

Dear Sydney Metro Team

Thank you for your recently updated information. I have been keeping current with both our local (North Sydney LGA) as well the general developments since the announcement of this project. Over the recent decades, I have also been a user of Metro systems in a number of other countries and that also gives me a reasonable basis for comparisons. Following the opportunity to discuss issues further with team members at the recent North Sydney drop-in session, I wish to raise concerns about the Victoria Cross plans specifically, as well as the project generally. I realise that although what I say is unlikely to have any significant impact, I feel that I need to “have my say”.

**1. About Victoria Cross,** I believe that the ground level development is of concern.

An underground pedestrian connection with North Sydney Station/Greenwood would seem sensible from the beginning so as to keep **Miller Street** and its bus stops “pedestrian friendly”..

In addition to its being a highly used pedestrian walkway, **Denison Street** presently is a one-way vehicular trafficway between Walker and Berry Streets, as well as taking traffic into and out of residential and commercial building parking garages. During peak hours especially, the traffic density on Berry Street precludes all but the slowest vehicular movement along Denison Street thence into Berry Street. The consequence is that the backed-up/stationary vehicles on Denison Street preclude movements of vehicles into and out of those parking garages. For better or worse, North Sydney Council has indicated a future change in traffic management of Denison Street to increase pedestrian use, consistent with its policies for “small plazas”, and will make for two-way traffic along the northerly part of Denison Street to Berry Street.

In your EIS, the “integrated station development” diagram shows that a vehicular entrance “Loading dock/car park entry” is planned with entry/exit via two-way traffic to/from Berry Street, and this is consistent with North Sydney Council’s “pedestrianisation” of the southern part of Denison Street. It is difficult to envisage how **Denison Street** can take the additional traffic occasioned by the Metro Development. The additional vehicular traffic occasioned by parking with the 40+2 storey Metro over-station development, along with existent traffic, will make for impossible movement on Denison Street. Additionally, the “loading dock” traffic, presumably involving heavier vehicles, will present further dangers to pedestrians, and delivery vehicles should be confined to demonstrably off-peak times to cope with both the vehicular and pedestrian traffic.

Whatever is planned must take into account the present difficulties so as to not exacerbate them, whilst working with North Sydney Council to rezone/redirect/etc. the trafficways, and preserving/enhancing safety and amenity for the increased pedestrian traffic associated with the extensive building currently underway.

**2. About the staging options for developing the over-station air space,** surely Option 1 should not be “optional” – it should be specified. Local residents and others have been subjected to seriously disruptive building now over many years, and it is particularly intense at present with 1 Denison Street and 100 Mount Street. Surely, local residents and others can expect this to be completed in one bout, and not drag on in stages after the opening of the station.

**3. About heritage issues,** as an aside, I note that the EIS states that the 40+2 storey building at Victoria Cross Metro has “no significant impacts to any surrounding heritage items” and this

would seem to be true now that any previously standing on the site, such as the jeweller's store, the last remaining piece of old North Sydney, have been demolished.

**4. About the plans in general**, there is no doubt that the Metro will bring astounding changes to Sydney's public transport. About the Bankstown line, I grew up using this line and know the area affected. However, the announced plans to replace the Bankstown line, to rebuild stations, bridges, overpasses, and the like, appears to be totally illogical. The gains of increasing the service frequency seem so small compared to putting new lines where there are none, and are so needed. Likewise, the logic of making the new track non-standard gauge, thereby preventing any future compatible developments, similarly is also illogical. Based on personal experiences overseas, it seems like this project is bringing a 1980s solution to a 2020s problem. The recent announcement of a seemingly excellent new **digital-based signalling system**, along with its benefits of greater traffic density use of the train tracks surely must make the wholesale replacement of the Bankstown, and the Chatswood-Epping lines a redundant design, with enormous financial savings.

I report that I have no relevant disclosures to make, and make this submission as a private citizen.

L Mather  
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