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### **Waterloo Metro Quarter State Significant Precinct Study**

WalkSydney is a community group working to make it easier, safer and more pleasant to walk in Sydney. With a growing population we need to ensure people can easily walk to mass transport and shared transport options as well as essential and desirable locations and the Waterloo Metro Quarter provides a great opportunity to achieve these outcomes.

This exhibition process involves draft planning controls (SEPP and DCP) catering for development above and around the approved Metro station design. It's running concurrently with exhibition of SSD 18\_9393 which seeks consent for a concept proposal for development of this site.

The SSP Study shows the Waterloo Metro Quarter site is excluded from the Waterloo Estate. The Waterloo Metro Quarter site should be included in the Estate, forming one precinct. The Precinct Study for this block and concept SSD for over station development should be cancelled and incorporated with a master planning framework for the Waterloo Precinct. This would better facilitate a neighbourhood that's easily walkable and connected with the surrounding area including Redfern Station, Sydney University and ATP.

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The SSP Study outlines the intention for an authentic, vibrant and successful place - a compact, mixed use precinct focussed around a public transport hub and complemented by a quality public domain. This would be a high pedestrian area where many trips can be taken by walking, locally and further afield in combination with bus, rail and metro. Any planning controls for the Metro Quarter must address these intentions with the following:

- The urban strategy needs to cater for walking first and foremost. Catering for "a variety of users" as stated in Part 5.9.2 inevitably results in car dominance in design, space allocation and user behaviour. The pedestrian/bicycle connection within the site should not provide car access and should not include vehicle access points as shown in Figure 12. Access through this connection should be maintained at all times of the day and night.

- Part 5.9.3 (Local infrastructure and public domain) needs to ensure the development provides high quality Shared Zones in adjoining streets and intersections. Table 1 and Figure 6 (Raglan St), Figure 9 (Cope St) and Figure 10 (Wellington Street) need to specify high quality slow-speed Shared Zones designed for 30km/hour speed limits. This high-pedestrian area will be busy throughout the day and night and safe slow-speed streets and intersections are necessary using prominent physical and visual cues including no kerbs, high quality paving, landscaping and trees, street benches and narrowed car access. 6m vehicle access as shown in Figure 11 is unnecessarily wide for a shared way where people walking would have priority.
- Figures 7 and 8 for Botany Rd need to specify widened footpaths and protected bicycle/scooter lanes on both sides of Botany Road along with limited vehicle access which prioritises use by mass transport. An on-street pedestrian crossing must be provided connecting the western side of Botany Road with the Metro station.
- To provide a safe and high amenity pedestrian environment, Part 5.9.3.2 (Carparking, access and circulation) should explicitly exclude car parking from the development.

Current state government strategies repeatedly talk about moving people from private vehicles to more sustainable transport modes and yet Part 5.9.3.2 of the DCP outlines generous car parking provisions for a site positioned above high-frequency mass transport and intended to accommodate residents as well as a range of essential and desirable destinations. Car parking for residents and customers as well as shared cars and retail tenants will choke this area and undermine the walkability objectives in Part 5.9.2 (urban strategy) and Part 5.9.3 (Local infrastructure and public domain). Car parking along with multiple wide vehicle access points will compromise pedestrian safety and amenity. Access to the station by car should be powerfully discouraged with building and street designs which prioritises walking, bicycling and other short-distance modes which can also be used to interchange with mass transport services in the area. The site areas shown as vehicle access/ramps should instead specify bicycle/device parking with high quality façade design and finishes creating active frontages and supporting healthy sustainable transport – “Sustaining communities through vibrant public places, walking and cycling” as it says in the Eastern District Plan (p.6).

If the SSD is approved, the site will be released to market where the purchaser would be responsible for submitting the detailed SSD application/s. The SSD and draft planning controls seem to aim for maximum benefit for the purchaser/developer. Instead, TfNSW as the proponent and Planning and Environment as the assessing/determining authority need to demonstrate genuine commitment to intentions stated in the Greater Sydney Region Plan, the Eastern District Plan, Future Transport Strategy 2056 and Road Safety Plan 2021.

Thank you.