

# SSD-80441462

## Waterloo Mixed Use Development 881-885 Bourke Street Objection

24th November 2025

To whom it may concern,

I am the owner and occupant of one of the units in 6 Thread Lane, Waterloo, located south of the proposed development. It is a part of a 3-block building complex, with varying low heights.

I am writing to formally object to the amended proposed development at **881-885 Bourke Street, Waterloo**. While I support the addition of new homes and communities, the proposal seeking to amend the Sydney LEP 2012 raises some concerns, particularly the amendment on the height limit increase.

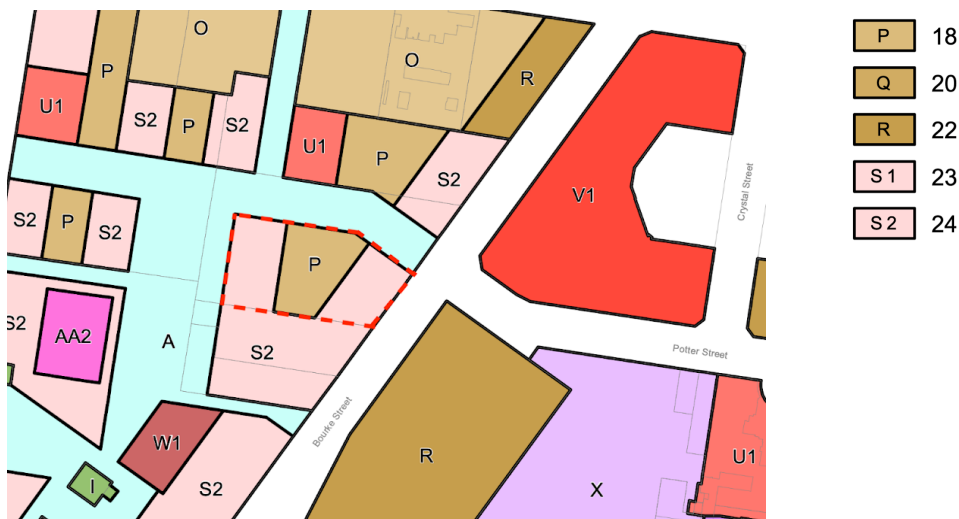


Fig.1 Current SLEP 2012 Height Map

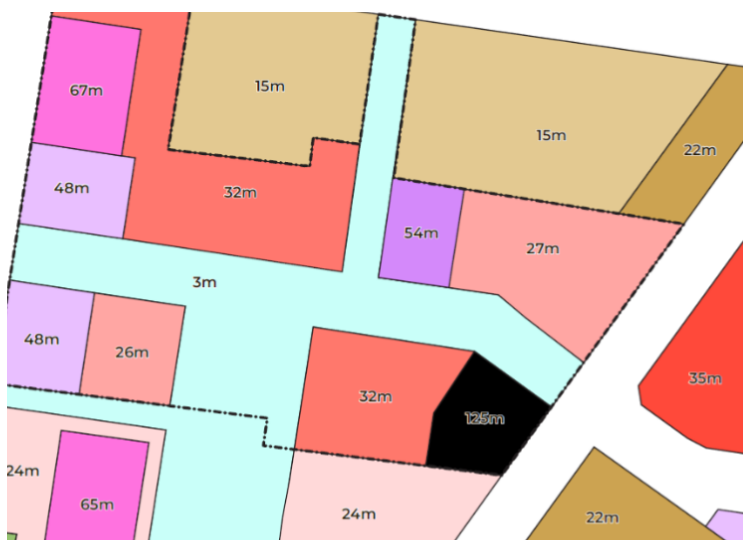


Fig.2 Proposed Height Change (Ethos Urban)

Generally the increased height is acceptable across the whole site, ranging between 10-20m increase. Parcel 1 however, is increasing a whole 101m, despite the maximum height being listed as 24m only in the map. These concerns are listed as follows:

### 1. Out of Scale and Character

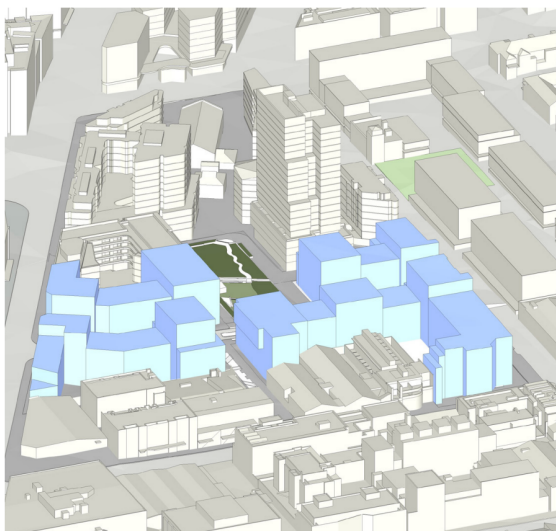
The proposed 125m height with 36 floors is significantly out of scale and character with the surrounding built form in Waterloo. Existing developments around the area are considerably lower, and the introduction of the tower will create a visual and physical dominance with the established neighborhood character. The highest tower on the street is Moore Park Gardens up north, and that is 17 floors high. The proposed new tower will be double of this.

If the developer seeks to build a tower, please relocate to the other site of Waterloo, where the metro station is, and in close proximity to Redfern train station; or Green Square, where it has a train station. Plus, there are already some towers, which will integrate well with another tower.

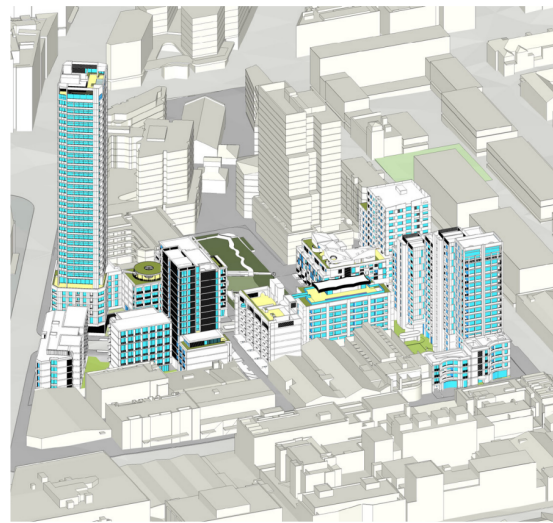
Please keep this side of Waterloo low rise.

### 2. Shadow Impact

The 125m tower will cast shadow on my property—losing around 2 hours of sun in the morning, which is much needed during winter time. In addition, it will also extend the shadows down along Bourke Street, couple it up with strong chilly wind in winter, it will make pedestrians and cyclists uncomfortable traversing down the street. I would also like to note that my property is excluded from the solar access analysis. The previous approved development creates much less shadow to surrounding properties and amenities, please revert to this consent or reduce the height.

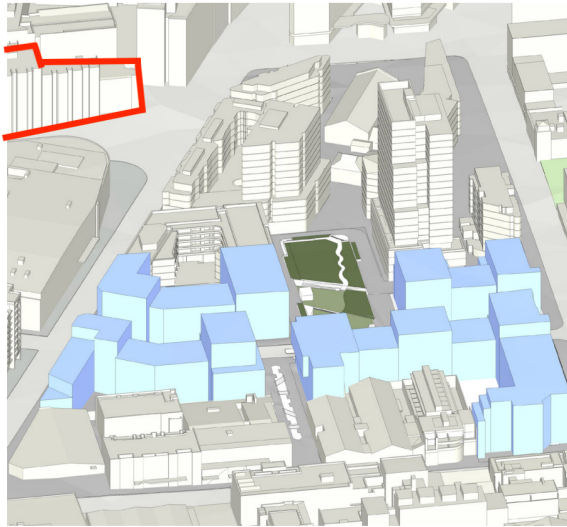


10am

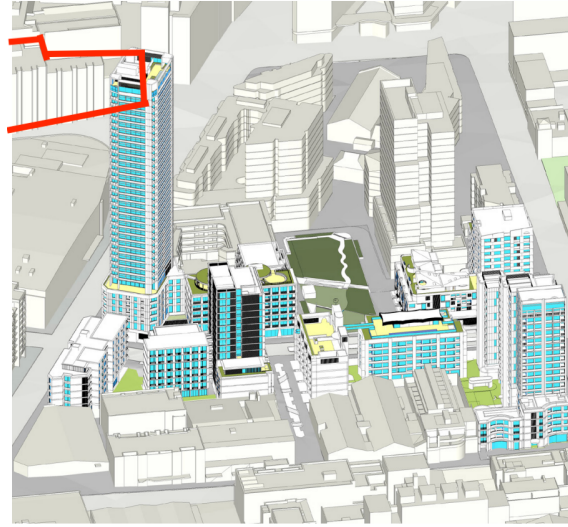


10am

*Fig.3 Sun Eye View - Approved (left) and Proposed (right) at 21 June 10am, shadowing to the street (Source: Ethos Urban)*

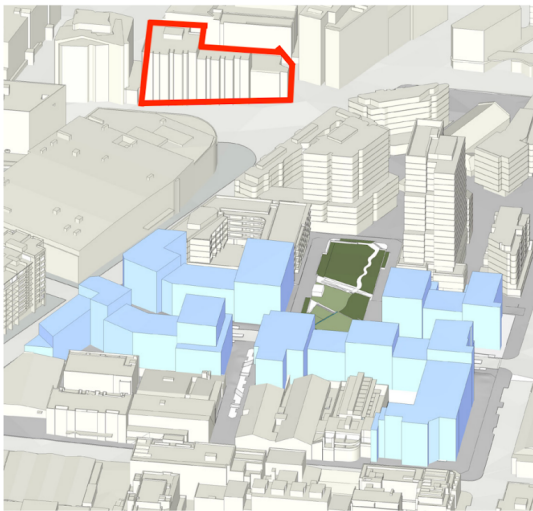


11am

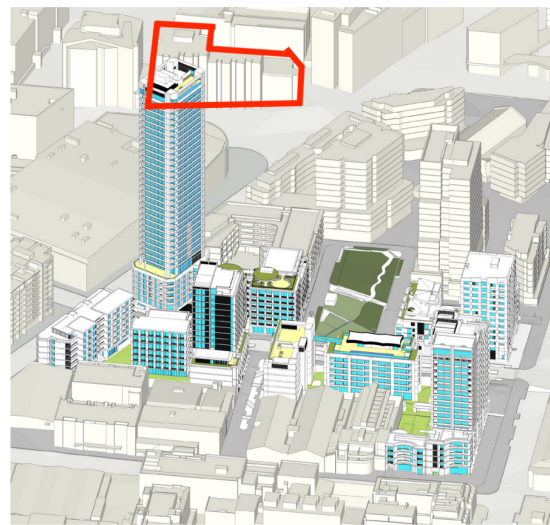


11am

*Fig.4 Sun Eye View - Approved (left) and Proposed (right) at 21 June 11am, my property highlighted in red (Source: Ethos Urban, with overlay)*



12pm



12pm

*Fig.5 Sun Eye View - Approved (left) and Proposed (right) at 21 June 12pm, my property highlighted in red (Source: Ethos Urban, with overlay)*

### **3. Public Transport and Infrastructure Demand**

Addition of new homes and amenities are appreciated, however the exceedingly large amount of new dwellings will impact heavily upon the public transport. The EIS states that the site is *within easy walking distance* to Waterloo Metro Station, Redfern Station, and Green Square Station; and there are plenty of frequent buses servicing the area. Clearly whoever made this statement has not observed the current condition.

For example, Green Square Station is 15 minutes walk from the site, however it only has the south line. Commuters who need to go north or west are required to go to Waterloo or

Redfern Station. During peak hour, the 392 buses to the stations, which come every 10 mins, are always packed because commuters take public transport, instead of walking as mentioned in the EIS.

The same thing applies to the 304/320/343 bus networks, which go to the city. They are always packed during peak hours. 343 buses on Elizabeth Street run every 5 minutes during peak hours, with double length buses, and they are usually still packed!

With the explosive addition of new homes, I am not sure how the bus network is going to function? Also we know how Sydney buses are—not very consistent with their timetables? Please consider this.

In addition, for the family settling in, there are no schools nearby, so school children are required to take buses too, adding more strain. Currently a lot of school kids get off at Waterloo Station, Redfern Station, or at the nearest Inner West Sydney School at Prince Alfred Park.

Regarding traffic, Bourke Street already has traffic congestion and the projected population parking increase will add even more congestion.

#### **4. Setting a Bad Precedent**

Approving a tower of this scale is setting bad precedent for challenging the height and density in the area, undermining the existing planning control. I am certain the adjacent DASC0 site will be seeking to amend the SLEP 2012 too to introduce new towers, which will create even more additional shadows to the surrounding properties and amenities.

I understand that the state is under pressure in delivering new homes as it has set an ambitious target by 2026. However I respectfully request that the consent authority refuse the proposal in its current form due to the points that I have iterated above. At minimum, the amended height of the tower should be significantly reduced—in half, or revert back to the approved consent, to better align with local planning controls and neighborhood characterisation.

Due to the limited time and extensive documentation that has been submitted as part of the development application, I have not been able to review all of them in detail, but have rather focused on the key documents and issues mentioned in this letter.

Thank you for your time in considering this submission.

Kind regards,

Calista Novia  
Dip. Des, B. Arch, M. Arch