

## **Speech Notes from Joy Brookes**

### **Planning Assessment Commission Meeting**

#### **Redevelopment of the Australia Technology Park, SSD 15\_7317.**

Due to the limited available time I will be unable to present all of the following at the meeting but seek to have all of the points raised considered by the Commission.

Thank you for the opportunity to address the Commission.

The consortium purchased the site knowing the controls for each lot and now seeks to have a non compliant development approved.

I object to

- excessive GFA of buildings 1 & 2.
- excessive height of building 1.
- Inappropriate design of buildings 1 & 2. They do not compliment the heritage buildings on the site and do not demonstrate transitions to local surrounding areas to the east, south and west.

**Some relevant transport information** which was not addressed in the proponent's documents or the Department of Planning Assessment. I have not included use of Waterloo Station as it will not be operational until several years after CBA's occupation of the ATP.

#### **Redfern Station and trains**

All platforms at Redfern are already overcrowded at peak times. Over 3 years ago Redfern Police expressed concern re the safety of those platforms at peak times.

There are no current govt commitments to upgrade/ increase the length or width of platforms at Redfern. In fact this would be very difficult as the train lines are relatively close together and only separate as they approach the current platforms. How can they cope with the significant extra am arrivals and pm departures on the platforms that are about 3.6 metres wide?

And do the trains have capacity for extras? They are already significantly over capacity. Extra carriages? Most of the platforms can service 8 carriage trains. But some can only service 6 carriages so passengers in the end carriages have to walk through other carriages if they want to get on or off at Redfern. This impacts timetables and throughput due to increased set down and pick up duration.

#### **Path to the ATP**

Arriving passengers at Redfern go from their platform to the concourse, usually by steps as only one platform has a lift. They leave the concourse at the entrance to Platform 10 steps,

walk along the platform and up another flight of steps to the Cornwallis St exit then on the short path to the ATP entrance.

Proposal says 4,100 new workers will arrive from public transport at Cornwallis St at am peak.

These are likely to come from the Redfern station platform 10 exit.

That exit is approx 2.3 metres wide at the top of the steps with two opal readers.

According to Opal, each pass takes 3 - 5 seconds. If 3 seconds that would mean

Only 2,400 could tap and pass in one hour. If it only took 2 seconds it would be 3,600.

But there would be 4,100 new workers plus children going to Alexandria park Community school, plus existing ATP and other local workers, plus locals going in the opposite direction, plus arrivals for the intensive English High School (current enrolment approx 600) who will relocate to Alexandria in 2018.

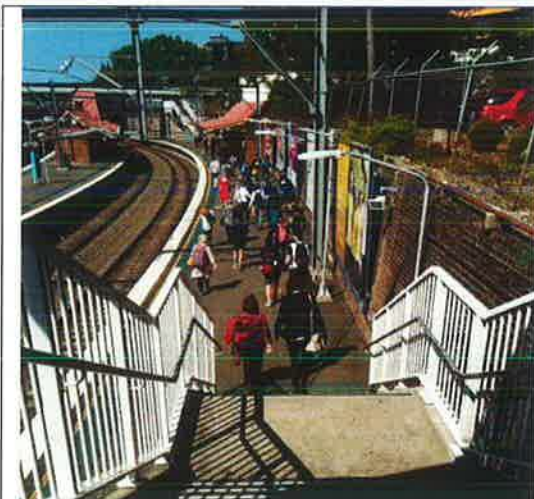
Will there be a queue snake along platform 10, the pathway to this exit?

And a snake on the other side trying to access Redfern Station?

Sydney Trains advise this will be an even bigger problem on the occasions when platform 10 is used for diversion of the Illawarra line, Airport and south coast trains.

However, once arriving passengers get past the opal machines they have a very short walk to enter the ATP site. But the footpath between is only .73 metres wide! Yes, less than 1 metre. On one side of the path is a curving narrow road. On the other is the fence above the railway lines.

The following photos were taken at 3pm 16 November 2016.



Pedestrians using Platform 10 as pathway going north towards the concourse from Cornwallis St. Platform 10 is less about 3.6 metres wide, the flight of steps is narrower.



The brown brick is the narrow path on left leading short distance from ATP to Platform 10 entrance/exit. Grey area is Cornwallis St. The footpath is 0.73 metres wide.



The entrance/exit from Cornwallis St to Platform 10. This thoroughfare is 2.3 metres wide.



At Cornwallis St/ Platform 10 access point there are 2 Opal readers.

### Now for buses.

The document states that another 1,800 public transport users arrive at the site via Locomotive St or Davy St entrances.

I assume they would be travelling by bus, routes 305, 308, 309 and 310.

Route 308 from Marrickville to Henderson Rd has 4 am peak hour services and limited available capacity at present, which will be further reduced from residents of the many new developments along the route which will be occupied in the near future (Ashmore Estate will have about 6,000 residents). There are no 308 peak hour services between the City and Redfern.

Routes 305, 309 and 310 along Wyndham St are already very crowded and unlikely to have capacity to take many extras.

Sydney buses have a capacity of 58 passengers (43 seated and 15 standing) or 54 if it's one of the accessible buses (50% of fleet).

1,800 bus passengers require more than 30 buses.

Even if existing services could take 600 of the extra demand there would need to be an extra 20 buses per hour travelling on the very congested roads along these routes - creating more gridlock and transport delays. That is if they have spare buses and extra drivers.

## **Other comments re the Department of Planning's Assessment.**

Page 9

The proposal does not support "A Plan for Growing Sydney" Directions 1.2 to 1.7. In contrast it does not create new jobs anywhere (apart from construction & small retail), it just takes 10,000 existing jobs away from Western Sydney with associated negative impacts on investment, growth local economies let alone the many people whose jobs will be further from their homes. They are not new vacant jobs, just a movement of the deck chairs.

Page 11

Objects of EPA (a) (iv)

Assessment states "The proposal will retain and enhance public and accessible land on the site"

The former public land was sold and is now privately owned. Accessibility and thoroughfare (required by covenant) impeded during 2 year construction and even more so after occupation due to high volume, unidirectional worker pedestrian traffic to station and bus stops.

Page 13 states Exhibition for 47 days but due to problems with mail out from Dept. most letters to residents were sent late.

Page 17 Key issues

24 hour operations cannot be assessed unless proposed shift worker numbers are disclosed. Of the proposed extra 10,500 workers at the site only 5,900 are expected to arrive by public transport during am peak. Additionally daily 780 by car, 500 by bicycle/motor bike and 500 on foot. That leaves another 2,000 to 3000 workers. Are they shift workers in call centre, IT etc.

Page 21

" Building is set back 44m from Henderson Rd".

Does this take account of RMS reservation for road widening?

Page 21

" sense of enclosure"

Negative impact on surrounding community who would have a sense of exclusion who, via covenant, have a right of access.

Pages 21 & 22

"Retain existing views through the site to locomotive workshops"

As shown by Fig 14 visibility reduced from south and east.

Additionally, totally obscured from a few metres along Henderson away from Davy St/ Mitchell Rd intersection.

Page 23

Overshadowing ignores open space of child care centre in Lyne St which is shown in Figure

16 marked in red, "this proposal only".

Page 36

### 5.3.2

Currently 1,453 spaces but 272 of these can only be used for infrequent special events. So normal maximum usage is 1,181. Proposal has 1,574 (25% increase) assessment recommends 1,555 (24% increase).

Proposal states 787 people will travel by car.

Even if that number was for only one person per car, why would they need double that number of parking spaces?

768 spaces for deliveries, visitors, etc?

Or for additional financial gain if used as a commercial car park for others?

I accept there is no potential for underground car parking in building 1 and part of building 2 but this should not be an excuse for increasing height or GFA.

Alternatively, there is potential for building 2 car park to be enlarged under Central Ave and building 3. Has this been considered?

This could mean that most of the spaces would not be required above ground in building 1 and see a decrease in height of building 1. This would also enhance the lower southern facade of building 1 allowing activation, improved public sight lines and safety.

### 5.3.3

LOS measures against current traffic. Fails to take into account concurrent traffic from normal expected traffic increases in the next 2-3 years as per rate of increases over last couple of years let alone various new construction, Ashmore estate, WestConnex. Or even extra buses to accommodate extra 1800 workers coming to ATP by bus.

Contributions

Should be paid.

Community doesn't require the upgrades of public domain apart from make good of areas damaged by construction. They don't use existing BBQ. Don't need seating for children's play or sports or dog walking at vice chancellors oval. Don't need ping pong. Facilities suggested are for tenants.

Construction.

Proposed hours on Saturday means that community users will lose significant recreation amenity. Should be limited to 1pm as per ICNG standard.

Why are the backyards of Henderson Rd properties considered noise receivers but backyards from properties from Lyne St onto the same lane not considered?

### 5.6.3

Construction traffic.

40-50 per day is not likely to be 4-6 per hour. Most large constructions have the majority of trucks arrive to unload at construction start times. So higher proportion of vehicles would be expected then. Where will the tucks be marshalled before proceeding to the site?

At the moment several trucks use the Sydney Park car park as a marshalling area before proceeding to the several construction sites in the area, preventing &/or minimising parking for recreational users.

Page 55

5.8

"Community and outdoor spaces can provide informal extension of child care".

Is this just more commercial use of public open space by a tenant?

With facilities funded in lieu of contributions?

Page 57

5.9

Does not address public access at times of high usage by ATP workers particularly am and pm peaks. Local residents going to and from Redfern station and bus stops in opposite direction.