

Submission in support of proposals for over station development at Waterloo metro station

Referring to NSW Government Urban Growth NSW Development Corporation 'Waterloo metro Quarter' State Significant Precinct Study November 2018.

I understand both the intent set out in the 'Creating extraordinary places' on page 3 as it applies specifically to Waterloo metro station described in 'The Waterloo Metro Quarter' on page 5, but also generally for other places defined by metro lines and places yet to be announced which will be used to develop 'extraordinary' living places in line with 'Vision Principles' on page 10 developed for each case. Upon the success of Waterloo Metro Quarter depends the station precinct, and in many respects the success of the Waterloo Estate Redevelopment Plan will in turn depend on that. Upon all of the Waterloo development could depend setting high standard solutions for stations as living places across the evolving Sydney Trains and Metro network.

I'm occasionally asked for advice on how to negotiate Tokyo by a first time visitor. One of the questions often asked is along the lines of 'Where do I head if I'm looking for a place where I can find just about everything I need within half to one km?'. The answers easy - go to any biggish station within 30 minutes of the centre without it being one of the biggest, like Tokyo or Shinjuku, and then rattle off a few names in proximity to where their itinerary will take them, Within half to one km they will find just about everything you could possibly need, or perhaps even imagine, in the precinct of such a station. I've been gratified to have a few debriefs with confirmation that the method worked. Occasionally I respond that I could live in such surroundings, have done, and will continue to do so regularly for weeks at a time for the sheer convenience. Less often someone else in the conversation will reply that so could they, even after the experience of just one trip.

I'm not surprised, I've been working on the method for yeras and it's been working for me for years.

I've also been watching Sydney Metro for comparisons since day one, fascinated by everything but increasingly by the stations and why, in terms of their location, they are how they are. To make the comparison it's necessary to blot out multi storey and broad acre car parks common in Sydney from the mental images, but otherwise I can just about classify every station from Tallawong to Victoria Cross (so far) in terms of the, or a type of station I've used often before in Tokyo. Waterloo as presented at both Metro and Urban Growth sponsored information sessions though is the one I could most easily imagine becoming whatever it needs it to be for individuals with an almost infinitely wide range of needs from a community centre, whether it's to live at, engage in whatever requires your participation, or visit, and be able to come and go whatever the purpose at whatever time by a broad selection of public transport alternatives either at Waterloo Station using its transport interchange, or not too far distant by foot, bike or cab, or a combination of any or all of these features. Living without an owned, or perhaps use of any car ever, could easily be part of the life experience. It's apparent that following success at Waterloo a number of other similar development could follow in quick succession.

Don't be surprised to see us there looking at proposals off the plan when the time arrives, although personal circumstances mean time is an increasingly real challenge. After all, it's going to be 'A place that meets the housing needs of people with different backgrounds, ages, incomes, abilities and lifestyles.

'A place where everyone belongs. New homes for social, affordable and private residents that are not distinguishable and are modern, comfortable, efficient, sustainable and adaptable.' as part of its 'Vision Principles'. Added to that are guideline limits to distribute one, two and three bedroom sized apartments across the mix. I believe it can be made to work, and will too. Building the conditions for success into a place from the ground up works, just as certainly as an opposite approach favouring separation based on difference doesn't.

Work it must, as the pilot for the linked Waterloo Redevelopment Precinct to the East and South.

<https://www.communitiesplus.com.au/major-sites/waterloo>

Demands by this major redevelopment for a successful outcome are beyond my experience, so its for the best that I leave it to the residents and planners. The result though has to be one that meets current and future needs in a way that goes beyond present experience, to enhance the entire precinct as a Waterloo Station accessible community. Whatever is learned from development of Waterloo and all the other Metro stations now emerging for that matter will need to be reviewed, refined and improved to make it a success for all stakeholders. I wish all participants the best possible outcome.

In the meantime I observe that the long term planning process and outcomes for other Metro stations are being wrangled over with more than usual enthusiasm in the context of an imminent NSW State election. It seems that self evident truth is sometimes a casualty. Smaller more restricted mixed use mixed use zones right at a new station and lower density housing than is either effective or efficient right out to 800 metres and beyond are outcomes on the campaign list for interest groups with vague claims on community mandate and constituency. Cases for lower density housing within 800 metres of a new station claim entitlement while offering no trade off for the gain of expensive public infrastructure providing enhanced property values via greater connectivity and mobility. Just as certainly those claims for privileged low density impose greater travel distances to and from the station on greater numbers of community members in more distant housing of all types, community members already having less share in the benefits. This seems to me particularly contrary to desirable outcome arising from the whole idea of putting in new new mass rapid transit metro lines and station based interchanges.

Planning decision makers should not to give way to suggestions that restrict mixed use zoning at stations and impose low dwelling density development when medium and higher is more appropriate at all new station precincts generally. This should be absolutely the case for the Waterloo Station, not just as a solution for the immediate station community, but an an example of how new high capacity rail based public transport can make both urban and suburban life in Sydney easier via quality higher density living and more concentrated provision of places to work and learn, and provide services at stations. A successful outcome for the entire Waterloo Estate Redevelopment Plan depends on the appropriate development of the immediate station area as a precursor, including specially its ability to operate as a hub for a number of other transport modes.

Thank you for considering my comments,

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