

## Construction

The EIS does not consider potential cumulative impacts due to other developments in the vicinity eg Ashmore Estate construction and resultant population, WestConnex construction and traffic, Waterloo station tunnel boring and construction.

The EIS advises that construction up to 2020 will be Monday to Friday – 7am to 6 pm, Saturday – 7am to 5pm as per times for construction in Sydney CBD.

**I object** to this inappropriate intrusion into the peace and quiet enjoyment of the local zoned residential area.

The EIS construction time band widths state they are in line with City of Sydney construction in the CBD. However, when reading the City of Sydney website it actually states that outside of the CBD “Construction in all other parts of the local area must take place between 7.30am and 5.30pm Monday to Friday and 7.30am to 3.30pm on Saturday”.

Unlike Sydney CBD sites, 3 sides of the ATP are residential with the long southern border of the site along Henderson Rd adjacent to low one and two storey terraces and cottages.

The EIS gives consideration of construction impacts on other ATP tenants, particularly Channel 7 as well as traffic through the site. There is little or no detail re the impacts on the adjacent Alexandria Child Care Centre, surrounding streets, or nearby schools.

There is a proposed egress onto Henderson Rd from the site of Building 1 which will minimise problems associated with construction traffic associated with Building 2. This may be helpful for the traffic within the site but will have a negative impact on those living opposite in Henderson Rd as well as residents of the nearby streets. It would be more appropriate for the vehicles to use Davey Rd to the signalled intersection at Henderson Rd.

Proposed traffic routes for construction vehicles will also feed through even more nearby streets with predominantly cottages and terraces as well as low rise apartment blocks.

During construction of the NEP Channel 7 building significant noise was heard in Henderson Rd, Mitchell Road, Alexander St, Lyne St, Dudley St, Renwick St, Kingsclear Rd, Phillip St and others. It is unfair to subject residents of these streets to similar or worse noise levels.

The EIS states no onsite parking will be provided for the approximately 800 construction workers who will mainly use public transport. This is unrealistic. Again, during the construction of the NEP Channel 7 building local residents were told the same thing. It didn't happen and our streets were inundated with construction worker traffic and the already limited available parking was filled all day by those vehicles.

I note that one of the appendices mentions stockpiling of materials on the Vice Chancellor's oval. This should not be allowed in this public domain area which we have been advised would remain accessible by not just ATP workers but also the wider community.

## The Buildings

The EIS proposes to

“Establish a built form and massing which responds to the immediate context and character of the site and provide a transition between scales.

- Reinforce the sense of enclosure to the streets, reinforce street alignments and achieve an appropriate human scale at street level.
- Support the existing built form (including heritage) character of ATP.
- Maximise opportunities for street activation and amenity for occupants and visitors”.

**I object** to this attitude.

This demonstrates that the development looks at the ATP site in isolation rather than also looking at the adjacent surrounding areas. This view is further reinforced when the text mentions Redfern and Waterloo as surrounding suburbs but completely ignores Alexandria. Again most of the maps include suburb names but few include the word Alexandria. The southern boundary of the ATP site borders Alexandria. This is the largest boundary of the site (excluding the rail lines).

Some members of the local Aboriginal community feel the existing ATP site is a “no go zone” as they do not feel welcome. Will this be how all of the adjacent residents feel? My reading of the above extract demonstrates that the developers are looking inward only. They don’t care about the local residents!

The site and proposed new buildings should be looked at not just in the context of the ATP but also in terms of their interface with the surrounding residential area. They should also be seen as individual buildings and assessed on the individual merits of each building.

### **Building 1**

It does not comply with the relevant SEPP. The request for variation should be rejected in accordance with the SEPP framework in Clause 8 (b) the public benefit of maintain the planning controls adopted by the planning instrument

The proposal seeks to increase the height of part of the building from 4 storeys to 9 storeys and to increase the GFA by 2,832 sq m.

This variation has a significant impact on the surrounding non ATP community.

- The SEPP requirement for part 4 storey was to step down the height impacts on the nearby residential community.
- There will be significant loss of solar access for homes in Henderson Rd, Lyne St and Alexander St. The EIS states that trees already block solar access from homes on Henderson Rd so a building won’t make a difference. There is a big difference between looking out to trees with dappled sun light coming through and looking into a glass fronted building with a potential view of workers and blocked sunlight.
- The EIS states the building will include a curved primary façade which includes a strong glazed presence along Henderson Rd. The glass facade will give workers direct view into many homes. Henderson Rd will be most significantly affected but also many others.
- The tenant of the building is CBA with a large number of 24x7 operations and workers.

- The resultant work place will require lights to be on overnight with direct impact on homes in Henderson Rd and for a few blocks further south.
- The following photos show the impact of the existing NEP Channel 7 building on Henderson Rd and many homes to at least 200 metres south. The proposed Building 1 will block the view of this building from low rise homes to the south..... But it will be closer and even more intrusive.



Photo 1

Existing NEP Channel 7 building when lit at 8.30 pm. Taken from Henderson Rd. Some of the lights in this building are left on all night.



Photo 2

Daytime view of the building taken from my bedroom and ensuite in Alexander St near Renwick St. approx 200 metres from Henderson Rd



Photo 3

Night view of the building taken from my bedroom and ensuite in Alexander St near Renwick St.  
approx 200 metres from Henderson Rd

The EIS states that the variations are required by CBA for its business purposes.

Building 1 Floor plan includes “Treatment rooms” next to a “Wellness reception”. Is this a staff spa facility? Does it really need to be in Building 1? Building 1 also has a few floors of parking. Does all of this parking need to be in Building 1?

If Building 1 complied with the SEPP these CBA needs could easily be housed in the “Community Building” with no inconvenience. The SEPP allows for a height of 10 Storeys for the Community Building but the EIS proposes 4 storeys.

## Transport

The Transport Impact Assessment is poor.

### Public Transport

The EIS states that the ATP site is well served by public transport and most of the proposed 10,000 workers will use this for their commute to and from work. No trip origin or transport mode data for CBA staff currently based at the CBA locations to be relocated has been included. However, the EIS discussions at Mirvac's information sessions indicated that most staff will use trains.

The EIS includes states daily passenger barrier counts at Redfern in 2014 were 25,680. Currently and prior to CBA occupation in 2020 there will be large increases in demand for these services from local residential developments eg 6,000 people in Ashmore Estate as well as several new apartment blocks in Redfern and North Alexandria.

The platforms do not have the capacity to hold the increase in commuters generated by new local residential developments let alone the CBA.

As shown in the following photo published by the Sydney Morning Herald in July 2014 the platforms at Redfern were very crowded at peak times. This situation has worsened over the last year.



A major challenge for commuters: "Redfern is a major railway hub in Sydney, yet each platform, bar the one on the

The EIS included data re the frequency of T1, T2, T3 and T4 line train services though Redfern but does not address the current loads or capacity to absorb the increased passenger numbers.

Statistics published by Sydney Trains demonstrate that capacity is not available.

The most recent Sydney Trains survey results for 2015 are publicly available online and show train loads through Redfern at am & pm peak hours are already significantly over capacity at up to 168%.

The site states *"Our measure compares the number of passengers on a train with the number of available seats. These figures are a guide only and seats are less likely to be available during the busiest times, particularly on express and limited-stop services"*.

An extract of passenger loads counted at Redfern on the lines mentioned in the EIS are shown in the following table. I have included measurements for morning peak numbers for nearby stations on T3 and T4 lines as there was no Redfern count published in the table.

Line	Measured at	Trains	Passengers	Average load	Max load
<b>Morning peak - to the City (08:00 to 08:59 at Central)</b>					
T1 Northern via Strathfield	Redfern	6	5,878	135% (148% without Epping to Central)	162%
T1 Western	Redfern	16	18,994	137%	166%
T2 Inner West	Redfern	4	4,939	138%	167%
T2 South	Redfern	8	9,844	137%	158%
T3 Bankstown	Erskineville/St Peters	8	9,016	126%	167%
T4 Illawarra	Sydenham/Hurstville <sup>(2)</sup>	15	16,627	132%	159%
<b>Afternoon peak - from the City (17:00 to 17:59 at Central)</b>					
T1 Northern via Strathfield	Redfern	3 <sup>(2)</sup>	3,579	100%	153%
T1 Western	Redfern	16	15,793	113%	168%
T2 Airport	Redfern/Wolli	12	10,848	101%	128%
T2 Inner West	Redfern	4	3,549	99%	105%
T2 South	Redfern <sup>(3)</sup>	8	7,450	104%	118%
T3 Bankstown	Redfern	8	6,359	89%	126%
T4 Illawarra	Redfern	15	12,325	98%	130%

The EIS refers to bus services that service the site. The information is not correct e.g. Bus 308 timings and destinations included in the EIS are not correct. There is no 308 service between Redfern and the CBD during peak hours and there is no 308 between Redfern and Marrickville Metro in the evenings.

Mention of public transport via Waterloo station is not relevant as it will not be completed in the first 4 to 5 years after CBA occupation;

#### Driving and parking.

The information regarding traffic and Levels of Service at the ATP site access points is deficient as it fails to consider potential cumulative impacts due to other developments in the vicinity eg Ashmore Estate construction and resultant 6,000 population, Waterloo station tunnel boring and construction and the WestConnex construction and operational traffic volumes, proposed road and intersection changes.

The information re on site car parking and associated traffic does not consider that individual parking spaces may be occupied several times per day by different vehicles eg child care drop off and pick up, CBA 24x7 workers, visitors to Channel 7 and other work premises, conference centre visitors and attendees.

It also fails to consider the demand for short stay or longer parking and traffic generation in surrounding residential streets. Currently many ATP workers use local area parking. This is worsened when events are held at the site.