

We the residents of Callan Street firmly oppose the Sydney Metro West Project due to its complete failure to consider the cumulative environmental impacts upon the residents of our street. Callan Street is being used as the main power supply route for multiple projects and will be subject to multiple major excavation exercises as a result. This is completely unacceptable as these concurrent and consecutive works will result in significant risk to the health and safety of all residents on Callan Street.

Sydney Metro West proposes to locate a 33KV high voltage power cable within Callan Street.

We demand that the Sydney Metro West project not be approved unless the route for this cable is changed to completely avoid Callan Street.

1. Concurrent/consecutive works affecting Callan Street.

We believe that the cumulative impacts of multiple State Priority projects including that of the Sydney Metro has and will have significant and deleterious short and long term impacts upon the residents of Callan Street.

The projects that will have an adverse effect on Callan street residents are:

- **Westconnex** – relocation of Balmain Sewer – Trenching, Saw Cutting, rock hammering performed over a 7 week period in Q1 of this year.
- **Westconnex** – installation of Sydney Trains Pilot Communications Cable – trenching, saw cutting, rock hammering to be performed in August 2020 over a 3 month period
- **Westconnex** – tunneling below Callan Street at McClear Street – only 8 metres below the ground surface – late 2020/early 2021
- **Westconnex** – 24/7 works along Victoria Road to build the tunnel portal, ventilation system and associated structures – now until 2023
- **SYDNEY METRO WEST** – installation of 33KV high voltage power cable – trenching, saw cutting, rock hammering over a 3 month period – first half of 2021

- **Western Harbour Tunnel** – installation of high voltage power – trenching, saw cutting, rock hammering – 2021
- **The Bays precinct urban transformation** – installation of high voltage power – trenching, saw cutting, rock hammering

2. Lack of cumulative impact consideration in the EIS

A. Map of cumulative works



B. EIS information

- Appendix G in the Sydney Metro West EIS identifies the need to consider cumulative impacts of multiple projects. The map on the following page, which is part of Appendix G, illustrates that the impact upon North West Rozelle and in particular, Callan Street has not been considered. In addition in section 17.16, 'Social Impacts', there is no reference to the cumulative impacts of the bay precinct upon residents of NW Rozelle and ignores the real health and safety impacts upon this community.

1.5.9 The Bays Station construction site

Projects near The Bays Station construction site considered in the cumulative impact assessment are shown in Figure 10.

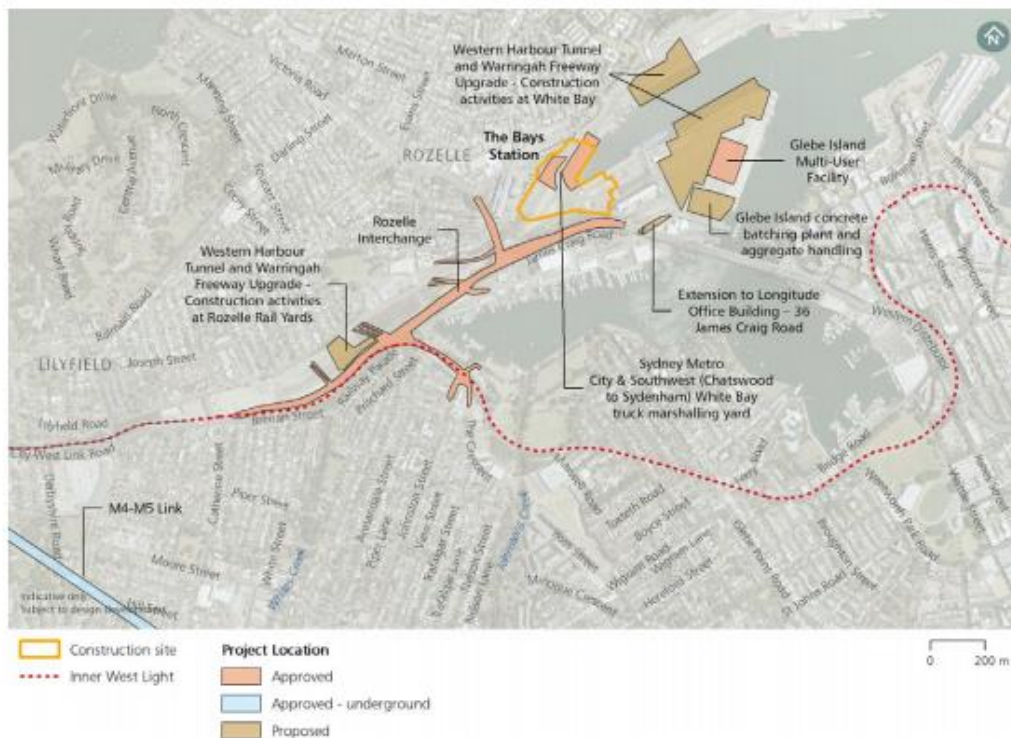


Figure 10: Projects near The Bays Station construction site considered in cumulative impact assessment

Part C | Sydney Metro West Stage 1

17.16 Cumulative impacts

Potential cumulative social impacts may occur as a result of other projects being undertaken concurrently in the surrounding area. Potential cumulative impacts were considered for assessment based on the likely interactions of Stage 1 with other projects and plans that met the adopted screening criteria. The approach to assessment and the other projects considered are described further in Appendix G (Cumulative impacts assessment methodology - Stage 1).

The construction sites likely to experience cumulative social impacts are:

- Westmead metro station construction site. Potential temporary changes to amenity and character of the area, feelings of safety, lifestyle changes and potential wellbeing impacts due to long term disruption caused by the construction of large infrastructure and development projects in areas affected by Parramatta Light Rail (Stage 1) and the developments within the Westmead Health precinct and the Westmead town centre, potentially resulting in community frustration and fatigue
- Parramatta metro station construction site. A potential sense of disruption and inconvenience, and both positive and negative temporary changes to sense of place and community character due to concurrent construction works of the Parramatta Light Rail (Stage 1), Parramatta Square urban renewal project, Westfield Shopping Centre redevelopment, Arthur Phillip High School redevelopment and the Western Sydney University Innovation Hub
- Sydney Olympic Park metro station construction site. Both positive and negative temporary changes to sense of place and community character due to construction of various projects consistent with the Sydney Olympic Park Masterplan 2030
- The Bays station. Potential temporary reduced amenity, increased traffic congestion contributing towards feelings of 'construction fatigue' due to concurrent construction activities associated with WestConnex, Sydney Metro City and Southwest (Chatswood to Sydenham) truck marshalling facility, Bays Precinct Urban Transformation Plan, Western Harbour Tunnel.

Other construction sites have either minimal interactions with other projects, and so minimal potential for cumulative impacts, or only relatively minor potential social impacts as a result of Stage 1.

3. Short term cumulative impacts upon residents during construction

1. Health impacts

- Mental and physical health issues caused by repeated excavations of Callan street – at least 6 separate major excavations over many years. These include headaches, anxiety, suicide and depression, nausea and fatigue;
- Repeated exposure to high decibel noise from concrete saws and rock hammers causing disruption of daily life and mental stress;
- The impact of dust plumes to health and safety of residents, including inducing symptoms of coughing, dry throat, eye discomfort and asthma attacks;

2. Physical Impacts

- The impact of liquid spoil from saw cutting peppering the façade and fences of properties with little or no remediation by contractors (see below photos from recent Westconnex work);



- Restricted access to our homes for both residents, trade deliveries and visitors due to construction barriers and street closures;
- Restricted parking during construction limiting the ability to park on our street and near our homes, resulting in residents being forced to park in nearby pay for parking streets.

- Restricted traffic access to Callan Street and surrounding streets causing dangerous condition. This is demonstrated in that the legal street traffic width is 2.9 metres on Callan Street whilst the average large truck is 2.7 metres wide (see photos below of current Westconnex impact).



- Callan Street is the designated cycle and pedestrian route for the entire area further adding to the complex and difficult environment in the street.
- Callan Street is also a designated 10 km/hr 'shared zone' where pedestrians have right of way, thus any construction adds to the potential dangerous conditions for both residents and people walking in the street.



3. Financial Impacts

- Disruption to businesses and loss of trade for residents who conduct business from home in Callan Street, for example
 - #13 where two tender writers undertake business tender writing 3 days per week;
 - #17 where a Music teacher has her studio and provides tuition during the day 5 days per week;
 - #21 where a business consultant undertakes his work 5 from home days per week;
 - #24 where an Artist paints in his studio and conducts on line tutorials as a university tutor
 - #48 where a Food Technologist undertakes consulting work from home and online 5 days per week etc.
- Damage to homes due to repeated high levels of vibration caused by excavation and in conjunction with the underground Westconnex tunneling on Callan Street (only 8 metres below nearby houses);
- Impact on the value of homes as a result of the construction work, as some residents will need to move homes during this period thus the value of homes may be materially and adversely impacted by construction;

4. Long term cumulative impacts upon residents post construction

- Mental and physical health issues caused by repeated excavations of Callan street;
- The impacts of the inhalation of dust particles during construction particularly for vulnerable people. This includes silicosis, asthma and cancer;
- The long-term impacts of Electro Magnetic Radiation from **multiple** high voltage cables. This includes an increased risk of childhood leukemia. In addition there may be increased health risks to vulnerable people including our elderly neighbours with pace makers.

5. Mitigation Requirements

In the event that this project is approved without eliminating all works on Callan Street we seek the following conditions:

- Relocation to alternative accommodation to all those on Callan Street who seek it whilst construction/noise is impacting the street (including pet friendly accommodation, family friendly accommodation, and special accommodation for disabled residents) with a minimum relocation period of one continuous week.
- Relocation of businesses operated out of homes to temporary office or studio spaces (for example music studio for teaching music lessons, artist studio for painting, home office for teaching uni classes) with a minimum relocation period of one continuous week. Relocation includes covering the cost of services required to conduct business (e.g.: phone, internet, couriers).
- Installation of temporary/permanent sound proofing measures to homes where residents are unable to relocate.
- Appropriate compensation for people who are unable to vacate their properties during the construction.
- Impacts are to be minimised through the provision of HIGH sound barriers around the work site during construction, and sound deadeners over generators.

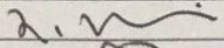
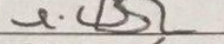
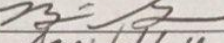
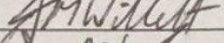
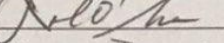
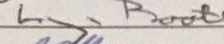
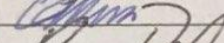
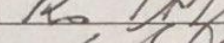
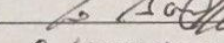
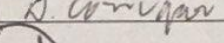

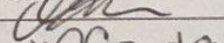
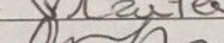
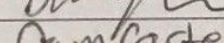
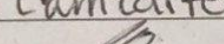
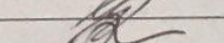
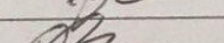
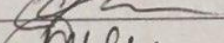
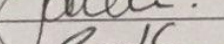
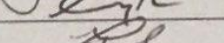
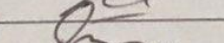
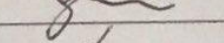
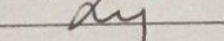
- Stationary construction vehicles should be placed at a minimum distance of 3 metres away from homes to mitigate the effects of noise and vibration.
- Effective noise cancelling headsets to be provided to residents.
- Houses are to be professionally cleaned daily after work concludes to eliminate dust and debris (including solar panels on roofs).
- Dust proofing must be applied to windows and doors of houses with mobile air conditioners and air purifiers installed during the time of construction.
- Work is to be limited to Monday to Friday and no work permitted on holidays.
- Notification of commencement dates for the work shall be provided no less than 6 months prior to the work commencing.
- Notification shall be provided to all residents of Callan Street on a weekly basis starting 4 weeks prior to and during construction to advise of when and where work will occur plus identification of type of work and parking/traffic restrictions.
- Extraordinary notifications between weekly notifications if any plans change.
- Notifications to specific households on work that will directly affect them (i.e.: work taking place directly in front of their house) – notification to occur two weeks in advance and daily updated if timing changes.
- Working hours are to be limited to between 8AM and 3:30 PM with one hour respite periods every two hours.
- Construction vehicles and staff vehicles are not to be parked on Callan Street, or McCleer Street during the construction period.
- Guaranteed access for customers who must access local businesses on Callan Street.
- All road surfaces on streets where work occurs are to be patched daily in a method that provides a safe surface for cyclists and pedestrians. Once work is completed a new, smooth road surface is to be installed.
- A regular weekly meeting shall be established between Transport NSW, their contractors and representatives of Callan street to review progress and discuss any issues.

Sydney Metro – submission by the residents of Callan Street, Rozelle, NSW

In conclusion, we consider the failure to consider the cumulative impact upon the residents of Callan street as negligent by placing a nuisance upon us and causing us harm.

We therefore reiterate our firm position that this project must not be approved unless the route for the power source is changed to completely avoid Callan Street.

Callan Street resident signature list:

Name	Signature	Property number #	Working from home yes/no
Zvia Zilber		13	Yes
MARK WHEELER		13	YES
BRIAN GORMAN		28	YES
JANETTE WILLET		28	YES
WAYNE O'MARA		32	YES
LIZA BOOTH		32	YES
Carol O'Mara		32	No
Rob Lintell		17	YES
Don Bennett		17	no
Denise Corrigan		44	yes
David Watson		44	yes
Pravus Calvert-Hosch		25	yes
Margaret Carter		48	yes
Steve Amfield		48	yes
CAM CARTER		48	yes
Santosh Sanagapalli		46	Yes
Jayne McKinley		36	yes.
GARTH MCKINLEY		36	YES
Jane Calvert		25.	YES.
RAYMOND KO		28	YES.
Linda Lam		26	YES.
Steve Patton		21	YES
Lise Morgan		21	No/yes

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