

[REDACTED]

From: [REDACTED] >
Sent: Sunday, 17 December 2017 11:31 PM
To: Annie Leung
Subject: ATP Loco DA Submission

Hi Annie,

My apologies for this being late, I have been out of the country until yesterday.

Geoff Turnbull has advised that you are able to grant an extension.

I have a number of concerns with the ATP Loco DA Submissions, which I believe need to be addressed by the proponent.

Time allows me to address only the Transport Assessment, which appears to be broadly the same for the two submissions.

The assessment notes the future opening of Waterloo Metro Station, but fails to note that the Station will only have a limited catchment area, and that it is expected to be at capacity as soon as it is opened.

The assessment notes the presence of Redfern Station, but fails to address capacity constraints at the Station. Redfern Station is already at capacity, technically speaking, it is actually over capacity. The current level of overcrowding is already a health and safety risk - the platforms are too narrow, the stairs are too narrow, and in the event of an emergency, there is no safe way to evacuate the existing patrons.

Further, the report fails to note that there is a choke point at the northern entrance to the Tech Park. The entrance is coping with the current pedestrian load, but there is limited 'spare' capacity - not enough to cope with the expected forecast from the Tech Park. This needs to be addressed.

There is an unused tunnel from the Tech Park to Redfern Station. I understand it would take significant investment to make good for pedestrian use, but something needs to be done to support the anticipated pedestrian traffic.

There used to be a bridge giving access to the south end of the Redfern Station platforms. Restoring it would not be a trivial exercise, but something needs to be done if the expected volume of commuters eventuates.

The proposal to route SRV traffic to the loading docks through the Northern Corner (between the hours of 9:30am-11:30am and 2pm-4pm) will reduce capacity further, and presents a hazard to pedestrians. If such access is approved, approval should be strictly contingent upon strict speed limits being imposed and adhered to, and should be subject to review, with the option of withdrawing this access if it does, as I fear it will, prove to be a threat to pedestrians.

The report says that "It is expected in the future that travel mode would change to be heavily biased towards public transport modes as the developments within this overall ATP site (B1, B2, B3 and Locomotive Workshop) would implement measures to encourage people to use more sustainable transport modes."

More information is needed here. In particular, what measures are proposed that exceed the measures previously promised? Encouraging sustainable transport mode choice has always been the stated intent, but Vehicle Driver retains 46% mode share.

The report says that "The subject site is reasonably located to promote cycling as a viable transport mode for staff of

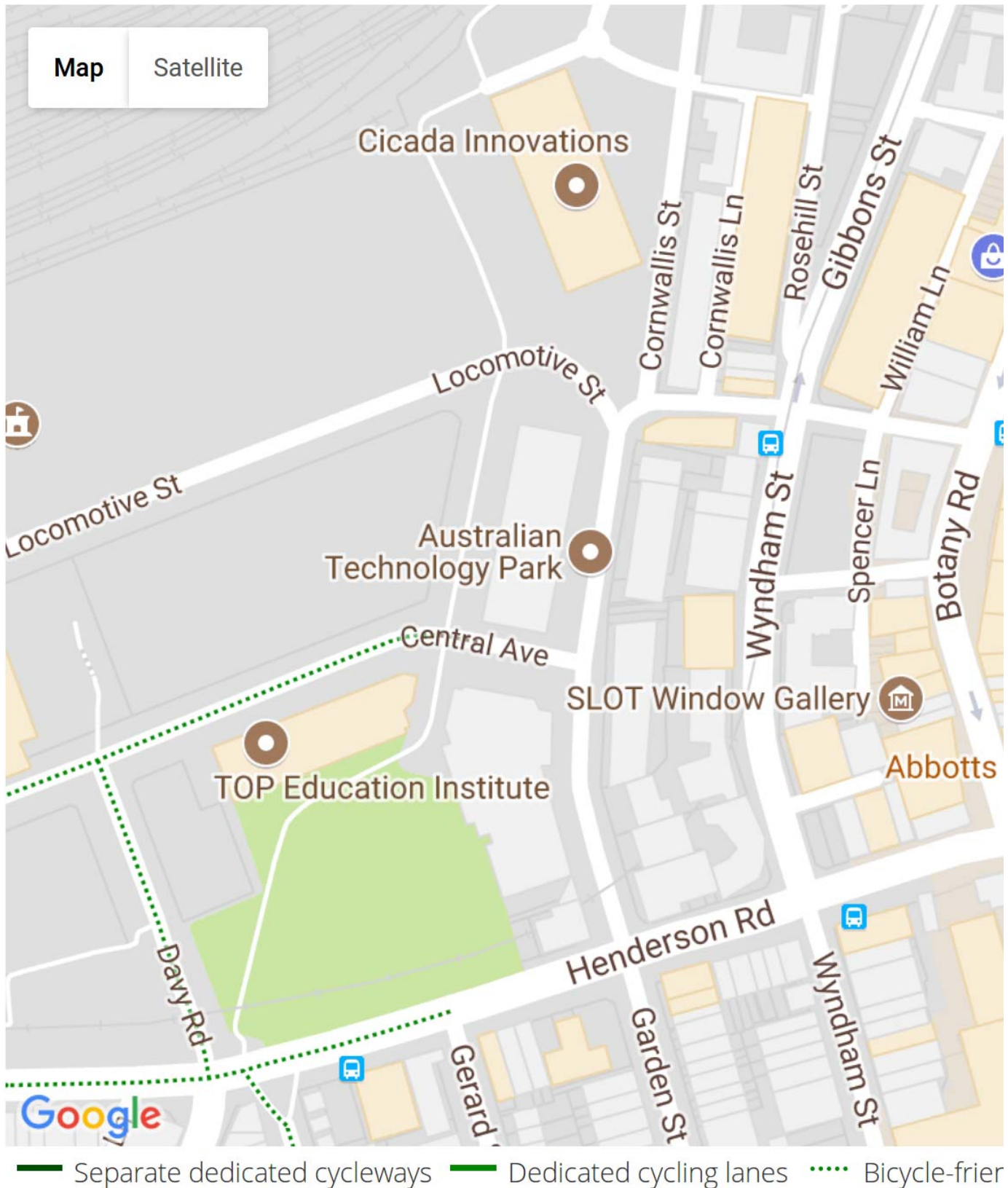
the site, noting the sites proximity to a number of existing active travel networks. As such, the proposal is considered to be consistent with the intent of the policy, by encouraging and facilitating staff to ride a bicycle to/from the site as an alternative to driving, utilising bicycle routes and shared paths."

The problem with this statement, is that there aren't any bicycle routes.

The only shared paths are within the park, and increasing pedestrian traffic is likely to render those routes unsafe.

There is a so called 'bicycle friendly' road to the south, and another to the west.

There is nothing to the east, or to the north.



There has been a proposal to extend the 'Goods Line' from its currently end point of Central Station through to Redfern Station, or possibly to Mortuary Station, but no reason to believe that it will happen without significant support from somewhere, support that is so far not forthcoming.

The SEARS requires the proponent to demonstrate that demand for parking will be accommodated on site. It does not do this.

The SEARS requires the proponent to determine the adequacy of pedestrian and cycle facilities. It does not do this.

The SEARS requires the proponent to actually outline the measures to be implemented to encourage sustainable travel choices. It does not do this. A statement that there will be unstated measures taken does not constitute an outline of the measures to be taken.

The proponent is required to address not just the presence of transport infrastructure, but also its capacity to cope with additional traffic. It does not.

The claim that "the proposal cannot be expected to materially increase traffic volumes to/from the site" fails the laugh test. Development of the new CBA buildings has already increased traffic volumes to/from the site, as the proponent admits - the impact will be multiplied by this proposal going ahead.

The proponent has failed to address the Transport Impact of the proposal, and should not be allowed to proceed until this is done.

Regards,

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