

Hello,

I am deeply troubled by the lack of rigorous attention given to the more than likely traffic impacts of the proposed development at ATP. Given that there will be more than 400 extra parking spots and you plan to turn the ATP in Redfern/Eveleigh's 'thriving town centre with retail, cafes, business and entertainment', how could it be assessed that there will be 'minimal traffic impact'? It will be complete gridlock during peak hours and Saturdays and the surrounding streets will become like any streets surrounding a shopping centre, busy, noisy and congested 7 days a week. I attended the community information sessions and was alarmed at the 'buck passing', with the Mirvac employed Development Manager even pointing a map and stating, 'what happens beyond the park itself is beyond our control'. In other words, they do not care. The area around ATP and the suburbs of Redfern, Alexandria, Waterloo, Green Square, Zetland are choked with traffic already and this proposed development will only add to that.

I also do not accept the convenient assumption that ATP is currently under-utilised and that the community wants a development such as this. Just because it is not another shopping centre does not mean it is under-utilised. Its open spaces and unique buildings and layout make it a space that performs an important function. The fact that this function is not furthering the profits of an aggressive property development company that ultimately only gives thinly veiled lip service to community needs DOES NOT mean it is under-utilised.

I would also like to note that the 'Green Travel Plan' is feeble at best. It amounts to little more than a colourful brochure with arrows to the nearest train and bus station. In the information age this is hardly groundbreaking information and the fact is that if they can, people will drive. If you create 18 stories of buildings, consisting of office, retail and entertainment then the amount of traffic will increase dramatically and well beyond the capacity of the surrounding streets. It will be complete gridlock and that gridlock will spread!

I note that the traffic impact assessment based its far from robust assessments on ONE day of observation. Yes, one day. In terms of rigorous scientific methodology and appropriate sample sizes that is laughable. It does not take a genius to see that an extra 415 parking spaces, when fully utilised as they would be, means an extra 400 odd cars arriving and leaving at the same time each day. Garden street can accommodate approximately 80 cars and the intersection from Garden street onto Wyndham/Gibbons Street lets through approximately 8-10 cars in every green light. Garden street will be gridlocked and as a result so will Henderson Road, Wyndham street and Gibbons street. Not to mention the likely log jamming of Mitchell Road if WestConnex proceeds. Similar to the development around Zetland you are just building more living and commercial with no transport infrastructure. It blows my mind how it is permitted time and time again. However, I must say, my short time at the community information session and my reading of the application documents gave me a good insight into why this is possible and keeps happening. All I heard was a lot of carefully crafted shifting of responsibility from one organisation to another and then some half hearted attempts to justify the proposal on the grounds that rigorous studies had been undertaken and it was all being done to benefit the community.

There is absolutely nothing in this proposal that benefits the community. It is just more building, more traffic, more mess, more noise, more business, more consumerism at precisely a time we should be looking to scale back on all these things in the inner city of Sydney. The ATP is perfectly okay just the way it is thank you very much so I would ask Mirvac to please look to grow your business and your shareholders dividends elsewhere...or preferably nowhere.

Regards
Shaun