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Director  
Key Sites Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

Sent via website: [majorprojects.planning.nsw.gov.au](http://majorprojects.planning.nsw.gov.au)

30 January 2019

Dear Sir/Madam,

**Objection to Waterloo Over Station Development: The Metro Quarter  
Application Number: SSD18\_9393**

We refer to the above-named development and submit herewith our objections to the proposed concept State Significant Development (concept SSD).

We attended a community information session in December 2018 and viewed exhibits related to the proposed development, and have read through the *Waterloo Over Station Development Concept State Significant Development Application Environmental Impact Statement Overview (Nov 2018)* (hereafter referred to as 'Overview Booklet').

Our residence falls within a 500m walking distance radius of "The Metro Quarter", according to the diagram in the Overview Booklet (p.17).

While we are not opposed to the concept of space over the station being developed, **we are, however, opposed to various features of the proposed development**, namely:

- The **number of proposed new residences**: the development proposes 'around 700 new homes'. This means more new residents in addition to the '6,050 people who will move through Waterloo Station in the morning peak'.

Impact 1: Our immediate environment and quality of living is already impacted by a noticeable **increase in pedestrian traffic and noise** outside our residence during the day and evening over the past 2 years. The proposed concept SSD will attract thousands more residents and commuters, generating more pedestrian traffic, more shared bikes haphazardly parked, and more noise.

Impact 2: There is currently construction of several new commercial buildings at the nearby Australian Technology Park (ATP), also within the 500m walking distance radius of the development site. By 2020, 18,000+ workers will move into the space. Before this has even occurred, Alexandria has been experiencing an **increase in the number of commuter vehicles, illegal parking and overparking**, and residents face daily battles to find parking for their vehicles on their own and neighbouring streets on weekdays and weekend evenings. Once these new workers move in, **street parking for existing residents will be even harder to find**. The addition of new residents in the proposed concept SSD will further contribute to this issue.

Impact 3: **Traffic on Botany Road** in both directions between Henderson Rd and Buckland St is already close to a standstill during peak hours. The proposed SSD does not offer sufficient solutions to alleviating this issue, but rather, will contribute to it from the increase in the number of vehicles belonging to The Metro Quarter residents, commuters driving to The Metro station, and visitors accessing The Metro Quarter facilities and services by car.

- The **proposed building heights**, specifically of the three proposed 23, 26, 29-storey buildings (A, E, F on p.19) and the two 10-storey mid-rise buildings (B, D), are too high.

Impact 4: The shadow diagrams confirm **overshadowing to parts of Alexandria Park** at times during the day (from Buildings A, E, F), which is one of the few public open spaces available for leisure, sport and recreation purposes in The Metro Quarter radius. This is detrimental to existing residents who bought into the area based the existence of, access to (particularly solar access) and quality of this public open space.

Impact 5: No other buildings in this radius west of Botany Road (apart from the ATP) are that high (A, B, D, E, F). Nor are the proposed building designs compatible with the existing architecture of the historical and more contemporary dwellings in Redfern, Waterloo and Alexandria, some of which are heritage listed and heritage significant. The proposed concept SSD building designs and heights are not sympathetic to any these considerations and **will distort the existing urban cohesion**.

## Conclusion

The buildings in the proposed SSD are of ambitious and significant size and height. Our objections as residents who have lived in a 500m radius of the site since 2010 relate to the inevitably detrimental impact of the development on our natural environment in terms of noise, air, and light pollution; the increase in pedestrian and vehicular traffic; the exacerbation of the existing problem of limited parking in Redfern, Waterloo and Alexandria, where local residents already compete with non-residents for car spaces; the loss of natural light to nearby Alexandria Park; and the disruption to the existing character and urban cohesion of Redfern and Alexandria as distinctly Australian post-industrial working-class suburbs.

**We are strongly opposed to the proposed development.** We appreciate the opportunity to have our say, and hope that our objections will be given thorough consideration in the application review process.

Yours sincerely,

Residents of Alexandria