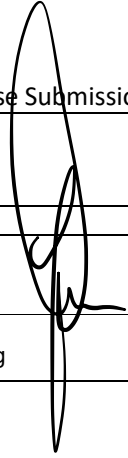


EIS Submission**Name of Project** – Sydney Metro West – Westmead to The Bays and Sydney CBD – Concept and Stage 1

Full name Greg Arnold - General Manager Transport	Signature/s 	Date 25/6/20
Primary contact name Greg Arnold - General Manager Transport	Organisation Lendlease Building	
Postal address Level 14, Tower Three, International Towers Sydney Exchange Place, 300 Barangaroo Avenue Barangaroo NSW 2000 Australia	Phone number 0417472183	
	Email address greg.arnold@lendlease.com	

	EIS section and topic	Comment	Recommendation
1	3.7.4 Tunnel Construction Alternatives	Whilst not specifically stated in the EIS we assume the tunnelling methodology for the Eastern Tunnelling Package (ETP) will have the TBM launch site at the Bays precinct. With the Tunnelling & Station Excavation (TSE) package procurement strategy potentially having different contractors delivering the Central Tunnelling Packages (CTP) and the ETP this could mean that the commencement of the ETP tunnelling may have to wait till after the CTP scope is completed (around Q3/4 2024). This approach will put the eastern TSE, Line-wide and Station scope on the project critical path.	<p>Launching the CTP TBM's from Sydney Olympic Park instead of Bays may deliver the following benefits -:</p> <ul style="list-style-type: none"> ETP tunnelling could commence concurrently with the CTP tunnelling in Q3/4 2022 building in programme float for the following works and potentially facilitate day 1 activation for the Bays Precinct and CBD stations by providing programme time to deliver OSD or associated development. Pressure relief on the Bays precinct which is highly constrained from a road access perspective with other interfacing projects also using the precinct. (e.g. WestConnex, MUF, Rozelle, Western Harbour Tunnel etc) The Clyde segment manufacturing plant would be only 4.5km away from the CTP TBM launch site instead or 16.5km. Reduced long term operational noise & vibration exposure for Bay Precinct.
2	6.7.3 Sydney Olympic Park Metro Station	The concept description for SOP has two entry points - one between Herb Elliot Ave and Figtree Drive and the second at Dawn Fraser Avenue. The second entry appears to connect to a subterranean access beneath the Abattoir heritage precinct. This would mean a 100m long tunnel from the northern end of the station box to the exit /entry point.	<p>Entry and exit portals to the SOP station could be configured to deliver an improved journey experience for passengers by minimising underground tunnels and integrating access points with the broader SOP Central Precinct masterplan (yet to be developed). Benefits would include -:</p> <ul style="list-style-type: none"> Enhanced passenger experience Improved public safety Improved wayfinding SOP Central Precinct activation Reduced risk to heritage precinct during construction Cost savings

3	<p>6.7.7 The Bays Station</p>	<p>The concept description for The Bays Station has only one entry point near the future Bays Waterfront Promenade. (presumably adjacent the White Bay Power Station)</p> <p>With the Bays Station centrally located within a state significant precinct covering around over 80 Hectares with long term plans for significant urban renewal, we would encourage Sydney Metro to consider two entry/exit portals to better serve the long-term requirements of the broader precinct.</p>	<p>A second entry point at the eastern end of the Station coordinated with the yet to be finalised NSW Government's Bays Precinct Transformation Plan.</p> <p>Benefits would include -:</p> <ul style="list-style-type: none"> • Improved connectivity with the Bays Waterfront Promenade adjacent the Glebe Island Bridge and Bays Market District • Improved connectivity with the Rozelle Precinct • Improved integration with wider precinct planning framework
2	<p>9.5.10 & 9.6.7 The Bays Station Construction Site & Road Network</p>	<p>We note that the Port Access Road is planned to be relocated prior to stage 1 (subject to a sperate planning approval process). We acknowledge the need for this road realignment during the construction phase of the project but if intended as a permanent solution we are concerned with the long-term impact of this for the White Bay Precinct particularly its impact on the Power Station and adjacent development opportunities.</p>	<p>We would recommend that the Port Access Road realignment (as detailed in the Review of Environmental Factors) is considered and designed as a temporary solution rather than a permanent feature so as not to constrain the long-term optimal precinct development outcome.</p> <p>We also note that the Jacobs Transport and Traffic Assessment makes no specific allowance for concurrent Rozelle Precinct construction activity (likely to be developed concurrently over the period from mid-2022 to 2029) when assessing Cumulative construction impacts (ref: Section 5.6 / Appendix C / The Bays road relocation works – Review of Environmental Factors).</p>