

I am writing to object to the Mirvac ATP Redevelopment, SSD 15_7317, on the following grounds.

I expect you to acknowledge this objection and take each of these considered and significant objections into full-account as part of the decision making process.

I would appreciate notification that this objection has been received.

The objections I'm making are listed below in point form .

1. Scale

I object to this proposal and request it be amended on the grounds that the proposed development is grossly over-scale for the site. The proposal breaks several guidelines for State Significant Projects (SSPs) and the site building allowances.

Both buildings 1 and 2 are exceptionally massive and completely out of character with all other housing and large building developments in the area, and in particular, nearby housing and the low-rise locomotive sheds.

Therefore I propose that the Commonwealth Bank and Mirvac moderate the occupancy plan proposal and develop innovative solutions around desk-sharing, role-sharing and tele commuting allowing for a suitably scaled building occupancy plan.

2. Heritage

I object to this proposal and request it be amended on the grounds that the proposal is demonstrably unsympathetic to and destructive of the heritage values of a nationally significant building, the sheds. These iconic buildings are currently able to be viewed in their entirety and with good visibility. The proposed buildings 1 and 2 reduce the views of these iconic building to narrow channels.

Buildings 1 and 2 should be 'pulled back' from the edges, with construction restricted to approximately 66% (about 2/3's) coverage of the existing 2 major car -parks footprint . This would allow for significant open-space set-backs around the buildings.

Increased set-backs would have several positive effects for the amenity of this site. It would:

- Reduce the 'tunnelling' effect of the proposed buildings
- Maintain natural breeze movements and reduce 'wind-tunnel' and heat island effects
- Provide generous open, 'truly public' spaces on the building margins
- Maintain some perspectives and sight-lines to the historic ATP sheds (particularly on the west edge)

Therefore I propose that the Commonwealth Bank and Mirvac demonstrate good citizenship by significantly altering the alignment of buildings 1 and 2 to preserve significant views of the historic buildings and provide for more public space around these massive buildings.

3. Building Forms

The current building 1 form is a monolithic and unimaginative rectangular building. It is rather ugly and quite unsympathetic to its immediate environment. The indicative angles maximise the floor-space foot-print for the prospective tenant but dominate and alienate locals and new users alike through channelized access and constrained margins.

A more sympathetic and imaginative design could imagine a world-class, eco-friendly building such as central park, pulled back from crowding the existing pathways with curved or rounded edges. Consideration might be given to additional height on building 1 as this site sits directly behind an existing building.

Therefore I propose that building 2 be reduced on the eastern and western edges to preserve access to at minimum a partial perspective of the frontage of this historic building. The larger setback should be on the western edge.

I propose that building 1 be reduced on a more sympathetic angle on the eastern edges to preserve a significant portion of the existing visual perspective of the historic locomotive sheds building.

4. Parking

I object to this proposal and request it be amended on the grounds that the proposed number of car parking spaces is a huge increase on the current actual use. The current typical 'average day' use is in the order of 200 to 300 cars in the 2 main car-parks per day. The site should be encouraging the use of bicycles as a form of transport and provide significant amounts of bike parking. Mirvac should also be encouraging the use of public transport and reduce the number of car spots available. Redfern is a transport hub and should be promoted as such. There should be a reduction in the number of car spots not an increase.

The current modelling of traffic impact does not take account of recent local population increases, the arrival of 6,000 new residents by 2020 at the Ashmore Estate, the proposed large scale residential developments of City to Eveleigh and the 60,000 cars projected to utilise Euston road on the completion of the WestConnex. Cumulatively, the impacts of many developments encouraging car movements into already saturated roads has not been adequately modelled.

Therefore I propose that the Commonwealth Bank and Mirvac develop a zero-car development for the ATP and design for a sustainable, future –oriented, public and alternative transport model.

5. Lack of transparency about community access

I object to this proposal and request it be amended on the grounds that the proposed 'community' facilities (child-care, cafes, boutique supermarket) appear most likely to service the needs of the major tenant and not the local community.

Therefore I propose that Mirvac as the developer provide increased space and places for childcare facilities and transparently nominate or create covenants on the operation and access of the local community to child-care places at these facilities.

6. Overshadowing of Alexandria Childcare Centre

I object to this proposal and request it be amended on the grounds that the proposed western edge height of building 1 will significantly overshadow the Alexandria Childcare Centre. The developer has requested an exemption from the current height restrictions on this portion of the plan but has not demonstrated strong reasoning for why this should be allowed.

Therefore I propose that the current height restriction be maintained and no consent be given for over- height development in this area.

On all the grounds outlined above I strongly object to the approval of the ATP redevelopment as currently described in SSD 15_7317.