project commences and we do find the noise level intolerable, do we have to hire the acoustic engineer again, and if his measurements confirm our fears, what recourse do we then have? Would you halt the project until suitable noise management measures are installed?

---



## NEED FOR ADDITIONAL MEASURES FOR NOISE ABATEMENT.

Because your own EPS acknowledges we will be among the most affected by noise, it is essential that you take additional measures to protect us from assault by noise over the 6 year period.

Two have occurred to us - we give them below - you may know of others.

The first solution would be to erect a noise barrier (temporary or permanent) along the high ground on the east side of the T1 line cutting, just outside the boundaries of the properties between Nelson St. and Mowbray Rd. Your EPS says you plan to increase the height of the existing noise barrier between Chapman Ave and Nelson St up to 4 metres. We request the noise barriers be extended up to Mowbray Rd.

Our second solution would be the installation of double glazing on all windows and glass doors facing westwards. This is a less preferred solution as it would mean residents would still be subject to noise as they use their backyards for leisure and recreation.

---

We strongly urge you to take necessary steps to protect us from noise pollution.



## **MILSON PRECINCT MINUTES**

DATE: Tuesday 23 JUNE, 2016  
 TIME: 7.30 pm – 9.00 pm  
 VENUE: Kirribilli Neighbourhood Centre, 16-18 Fitzroy Street, Kirribilli

**1. METRO Stations for Crows Nest and Victoria Cross, post the presentation by Brad Stafford on Tuesday 21.6.16.**

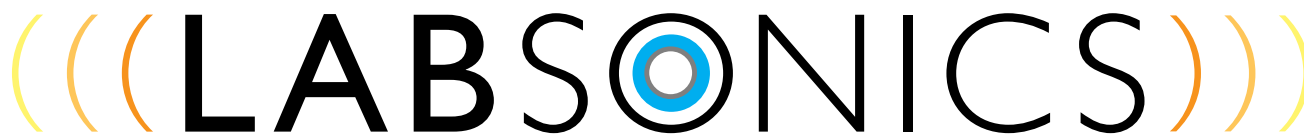
- A. **MOTION:** Milson Precinct request that Brad Stafford includes in the NS submission, that all spoil and machinery items, especially if over-sized items; should be barged away from McMahons Point; Nor should the development be allowed to operate 24 hours per day, especially in the evenings, as the noise elements could be too great for the nearby residents, especially as noise travels over the water. **CARRIED**
- B. **MOTION:** Milson Precinct suggests that NSC should try to ensure that the development of the Hume Street Car Park & park area should be carried out at the same time as the new Metro Station, so that there is synergy in look, outcome for the community, and lessening the disruption to the community if done at the same time. **CARRIED**
- C. **MOTION:** Milson Precinct is concerned with Victoria Cross Metro Station disbursing people onto Dennison Street, due to the small lane way system, we would suggest they look at Berry and Walker St. to open up for the new residential holdings of Berry, Pacific Highway, the schools, etc. even if this was in addition to the other pedestrian access points, as this is higher up the topography of the site. **CARRIED**

**1. TRAIN NOISE over the Harbour Bridge & thru residential areas of Wollstonecraft to Waverton - as there will be an increase in the number of trains from Chatswood, until the completion of the Metro section in 2024, as explained by Brad Stafford at the CPC,**

**MOTION:** Milson Precinct request that State Rail record noise levels from Bradfield park, both Alfred and Broughton Streets, for Bridge trains, as well as near the turns etc. thru the residential areas between Wollstonecraft and Waverton. Since the track work that has been undertaken over the past several years, the level of noise has increased quite dramatically. Milson Precinct would request that State Rail record over a weekly period the noise levels, and then propose some dampening mechanisms / baffles to be used to alleviate this level of disruption to the peace and tranquil amenity to people within their homes, public spaces etc. **CARRIED**

Jillian Christie, Chair, Milson Precinct, [jillian.Christie@gmail.com](mailto:jillian.Christie@gmail.com). Ph: 0412 99 58 58





16<sup>th</sup> June 2016

Officer-In-Charge  
Sydney Metro Community Consultation  
Planning Services  
Department of Planning & Environment  
GPO 39  
SYDNEY. NSW. 2001

*X post & email*

**Re: Lawson House  
10-12 Clarke Street Crows Nest, NSW. 2065**

Dear Sir/Madam

I wish to formally register the interest, concern and objection of Labsonics Australia Pty Ltd to the construction of the Sydney Metro Chatswood to Sydenham project.

More specifically, the concern relates to the likely noise generation related to the works.

We note with some degree of comfort that the construction conduct is subject to the Sydney Metro Integrated Management System.

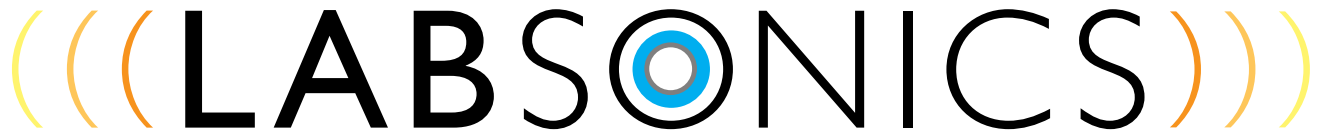
And further, that as a component of that IMS there is a "City and Southwest Construction Noise and Vibration Strategy". (Report NO. 610.14213-R3.)

Labsonics Australia Pty Ltd is a major Commercial Recording Studio. It is one of the share owners of Lawson House, 10-12 Clarke Street Crows Nest, which is where the Studios are located.

The Studios serve and make major contribution to the National Television and Radio Broadcasting networks as well as the Australian Film Industry, and have been successfully established at the above address for over 20 years.

**Labsonics Australia Pty. Ltd.  
Suite 503 - 10 Clarke Street Crows Nest NSW 2065  
Ph: 612 9906 1020 - [www.labsonics.com](http://www.labsonics.com)**





Under the terminology and definition of the IMA Report, this company is the most sensitive of “sensitive receivers”, and have the absolute need to retain our current Studio background noise level of 25dB (as correctly reported in table 4 of the report), and need to do so with zero intermittent, nor any other kind of increase to it.

The recommended “acceptable” level of LAcq + 5dB is UNACCEPTABLE to the function of the Studios.

Furthermore, the ICNG recommendation for higher levels of noise intrusion during working hours is precisely OPPOSITE to those that serve our functional needs.

We note that it is proposed for “special sensitive receivers” such as ourselves to receive the “site specific” assessment attention required. However, our acoustic consultants are warning us that excessable air-borne, and especially structure-borne ground noise intrusion, as generated by blasting, rock breaking, jack hammering, excavators, bulldozers, pile drivers etc., will be almost impossible to “mitigate” if it is proximate.

We note under Table 13 that as a possible “additional mitigation measure” Sydney Metro may provide “alternative accommodation” in cases such as ourselves.

However, we know of NO vacant commercial standard recording studios of matching size elsewhere in the city and consequently regard the proposal as likely impossible to fulfill.

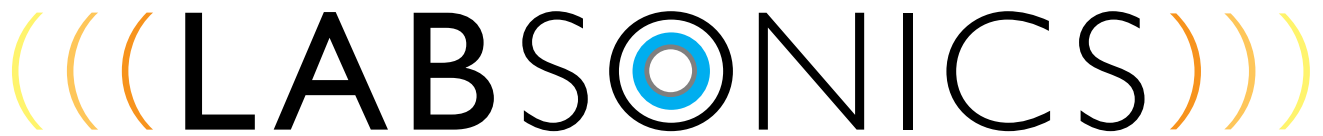
In which case, we remain exposed to the very real possibility of total commercial extinction at worst, or major commercial damage at least.

Given that works are scheduled to start at the end of this year/early next, and that we will need a major lead time of 12 months minimum to make any alternative arrangements – provided the assumed Government compensation allows it – the matter is now URGENT.

Accordingly, in addition to registering our objection, we need your advice, with genuine urgency, as to how ‘Sydney Metro proposes to manage, compensate, assist or otherwise deal with the potentially massive commercial damage the project will cause to our organization.

**Labsonics Australia Pty. Ltd.**  
**Suite 503 - 10 Clarke Street Crows Nest NSW 2065**  
**Ph: 612 9906 1020 - [www.labsonics.com](http://www.labsonics.com)**





Please be clear that this objection is not focussed on temporary loss of amenity – it is spurred by the real threat of the complete commercial demise of the organisation together with the consequential deleterious impact on the wellbeing of its employees and impact on the Australian broadcasting and film industries.

Yours apprehensively

A handwritten signature in black ink, appearing to read "G Duffy", is written over a light blue circular stamp.

Mr Gerald Duffy  
Managing Director  
Labsonics Australia Pty Ltd.

cc LHOG

Labsonics Australia Pty. Ltd.  
Suite 503 - 10 Clarke Street Crows Nest NSW 2065  
Ph: 612 9906 1020 - [www.labsonics.com](http://www.labsonics.com)



# Sydney Metro City & Southwest – Chatswood

Submission on EIS-Application Number: SSI 15\_7400



TITLE MS FIRST NAME TRACEY LAST NAME CRAWFORD

ORGANISATION

(If submitting on behalf of an organisation)

EMAIL ADDRESS tacrawford1@hotmail.com

STREET ADDRESS 182A GEORGE ST, ERSKINEVILLE POSTCODE 2043

I/we object to the building of the City & Southwest Metro on the following grounds:

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SIGNED

*[Signature]*

Department of Planning

6 JUL 2016

Scanning Room

**POST TO**

Major Projects Assessment  
Department of Planning and Environment  
GPO Box 39, SYDNEY 2001  
Attention: Director, Infrastructure Projects.

**Submissions close 27 June 2016**

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Or use the submission on the reverse side.



• [ecotransit.org.au](http://ecotransit.org.au)  
• <https://www.facebook.com/EcoTransit>  
June 2016



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## METRO FACT & FICTION

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Scan this or google  
'EcoTransit Sydney YouTube'





# Submission to the Sydney Metro City & Southwest Environmental Impact Statement

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**Prepared by the Office of Jenny Leong, Member for Newtown  
June 2016**



# **The Greens' Response to the Sydney Metro City & Southwest Environmental Impact Statement**

This submission to the Sydney Metro City & Southwest Environmental Impact Statement has been prepared by the office of Greens MP Jenny Leong, the Member for Newtown. It addresses the impacts of the Sydney Metro project on residents within the Electorate of Newtown.

A more extensive response to the broader project has been prepared by the office of Dr Mehreen Faruqi MLC, the NSW Greens spokesperson on Transport.

The key issues discussed in this submission are:

- Support for publicly owned public transport
- The future of Erskineville and St Peters stations
- Redfern Station Accessibility
- Residential density and public amenity in Waterloo
- Public housing impacts in Waterloo
- Impacts from construction
- Compulsory Acquisitions



## **Support for Publicly Owned Public Transport**

Public transport is a vital public asset that brings immeasurable worth to a city. It allows mass transit, promotes social inclusion, and plays an indispensable role in reducing energy consumption and greenhouse gas emissions.

Studies conducted in global cities around the world show that well-considered integrated public transport planning and implementation has resulted in economic growth around public transport corridors which has revitalised neighbourhoods and increased public transport uptake. Investment in an effective and affordable integrated public transport system has significant public benefit.

However, it is not in the public interest to invest billions of dollars of public money in a privately operated transport project that will funnel profits to private corporations. The Sydney Metro will be run by the private sector. NSW has a long history of public-private partnership fiascos, such as the Cross City Tunnel and the Airport Line, where corporations get the benefits, while the public underwrite the risk and foot the bill. There is no reason to believe that the Sydney Metro will be any different.

The Greens are supportive of publicly funded public transport solutions that remain publicly owned and operated. We do not support the on-going privatisation of our essential public services. It is alarming to consider that construction of the Sydney Metro comes at the cost of existing publicly owned rail lines – the Bankstown line and the Epping to Chatswood line.

There is no evidence to suggest that privately operated mass-transport services are more efficient, affordable or reliable.

The Sydney Metro will be a privately operated monopoly service, funded by public money – the result of a regressive NSW Government privatisation agenda.

## **Erskineville and St Peters: the future of services at these stations**

The Sydney Metro will replace the Bankstown line on the Sydney Rail network. All of the stations currently on the Bankstown line will be serviced by the Metro, other than Erskineville station and St Peters station. The future of train services to those stations has still not been confirmed.



Residents have been told that Erskineville station and St Peters station will be incorporated into a different existing line, however no further details have been given.

Local residents, workers and other users of those stations are rightly concerned about on-going services to those stations. Under the existing timetable, Erskineville station is serviced by 4 trains per hour during the morning peak. St Peters is serviced by 6-8 trains per hour. Users of both stations consistently report that trains are over-crowded and that there are occasions when they cannot fit within carriages and must wait for later services. It is essential that train services to these stations are maintained at an equivalent level or increased.

Residents have also seen the route of bus services from Erskineville cut short in recent months, due to construction of the light rail in the CBD. Some bus routes now terminate at Central Station, requiring commuters to change services and face extended travel times.

Our office has been contacted by many residents concerned by a downgrading of their public transport services. Many point out that Erskineville Station has adequate physical infrastructure to accommodate a significant increase in train services.

We request that a firm commitment is made to maintain or increase train services to both Erskineville and St Peters stations.

## **Redfern Station Accessibility**

Redfern Station is one of the ten busiest stations on our rail network. It is used by tens of thousands of travellers each day. It services not only local residents, but also many users of the Sydney rail network who transit between services at Redfern.

It is astounding that the vast majority of platforms at Redfern remain inaccessible.

After years of community pressure, the State Government finally installed a single lift at Redfern last year, which services Platform 6/7, giving access to the Inner West line. However, this does not answer on-going community calls for a fully accessible station.

The construction of new transport services like the Sydney Metro cannot come at the expense of improving the accessibility of existing services. Accessibility at Redfern must be made a priority, to allow equitable use of our train network by all.



## **Residential density and public amenity in Waterloo**

As Sydney's population continues to grow, we face increasing strain on our housing supply, particularly our supply of affordable housing. The Electorate of Newtown was created by a redistribution of electoral boundaries at the 2015 NSW state election, to accommodate inner Sydney's rapidly growing population. It encompasses a number of densely populated inner-city suburbs and continues to attract new and expanded residential developments.

Residences within Sydney's inner-city suburbs are highly sought after, due to their proximity to jobs and services, arts and cultural precincts, and other public amenities. Measures that increase the supply of residential dwellings within our inner-city suburbs are welcome, provided that they come with proper consideration of affordable housing needs, density, public services, sustainability and smart design.

Green space, sporting fields, schools, health facilities, libraries, community spaces and cultural facilities all need to be factored in to the planning and approval of residential developments.

Residents in and around Waterloo are rightly concerned by reports of the residential density planned for the area. While the Metro may address some of the transport needs of an increased population, there are many other needs that must be properly considered and accommodated.

This EIS only addresses the immediate construction implications of the Metro rail corridor and Metro stations. It does nothing to allay concerns around the associated development and population increase in Waterloo. Those concerns must be properly addressed, with thorough and meaningful community consultation throughout the planning process.

## **Public housing impacts in Waterloo**

Two thousand public housing residences are set to be demolished to make way for the development built around the Waterloo Metro train station.

Many Waterloo public housing residents have lived in the area for years, some for decades. They have created close-knit networks, with many residents relying on their neighbours for support, day-to-day assistance and a sense of security. They are understandably worried about the impending redevelopment and the likelihood that their community will be torn apart.



While we acknowledge the Government's commitment that public housing will be rebuilt in Waterloo and existing residents will have the opportunity to move back to the area once the development is complete, there are a number of concerns that have not yet been addressed. For example, many residents are in their 60s, 70s and 80s, and face the very real possibility of never returning, given that the construction timetable will take many years. Many residents rely heavily on local medical and support services and are apprehensive about accessing them in a new environment.

Our office has raised the concerns of Waterloo Public Housing residents with the Minister for Social Housing Brad Hazzard but we are yet to receive adequate information about the future for public housing residents in Waterloo, due to the complexity and number of agencies involved in delivering this project.

This EIS does not address the public housing redevelopment, however the concerns of Waterloo's public housing residents must receive an appropriate response, given that they will be removed from their homes to make way for the Metro and the associated redevelopment of the area.

## **Impacts from construction**

The Sydney Metro corridor passes through the Electorate of Newtown at two points. The first is at the Marrickville dive site where residents in South Newtown will be affected. The second is around the Waterloo Station site, where the underground tunnel will continue under Redfern towards Central Station.

Our office has been contacted by local residents concerned by the impacts of construction work. Some of the issues raised with our office include:

- Concerns that adequate testing of the geological conditions of the proposed tunnel route has not been undertaken.
- Concerns that residential properties will be affected by vibration, subsidence or other associated impacts.
- The need for thorough condition reports on existing residential properties, to ensure that any damage caused by construction can be properly assessed, with property owners properly compensated for any remediation works needed.
- Impacts from construction on local residents in terms of noise, pollution, and increased traffic.



## **Compulsory Acquisitions**

During a briefing with the Sydney Metro Project Team, our office was advised that all property owners whose properties would be subject to compulsory acquisition to accommodate the construction of the Sydney Metro had already received notification. We were further advised that very few residential properties would be acquired along the Sydney Metro route between Sydenham and the CBD. We have not been informed that any properties will be acquired within the Electorate of Newtown and we have not yet received any contact from local residents who are subject to compulsory acquisition.

We have raised concerns with the methods used to determine compensation for properties compulsorily acquired to make way for State Government infrastructure projects in the past. A parliamentary committee chaired by a Government MP found the compulsory acquisition system is "unfair and inadequate". We continue to advocate for the implementation of the key recommendations of that committee, which will ensure that the process of compulsory acquisition will be more fair and equitable.