

1 - My name is Alan Dinon and I live on Station Street opposite the Bonbeach station car park, just a few properties from Bondi Road, I made a submission in 2016 for the LRXA, and also for this EES IAC Hearing process. I was twice visited and surveyed during 2016, I answered multiple questions, but on both occasions was not asked the critical question of whether I wanted a under or over solution, I was only asked if I wanted more parks, less congestion, etc.

2 - I am an expert on what it is like to live in this area, having lived in Edithvale for over 25 years, now in Bonbeach for 18 years, a beach feeling is one of sunny skies and open spaces.

My wife grew up in Bonbeach and we enjoy the clear open skies, we don't like to be enclosed in our suburb, we wouldn't like to see our skies blocked by skyrail monsters.

I have friends who live next to stations already with the trench option, and they now enjoy a more peaceful environment.

3 - We know what a noise barrier on a freeway looks like, some are 10-15 meters high in places, but to cut the noise for a domestic train by half (to cut wheel noise by 3db, all it requires is a barrier of 10cm (or 0.1meters), I wonder what their design for the goods train would be to meet a similar requirement.

4 - For us, a skyrail obstruction would block any views from the front of our property and looking towards the beach; it would block the afternoon sun from my property, throwing it into shadow, and also shadow my solar panels, causing me to loose generation between 1-2 hours every day of the year (conservative estimate).

At this time of year the shadowing would occur between 3pm and 4pm, in October between 5pm and 6pm.

I have included photographs to give a general idea of this shadowing.

In the summer months my solar panels generate up to 7:30pm, but at this time of year it stops about 5pm, however at 3:30pm I am still generating 50% of the system's maximum power.

My solar generation is an online tool that can show all my generation and sunlight from when I first installed it in 2015.

The photographs show its relative position with regard to the overhead wires associated with the train, which is the height at which the skyrail would be start, about 8 meters, the station height being somewhere between 20 and 30 meters.

In the summer the sun sets directly opposite my property, and in winter months it sets over the train station.

5 - Other negative impacts of a skyrail solution would be, that it would provide a haven for graffiti and loitering, a less secure place for commuters accessing their vehicles, as compared to having an open above ground space.

It will also have a negative impact on property prices for current residents and developers along Station Street and Nepean Highway, some properties on Station Street have beach views.

6 - An underground rail means that it can be roofed to provide parking space for more cars, this would mean our local streets would not be as crowded with commuters' vehicles, and allow more commuters to use the rail network, the above ground parking also means a safer and more secure environment for commuters and could allow access from the highway as well.

The suggestion that a skyrail would offer more public space would not occur as most of it would be required for commuter parking.

7 - When considering the possible environmental impacts on the wetlands and filtration effects of the table water by the two trenches, any impacts should be substantiated by fact and not just by supposition or concern.

Likewise if some impact is likely to occur, the experts to be listened to then, are those with the engineering skills to design solutions that would reduce any impact to minimal.

8 - Do you have any questions? if not, I would like to thank you for the opportunity to present my case for the trench option for the rail crossing removal.

Image: 20161014, 17:38. File: IMG\_1218



Image: 20180611, 15:40. File: IMG\_2304

