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28 January 2019

Planning and Environment
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Attention: Russell Hand

SSD 18_9393 Waterloo Metro Quarter OSD

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 public transport, local shops and services, and shared transport options and this development provides a great opportunity to achieve these outcomes.

This concept proposal includes residential, retail, entertainment and commercial land uses. The uses and scale of development would create a high-density location for living, working and visiting resulting in a high pedestrian area where many trips can be taken by walking, both locally and further afield in combination with bus, rail and metro.

Separate planning processes and approvals, as is occurring with the Precinct Study and this OSD proposal, inevitably result in deferred and uncertain responsibilities for works in the public domain often resulting in poor outcomes for people walking. The Precinct Study will enable a new planning framework for development of the Waterloo Estate and this proposal needs to be placed on-hold until the planning framework for the Estate has been finalised. Concept proposals and detailed proposals for all parts of the Estate including the Metro Quarter should be exhibited and assessed together once the planning framework is finalised.

If the application proceeds WalkSydney asks that the following be imposed as conditions of any consent for over station development:

- Signalisation of the Cope Street/Raglan Street and Cope Street/Wellington Street intersections with pedestrian crossings on all approaches to ensure people can move quickly, safely and easily between the Waterloo Estate and Waterloo Station.
- High quality slow-speed Shared Zones around the station in Cope, Raglan and Wellington Streets. Street space in this future high-density area needs to meet the

priority action stated in the Road Safety Plan 2021 - "Safe urban places – addressing crashes in busy local areas" (p.2). This high-pedestrian area will be busy throughout the day and night and safe slow-speed streets are needed using top quality physical and visual cues including no kerbs, high quality paving, narrowed car access, landscaping and trees and attractive street furniture including seats and bicycle/scooter parking.

- Removal of private car parking for all site occupants. The proposed car parking and wide vehicle access points will significantly undermine this high-pedestrian environment. Car ownership should not be encouraged in such close proximity to transport services and mixed land uses. Whilst private car travel serves an important need for people living in many parts of Sydney, excessive car ownership in this inner urban area would thoroughly undermine the Eastern District Plan. To reduce emissions and support more efficient use of road space, the EDP says (p.116) that parking spaces would be prioritized for car sharing and carpooling and this outcome must be demonstrated with this proposal.
- The new street proposed within the site should be for use by pedestrians and bicycles only. Car access must not be permitted in this space.
- Traffic signal configuration to be based on the number of people moving through an intersection and not based on delays for drivers. The intersection performance results shown in the Transport Impact Assessment (Tables 6.9 and 6.10) show worsening delays for pedestrians for almost all scenarios and intersections. The report says the modelling software "optimised" traffic signal phasing to produce the least vehicle delay with long cycle times. It recognises that shorter cycle times would result in improved pedestrian performance and this must be implemented in this high pedestrian area.
- An additional on-street pedestrian crossing be installed between the station and the western side of Botany Road.
- Widened footpaths and protected bicycle/scooter lanes on both sides of Botany Road. With cross-metropolitan (including cross-harbour) links to be provided via underground motorways we need to plan for the future by giving greater priority to walking movements and other short-distance mobility choices. This needs to be achieved with re-allocation of public access space so people can move easily.

This is public land and its redevelopment must provide high quality outcomes that benefit everyone, not just the developers and site occupants. With the opening of city-shaping transport, this area has the potential to be great and Sydney Metro and Planning and Environment need to ensure it meets the intentions of state government planning, road safety and transport strategies by imposing conditions as suggested above.

Thank you.