

PCU065885

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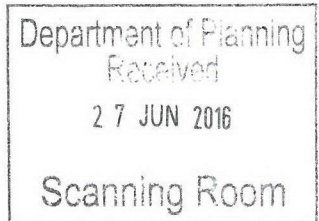
26 June 2016

**Attention: Director, Transport Assessments**

**Dept of Planning and Environemnt**

GPO Box 39, SYDNEY, NSW 2001

**Re: Sydney Metro City and Southwest - SSI5 7400**



I support the concept of a metro for Sydney but have concerns about the current application and whether all aspects of the metro and the opportunities for Sydney through providing this public facility have been considered or realised.

The requirements state that there should be *consideration of relationship to other Government public transport initiatives*. I am concerned that the report refers to the City Centre access Strategy and the new interchange precincts at Town Hall and Martin Place but does not say how the new stations work form part of these interchange precincts. The impact on these precincts needs to be assessed. Park and Druiitt streets become major bus interchange areas but the EIS does not describe the impacts on the people using these facilities. There need to be design responses to minimise conflicts between people entering and exiting the metro station and others waiting for buses or getting off buses or people walking along the footpaths in these interchange precincts.

The chapter on Operational Transport does not on address physical interchanges at each metro entrance or the experince of people transferring between metro and bus or metro and active transport.

Page 47 claims there will be improved interchange with bus, light rail, pedestrian and cycling networks however, there is no demonstration on how this will occur. In North Sydney and the city centre, footpaths are already crowded. The Operational Transport chapter p380 states that appropriate footpath widths will be provided but it does not state what "appropriate " is, how this will be determined , or how much extra footpath width will be provided. On Park Street near the Metro entrance, the footpath is shared with the bus interchange creating very crowded conditions particularly during the peak.

The requirements for the EIS are to address "Operational transport impacts, including interchanges, opportunities to improve public transport, impacts to pedestrian access in and around stations and connecting streets, capacity of streets, the provision of infrastructure to support sustainable transport options". This has not been adequately addressed.

Sydney Metro itself it a great addition to public transport in Sydney however, transport facilities do not function by themselves. There is not sufficient information on how metro interacts with

with buses, cycling and pedestrians at each location and the opportunities to improve public transport. Section 6.2.2 talks about metro being integrated with other modes and state of the art technology. The EIS fails to state whether this will be at ground level so that bus users and pedestrians can get travel information.

Futhermore, P118 refers to "The range and quantity of services available at stations, interchanges and within station precincts – the project would help customers achieve their daily tasks, whether it's getting to work or getting home, for school or education, sport, a day out or running errands. The project description does not show or describe where these services are in the interchange or precinct.

More detail is needed on each station to understand the operational stage of the project and hence the impact of the project. For example, at Park Street will there be OPAL machines for bus and train users at the ground level of the station so bus users do not have to travel down escalators to buy tickets.

The artists impression of the Crows Nest station appears to show Hume Street closed to traffic. Residents rely on Hume Street to travel between the shops in Crows Nest to Nicholson street and the west part of Hume Street. There is no other way into this area.

Section 12.2 refers to encouraging development and opportunities for city building. I am very concerned that this will be used to expand the high density buildings currently being built in St Leonards into Crows Nest. The EIS needs to consider the impact on the urban, rural and natural fabric. Metro is a great addition to Crows Nest. It is essential that measures are put in place to differentiate Crows Nest from St Leonards. The current difference creates distinct place making of both St Leonards and Crows Nest. Their different characteristics adds interest to the urban environment and has created the village atmosphere of Crows Nest. There should not be high density development above the new Metro station at Crows Nest. The scale of development needs to reflect the character of the area.

The heritage chapter does not assess the relationship of the Crows Nest Station or the services buildings to the scale of the heritage buildings on the Pacific Highway. The form of the any future building above the station needs to consider the visual impact and relationship to these heritage buildings which contribute to the village character of Crows Nest.

The visual impact chapter claims that the visual impact during operations will have no impact or improve the area. The images shown in the EIS for a glass box style structure is out of keeping with the appearance of Crows Nest. These claims do not address the change to the pedestrian areas or footpath spaces with the removal of active small scale retail uses. The current built form is small scale at ground level. These provide visual interest for pedestrians.

The section of the EIS that considers of impact on businesses and amenity does not refer to the loss of the post office on the corner of Hume Street and the highway. This post office includes many private mailboxes that are vital to other businesses in Crows Nest. Losing the post office is a significant impact to residents and businesses in Crows Nest.

The EIS does describe what the street frontages for the stations will be. The design of the northern building on Miller Street, near Monte St Angelo for the Victoria Cross Station needs to consider the appearance next to the heritage building on the corner of Maclaren and Monte. It also needs to consider the large number of school students on the footpath and ensure they can safely use the footpath. It is not clear whether there will be shops put in front of this building to maintain the street view.

The EIS does not say what the Crows Nest buildings will have at street level. It is not clear what will face the street on the southern building of the Crows Nest station. It would be good to put shops or similar uses facing the street so that it adds provides passive surveillance for



pedestrians on Pacific Highway and Hume Street and adds interest so that the street frontages are not sterilised.

The EIS is required to address opportunities to enhance healthy, cohesive and inclusive communities. I am concerned that if large scale buildings are built over the stations, it will break up the Crows Nest village and will make the community less cohesive.

Thank you for the opportunity to comment on the EIS.

Regards

A handwritten signature in black ink, appearing to read 'S. Tanner'.

S Tanner

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