

27 March, 2022

Director,
Transport Assessments, Planning and Assessment,
Department of Planning & Environment,
Locked Bag 5022
PARRAMATTA NSW 2150

Dear Director,

Sydney Metro West EIS – Rail Infrastructure, Stations, Precincts and Operations – SSI-22765520

We have received notification regarding the exhibition of the EIS for the Pyrmont Station operation and construction involving two sites - East and West. We have already submitted our comments on the tunnel construction, dated 25 November, 2021 and have strongly supported provision of a Metro station in Pyrmont since the earlier proposal was presented, then abandoned, by the former Labor Government.

However, we have consistently made representations regarding the current government's plans outlined in the Greater Sydney Commission's Review of Pyrmont, and in the subsequent Pyrmont Peninsula Place Strategy to ensure that any above ground structures associated with entry/exit of the underground station be modest in scale. Contrary to the statement that the "development of the design has involved ongoing consultation with stakeholders...", there has been no direct consultation with members of the local community, including Pyrmont Action. Whilst we have been able to respond to fully developed plans once placed on exhibition, we have not been afforded an opportunity to provide input during the design phase of the project.

The proposals for the Eastern Pyrmont station outlined in the EIS depict a large space extending "approximately three to five storeys above street level" to accommodate station services, space for non-station use and concourse. We consider this an unnecessary waste of airspace and a considerable opportunity cost and urge a reduction in the scale of the station entry/exit such that more retail and street activation can occur in conjunction with the entry/exits from a below ground rail services area – and, possibly, a decrease in overall height of the podium and tower as depicted in the PPPS. World cities such as London and Paris make do with modest entries/exits in the city footpaths, without the need for "look at moi" grand halls, with large spaces serving absolutely no purpose whatsoever.

In our previous submissions we have sought the installation of a 24/7 street level police station associated with the station entry in Union Street. Prior to the last major redevelopment phase on the Pyrmont Peninsula, when the population numbered in the hundreds, Pyrmont was served by a police station on the corner of Scott and Harris Streets, as well as the 24/7 Water Police facility located on what is now Pirrama Park. This enabled quick police attention to criminal or anti-social events in their neighbourhood. Since Pyrmont has become the second densest urban area in Australia, the Local Area Command has found it difficult to attend events in a timely manner. The increase in anti-social behaviour associated with the expanding 24/7 and other venues such as The Star, Doltone House at Jones Bay Wharf, Darling Harbour, and the precinct near the Pyrmont Bridge, is severely negatively impacting close residential neighbours.



Features in the proposal outlined in the EIS that we do support include provision for bicycle parking. We also have no objection to the plans outlined for the West Metro station development, however, we have recommended that a pedestrian tunnel be incorporated into the development which provides easy and direct access to the Blackwattle Bay precinct, including the new Sydney Fish Markets. The current configuration of roads in and around the infamous Pyrmont Interchange involves pedestrians in long waits at numerous traffic lights in order to reach the Bay.

We have also repeatedly rejected the proposal for an on-road cycleway along Pyrmont Bridge Road. Currently there is a shared footpath cycleway from Glebe to Bulwara Road where it stops, with cyclists directed along Bulwara Road to link up with the recently completed cycleway in Miller Street which continues along Union Street to the Pyrmont Bridge. We are not aware of the period in which traffic performance was measured, but we can assure the Department that in normal, non-Covid peak hours, traffic in Harris Street and Pyrmont Bridge Road can be at a standstill frequently, including with traffic blocking traffic when the lights change. We continue to oppose an on-road cycleway beyond the Bulwara Road North intersection.

With regard to public transport we would welcome changes to the current route of the 389 bus service. The bus currently terminates in Pirrama Road before the intersection with Jones Bay Road. It then proceeds along Jones Bay Road, Pyrmont Street to Pyrmont Bridge Road (often taking a short cut down Union Street) and begins its journey to the CBD and beyond from a stop in Pirrama Road, just before Jones Bay Road. The bus used to terminate at the Australian National Maritime Museum and there is still a stop outside the ANMM in Murray Street which could be the termination point linking with the Pyrmont Bay ferry stop and the LR station, very close to the proposed Metro station entry in Union Street. We strongly recommend a review of the 389 bus route, in consultation with local residents and workers.

In summary:

- The station entry/exit should be modest in scale
- The station entry/exit should include a police station
- We support provision of bicycle parking
- A pedestrian tunnel should be constructed linking the W Metro station with Blackwattle Bay
- We oppose an on-road cycleway in Pyrmont Bridge Road
- Public transport (bus, LR, ferry) should be better integrated with Metro E station, involving a review in consultation with local residents and workers

We would be happy to discuss our concerns with assessors.

Yours sincerely,

Elizabeth Elenius, Convenor

