

Sydney Metro City & Southwest Chatswood to Sydenham Environmental Impact Statement Exhibition

Attention: Director, Transport Assessments

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26 June 2016

This objection relates to the EIS SSI 7400 (Sydney Metro City & Southwest Chatswood to Sydenham)

I object to this proposal on the grounds that the project should provide additional Metro stations at Alexandria and St Peters. The objection is based on the project's flawed and inadequate traffic and transport capacity modelling, as well as an inadequate public consultation process.

Further detail supporting this objection and the demand for immediate reconsideration and provision of additional Metro stations for Alexandria and St Peters follows.

1. Inadequate transport capacity modelling

The current Metro station selection process was undertaken before several recent infrastructure decisions and therefore requires immediate revision. These decisions significantly bear on the transport requirements of the inner-city. They include the ATP Commonwealth Bank project (11,000 workers, 1,600 cars), the Waterloo Public Housing redevelopment (adding 20,000 residents), the Alexandria Super School (increasing to 2,200 students), the Ashmore Estate development (adding another 6,000 residents to the area) and Green Square as a high-job-growth area. Collectively these developments and others in the process of application approval will swamp local road networks, limiting the ability of bus services to scale up to service growing transport needs.

2. Inadequate traffic modelling

The Metro EIS does not model any relationship between the Metro (Waterloo to Sydenham) and Westconnex traffic , despite the Metro line running under McEvoy / Euston Road and St Peters. The EIS has no modelling of additional Metro stations (Alexandria and St Peters) ability to

reduce cross-town car use or offset the impact of Westconnex traffic spilling onto the inner-city road network.

3. Inadequate public consultation

Inadequate public consultation has been undertaken with residents of Alexandria, St Peters and Erskineville, now that the Metro route from Central to Sydenham has been finalised. Poor attempts at publicising the sparse consultations were evident, as the general area were largely unawares. Your attendance records will validate my point.

The finalised Metro route (passing under Alexandria and St Peters), announced in February 2016, is still poorly understood by the communities being bypassed. Now that the route is finalised a further meaningful and substantial community consultation process should be undertaken to truly gauge the transport needs of these communities.

4. Additional (Alexandria and St Peters) Metro stations

In light of the flawed and inadequate traffic and transport capacity modelling and inadequate public consultation process I urge an immediate reconsideration of the provision of additional Metro stations for Alexandria and St Peters.

I petition that adding these Metro stations would provide a mass-transit inner-city transport system and cross-town interconnectivity to and from the high jobs growth corridor (Green Square / Airport). It provides mass-transit systems for the areas' doubled population, reduces chronic over-crowding on Erskineville station and reduces inner-city car congestion. This will be in line with other major cities across the developed world. Look at New York - Look at London and Paris. Sydney should be right up there as a model international city to be envied. This should be the legacy of the Baird administration not a tangled road system with increasing pollution from cars and poor public transport infrastructure. Show some leadership Baird. Do your job you were elected to do. Do something about it for the future of Sydney.

Declaration:

I have made no reportable political donations made in the previous two years.

Yours sincerely,

