



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Integrated station design with Waterloo Metro Quarter
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro
Assessment number:	TfNSW 22
Status:	Final
Version:	1.0
Planning approval:	SSI 15_7400
Date required:	19 November 2018
iCentral number	SM-18-00171944

Form information – do not alter

Form number	SM ES-FT-414
Applicable to:	Sydney Metro
Document Owner:	Principal Manager, Sustainability, Environment & Planning
System Owner:	Executive Director, Safety, Sustainability & Environment
Status:	Final
Version:	2.0
Date of issue:	14 July 2017
Review date:	14 July 2018

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The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

1.0 Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI 15_7400 Sydney Metro City & Southwest – Chatswood to Sydenham, as modified.

Modification 1 – Relocation of Victoria Cross northern services building, additional station entry and relocation of Artarmon Substation

Modification 2 – Central Walk

Modification 3 – Martin Place Metro Station

Modification 4 – Sydenham Station and Sydney Metro Trains Facility South

Modification 5 – Blues Point temporary acoustic shed

Date of determination:

SSI 15_7400 – 9 January 2017

Mod 1 – 18 October 2017

Mod 2 – 21 December 2017

Mod 3 – 22 March 2018

Mod 4 – 13 December 2017

Mod 5 – 2 November 2018

Type of planning approval:

Division 5.2 Critical State significant infrastructure

Description of existing approved project you are assessing for consistency:

The Chatswood to Sydenham component of Sydney Metro City & Southwest comprises a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations would be provided as Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo as well as new metro platforms at Central and Sydenham stations.

The Environmental Impact Statement (EIS) identified that over station development (OSD) may be provided, subject to a separate planning approval process, in the air space above Crows Nest Station, Victoria Cross Station (southern site only), Martin Place Station (northern and southern sites), Pitt Street Station (northern and southern sites) and Waterloo Station. The provision of OSD was further clarified in the Preferred Infrastructure Report (PIR). The EIS and PIR note that the metro stations would be designed to take into account, and make physical provision for, any design or other requirements associated with OSD and that such design would ensure any future development can be built efficiently and are appropriately integrated into the metro station structure.

In general, the metro station could include the following elements:

- Structural elements, building grids, column loadings, building infrastructure and services to enable the construction of future OSD
- Space for future lift cores, access, parking, retail and building services for the future OSD.

Figures 6-29 and 6-30 of the EIS identified potential OSD above Waterloo Station and Figure 6-28 provides the indicative station layout for Waterloo Station (refer to **Attachment A**). It is noted that the Figure 6-29 and Figure 6-30 did not include OSD above the southern service building or the northern station entry and service building.

Section 2.3 of the PIR notes that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design may vary from the concept design assessed within the planning approval: 'the actual size, space and specific use of particular station spaces may change as part of the detailed design. However, the nature of such variations would be generally consistent with the concept design'.

Appendix D of the PIR provided indicative interface drawings for OSD (refer to **Attachment B**). The indicative drawings in the PIR identified two OSD towers, one at the Raglan Street end and one at the Wellington Street end, with a smaller OSD component within the central area of the station site. Additional separate OSD would be provided along the Botany Road boundary of the site. The indicative drawings in the PIR also identified a greater extent of the southern services building compared to Figure 6-28 of the EIS, extending the footprint of the building within the approved site towards Wellington Street.

At Waterloo Station, the approved project includes a new station located on Cope Street between Raglan and Wellington Streets with an entry at the northern end of the station on the corner of Raglan and Cope Streets.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

Chatswood to Sydenham Environmental Impact Statement May 2016

Chatswood to Sydenham Submissions and Preferred Infrastructure Report October 2016

Chatswood to Sydenham conditions of approval 9 January 2017, as modified

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR, modification reports, submission reports and the Infrastructure Approval, as modified.

2.0 Description of proposed development/activity/works

Since the EIS and PIR were prepared, the integration of Waterloo Metro Quarter and metro station elements at Waterloo has progressed through the design development process.

Following the decision to locate a metro station in Waterloo, the Minister for Planning determined that parts of Waterloo are of State planning significance and should be

investigated for urban renewal through the State Significant Precinct (SSP) process. Investigation of the precinct is being undertaken by UrbanGrowth NSW in partnership with Sydney Metro and the Land and Housing Corporation (LAHC). The precinct consists of two separate parts: Waterloo Estate (Estate) and Waterloo Metro Quarter (Metro Quarter). Waterloo Station is located within the Metro Quarter.

The OSD proposed at the Metro Quarter is shown in **Attachment C**. The development above and adjacent to Waterloo Station comprises a number of podiums and three taller buildings which include non-residential (commercial, retail, community facilities) and residential land uses.

Key features of the integrated station design at the Metro Quarter are identified in the table below and where relevant, design changes that have occurred since the EIS and PIR are indicated. The scope items highlighted in **bold** are the subject of this consistency assessment. The relevant integrated station design drawings are included in **Attachment C**.

Scope	EIS / PIR (October 2016)	Integrated Station Design (August 2018)	Planning approval process
Station entry	At the northern end of the station on the corner of Raglan and Cope Streets.	At the northern end of the station on the corner of Raglan and Cope Streets, and a second entry accessed from the Cope Street Plaza.	Subject of this consistency assessment
OSD locations	The indicative drawings in the PIR identified two OSD buildings, one at the Raglan Street end and one at the Wellington Street end, with a smaller OSD component within the central area of the station site. Additional separate OSD would be provided along the Botany Road boundary of the site.	<p>The integrated station design and the design for the Metro Quarter includes OSD buildings located above the northern and southern metro buildings at the Raglan Street and Wellington Street ends of the site. The smaller OSD component within the central area of the station site has been retained, but integrated with a public plaza area. Additional OSD would be provided along the Botany Road boundary of the site as indicated previously, however some of these buildings are integrated with the OSD immediately situated over the metro station entry and service buildings.</p> <p>Retail uses (under the CSSI Approval) would be located on the ground floor of the station development along the Cope Street frontage of the site.</p> <p>The current integrated station design does not incorporate lift lobbies, retail and the like to support the OSD within the station boxes.</p>	<p>The current integrated station design does not incorporate lift lobbies, retail and the like to support the OSD within the station boxes. However, the detailed design by the contractor may propose a different, more integrated solution with OSD uses within the station boxes. In this instance, should it occur, the non-station uses within the metro station entry and services buildings, including retail, would rely on the use of space provisioned for in the CSSI Approval, subject to separate planning approval (i.e. through the detailed SSD application(s)).</p> <p>For the buildings not situated above the metro station entry and services buildings and for the buildings above the transfer slab of the metro station entry and services buildings, these OSD locations are subject to separate planning approval (concept and detailed SSD Applications).</p>

OSD entries	Not specified	<p>Access to the residential OSD would be from Raglan Street, the Cope Street plaza, Botany Road and Wellington Street. The non-residential OSD access would be from Raglan Street, the Cope Street plaza, the through site links and Botany Road.</p> <p>All access to the OSD would be located within the area subject to separate planning approval (concept and detailed SSD Application(s)) and at this stage, is not expected to interface with the approved CSSI.</p>	<p>Based on the current level of design, all OSD entries subject to separate planning approval (SSD applications). Should the detailed design (and detailed SSD Application) rely on a more integrated station and OSD outcome incorporating entries for the OSD within the footprint of the station boxes (subject of the CSSI Approval), the space provisioning provided for by the CSSI Approval would be relied upon.</p>
Loading and servicing	Not specified	<p>Servicing and loading for the Metro Quarter site is proposed from Botany Road, Wellington Street and the proposed laneway from Cope Street.</p> <p>Service vehicular access is required for the northern station box to support ongoing rail operations. The current integrated station development design incorporates the required service vehicle access to the northern station box via an at-grade service and manoeuvring zone connecting from Botany Road.</p> <p>Service vehicle access for the southern station box, if required, could be provided from Wellington Street, Cope Street or via the proposed service road.</p>	<p>The service vehicular access to support the station boxes from Botany Road, Wellington Street and/or Cope Street would be covered by the CSSI Approval.</p> <p>The location and street entry for the loading and servicing of the OSD would be subject to separate planning approval (SSD Application(s)).</p> <p>The proposed integrated loading and servicing would provide access to the station boxes through the Metro Quarter site as provisioned for in the CSSI Approval.</p> <p>Should staging of the Metro Quarter result in the delivery of the integrated loading and servicing following the commencement of Sydney Metro and the opening of Waterloo Station, an interim functional provision for loading and servicing would be provided. This would be subject to separate planning approval (detailed SSD Application) if required.</p>

<p>Transport integration</p>	<p>The indicative site layout regarding transport and access included new pedestrian crossings, cycle links, relocation of bus stops and new taxi and kiss and ride bays on Cope Street.</p>	<p>The Metro Quarter site would include a new shared street, a new pedestrian through-site link from Botany Road to the new public plaza on Cope Street, new pedestrian crossings, bus stop on Botany Road, conversion of Cope Street to a slow street with kiss and ride and taxi facilities, and at-grade bicycle parking. Two new bicycle hubs, with about 100 and 400 spaces respectively would be provided.</p>	<p>Key transport integration works, as identified as part of the CSSI Approval are subject of the Interchange Access Plan (IAP) process under the CSSI Approval, with the exception of the 400 space bike hub. This includes the provision of some pedestrian crossings, some cycle parking, relocation of bus stops, and new taxi and kiss and ride bays on Cope Street.</p> <p>Other works, including the space for the bike hub would be provisioned within the basement of an OSD building on the Botany Road side of the Metro Quarter, subject to separate planning approval (SSD Application(s)).</p>
<p>Public domain works</p>	<p>Not specified but noted that the station strategy for Waterloo would contribute to the sense of place and public domain. The Design Guidelines provided strategies and principles to achieve this outcome. As with all stations, there is a commitment to landscaping and street furniture.</p> <p>The PIR indicative OSD drawings identified aboveground skylights on either side of the central OSD component.</p>	<p>The public domain would be the binding agent that unites the metro station and the retail and residential components of the site whilst integrating the Metro Quarter into existing urban fabric. The site would include new social spaces including the Raglan Street Plaza and Cope Street Plaza. Public domain works have been identified to support the station as well as the remainder of the Metro Quarter.</p> <p>The provision of skylights has been integrated into the plaza of the new station entry, north of the central OSD component, and would not be aboveground.</p>	<p>Public domain works associated with the station would be subject to the Station Design and Precinct Plan and the IAP under the CSSI Approval.</p> <p>Other public domain works at the Metro Quarter would be subject to separate planning approval (SSD applications).</p> <p>A table summarising the elements of public domain works under each planning approval process is included as Attachment D.</p>
<p>Transfer slab</p>	<p>Not specified but the equivalent reference design drawings had the top of transfer slab for the OSD taller building at the Wellington Street (southern) end of the site at RL 30.825 and the transfer slab for the OSD taller building at the Raglan Street (northern) end of the site at RL 34.450.</p>	<p>The top of the transfer slab in the integrated station design has the transfer slab for the OSD taller building at the Wellington Street (southern) end of the site at RL 35.100 and the transfer slab for the OSD taller building at the Raglan Street (northern) end of the site at RL 33.100.</p>	<p>Subject of this consistency assessment</p>

<p>Services buildings</p>	<p>The indicative drawings in the PIR also identified a greater extent of the southern services building compared to Figure 6-28 of the EIS, extending the footprint of the building within the approved site towards Wellington Street.</p> <p>Figure 6-28 of the EIS identified that the traction substation would be within the northern services building.</p>	<p>The traction substation is now proposed to be located within the southern services building.</p>	<p>Subject of this consistency assessment</p>
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It is noted that the OSD elements at the Metro Quarter are the subject of a separate concept State significant development (SSD) application and are not the subject of this consistency assessment. This assessment considers potential environmental impacts associated with changes to the approved Waterloo Station design as a result of the design resolution process for the OSD and its integration with the station. It is also noted that the SSD approval currently being sought for the Metro Quarter is for a conceptual proposal and further design development would be undertaken during subsequent and more detailed SSD application stages.

The works subject to this consistency assessment would be undertaken as part of the Sydney Metro Chatswood to Sydenham project and construction methods, equipment and working hours are expected to be consistent with the approved project.

3.0 Timeframe

Works associated with the excavation of the Waterloo Station site commenced in 2018. The construction program would be consistent with the indicative construction program identified in the EIS. The station would be opened to the public as part of the Chatswood to Sydenham project in 2024.

4.0 Site description

Works would be carried out within the approved project area, bounded by Botany Road, Raglan Street, Cope Street and Wellington Street, excluding the Waterloo Congregational Church at Waterloo. Refer to **Attachment A**.

5.0 Site Environmental Characteristics

The proposed works are contained wholly within the construction site for Waterloo Station within the EIS and PIR. A description of the site environmental characteristics is provided in the EIS and PIR.

6.0 Justification for the proposed works

The proposed works are required to accommodate the design integration between the Metro Quarter and the metro station elements at Waterloo Station.

7.0 Environmental Benefit

Not applicable.

8.0 Control Measures

Will a project and site specific EMP be prepared? Yes

Are appropriate control measures already identified in an existing EMP? Yes, only in regards to station excavation works. Separate EMPs would be prepared for future works.

9.0 Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

Climate change is being considered in the integrated design for both Waterloo Station and the Metro Quarter and would adopt measures to reduce the impacts of these risks. There is no change to the climate change impacts identified in the EIS and PIR.

10.0 Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	
Water	No change from approved project.	No additional measures required.	Y	Y	
Air quality	No change from approved project.	No additional measures required.	Y		
Noise vibration	No additional noise or vibration impacts are anticipated as a result of the proposed works. The works would involve the same receivers, the same distances to receivers, use of the same equipment and the duration of works is expected to be the same. Working hours would also be consistent with those proposed in the EIS.	No additional measures required.	Y	Y	
Indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No additional excavation is proposed as a result of the proposed works. Construction of the integrated station design for Waterloo would not change the assessment of impacts to listed heritage items, including the Waterloo Congregational Church, identified for the approved project.	No additional measures required.	Y	Y	
Community and stakeholder	No change from approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	No increase in construction traffic is anticipated as a result of the proposed changes to the design of the approved project.	No additional measures required.	Y	Y	
Waste	No additional waste is anticipated as a result of the proposed works.	No additional measures required.	Y	Y	
Social	No change from approved project.	No additional measures required.	Y	Y	
Economic	No change from approved project.	No additional measures required.	Y	Y	
Visual	No change from approved project.	No additional measures required.	Y	Y	
Urban design	No change from approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	
Land use	No change from approved project.	No additional measures required.	Y	Y	
Climate Change	No change from approved project.	No additional measures required.	Y	Y	
Risk	No change from approved project.	No additional measures required.	Y	Y	
Other	No change from approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from approved project.	No additional measures required.	Y	Y	

11.0 Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	
Water	No change from approved project.	No additional measures required.	Y	Y	
Air quality	No change from approved project.	No additional measures required.	Y	Y	
Noise and vibration	The services buildings, including the relocated traction substation, would continue to ensure compliance with the applicable noise criteria identified in the Industrial Noise Policy.	No additional measures required.	Y	Y	
Indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	The integrated design for Waterloo Station would not change the assessment of impacts to listed heritage items, including the Waterloo Congregational Church, identified for the approved project. The proposed works would respect the significance of the adjacent heritage items. Impacts on nearby heritage items as a result of the proposed Metro Quarter OSD would be subject to a separate planning and assessment process.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and stakeholder	The community would benefit from the provision of an additional station entry, situated off a proposed public plaza which, under the integrated station development design, would provide for a more efficient connection to the bus stop on Botany Road via a proposed through site link. It is noted that part of the Cope Street Plaza and the through site link are subject of planning and assessment of the concept SSD Application.	No additional measures required.	Y	Y	
Traffic	The proposed addition of a new station entry would provide an access benefit to the station and would be supported by pedestrian infrastructure and overall transport integration for the station. The integrated station design will continue to be refined and will be subject to the IAP for the site, as required by the conditions of approval.	No additional measures required.	Y	Y	
Waste	No change from approved project.	No additional measures required.	Y	Y	
Social	The integrated station design, including additional station entry, would provide social benefits.	No additional measures required.	Y	Y	
Economic	No change from approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	<p>The height of the transfer slab above the metro station entry and service building at the Raglan Street (northern) end of the site has decreased by 1.35m. The height of the transfer slab above the metro service building at the Wellington Street (southern) end of the site has increased by 4.275m.</p> <p>The minor change to the height of the transfer slab is to accommodate necessary station services and is not considered to change the assessment of operational visual impacts at Waterloo.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Urban design	<p>Section 2.3 of the PIR noted that the integration of the OSD elements and the metro station elements would be subject to design resolution process, noting that the detailed design may vary from the concept design assessed within the planning approval, but would be generally consistent with the concept design.</p> <p>The design changes proposed in this consistency assessment are the result of the ongoing design resolution process and have incorporated necessary requirements to support the integration of the station with the proposed Metro Quarter OSD.</p> <p>The proposed changes are not considered to have significant impacts, and are generally consistent with the concept plan presented in the EIS and PIR.</p> <p>The integrated station design will continue to be refined and the urban design works for the station will be subject to the Station Design and Precinct Plan for the site and review by the Design Review Panel, as required by the conditions of approval.</p>	No additional measures required.	Y	Y	
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	
Land use	No change from approved project.	No additional measures required.	Y	Y	
Climate Change	No change from approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Risk	No change from approved project.	No additional measures required.	Y	Y	
Other	No change from approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from approved project.	No additional measures required.	Y	Y	

12.0 Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed works would not transform the project. The project would continue to provide a new metro rail line between Chatswood and Sydenham and is designed to accommodate design integration with the proposed Metro Quarter OSD.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved works at Waterloo Station.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>There would be no new environmental impacts as a result of the proposed works. Potential changes in impacts are considered to be minor and can be appropriately managed.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

13.0 Other Environmental Approvals

Identify all other approvals required for the project:

Not applicable.

Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Yvette Buchli	Signature:	
Title:	Planning Approvals Manager City & Southwest		
Company:	Sydney Metro	Date:	13 November 2018

Environmental Representative Review

(Additional step for City & Southwest projects only – if this is a CA against a Northwest Project or REF delete this table)

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:	Jo Robertson	Signature:	
Title:	Environmental Representative		
		Date:	13/11/2018

This section is for Sydney Metro only.


Application supported and submitted by

Name:	Carolyn Riley	Date:	13/11/18
Title:	Associate Director, Planning City & Southwest	Comments:	
Signature:			

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.



Endorsed by			
Name:	<i>FIL CERONE</i>	Date:	<i>19/11/18</i>
Title:	Director, City & Southwest, Sustainability, Environment & Planning	Comments:	
Signature:			

Attachment A EIS figures



Figure 6-28 Waterloo Station - location and Indicative layout



Figure 6-29 Waterloo Station – artist's Impression

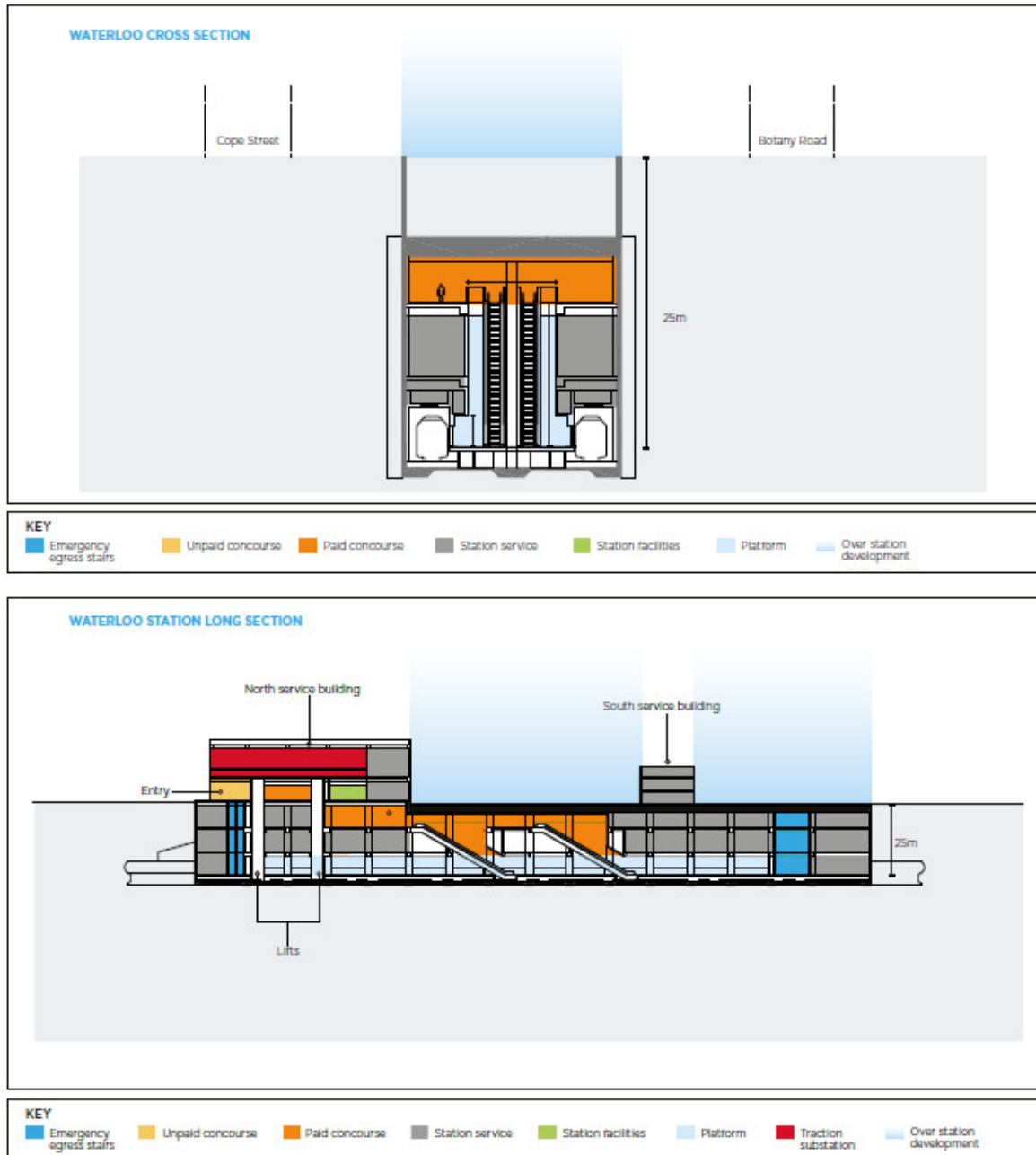
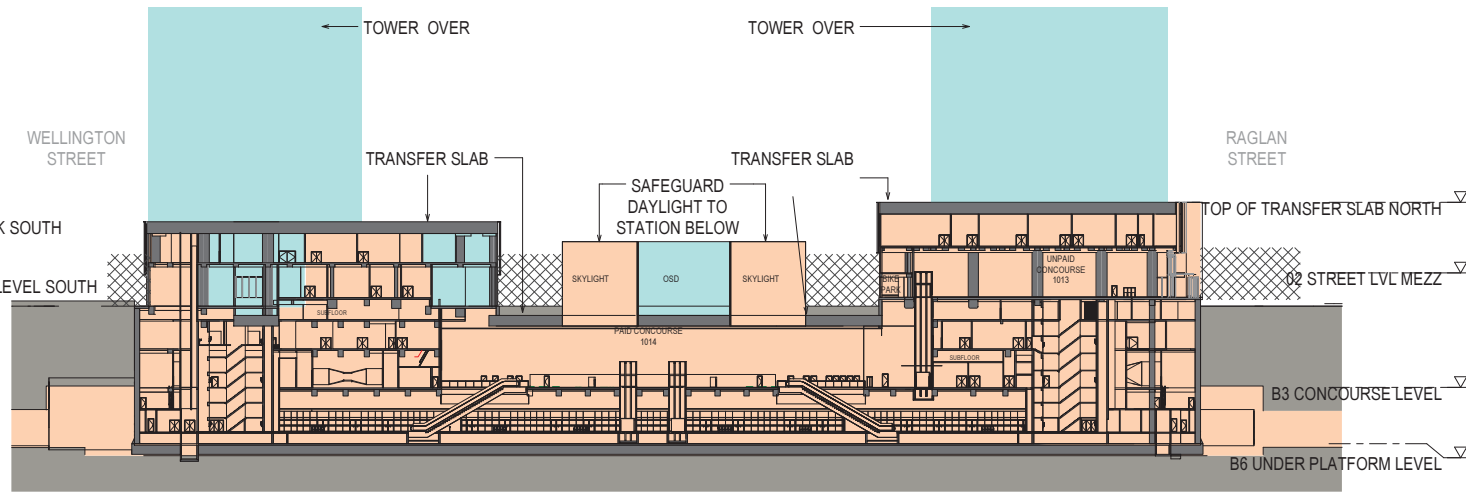
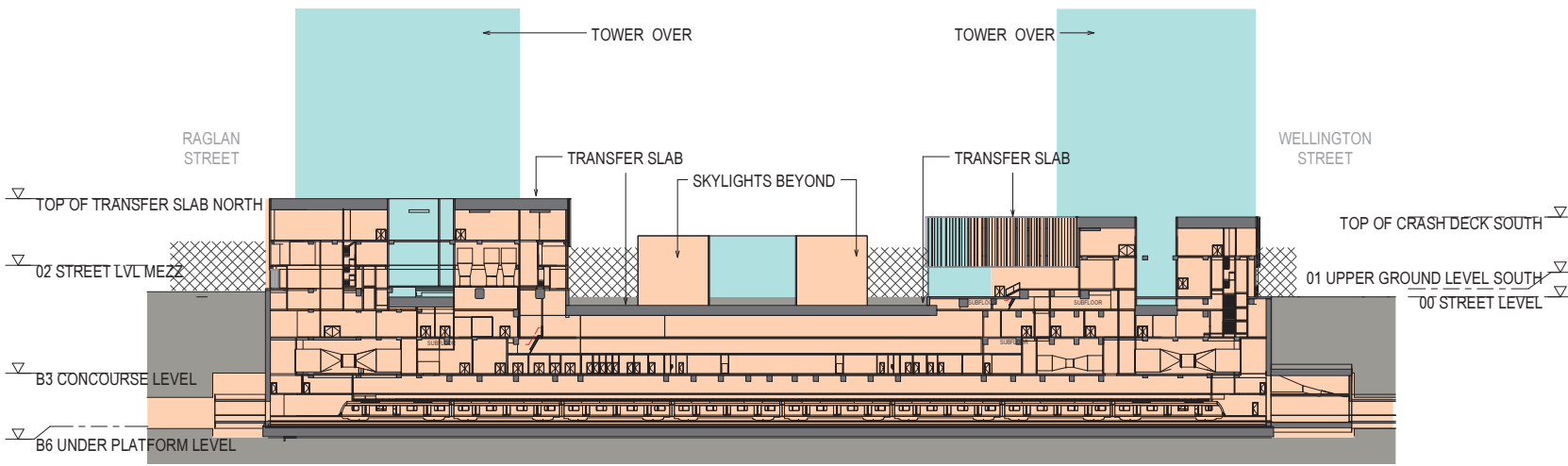


Figure 6-30 Waterloo Station - Indicative cross-section and long section

Attachment B PIR drawings



1 LONG SECTION 1
1:500



2 LONG SECTION 2
1:500

LEGEND

- METRO PROPERTY BOUNDARY
- OSD DEVELOPMENT SUBJECT TO SEPARATE ASSESSMENT PROCESS
- STATION
- SHARED ACCESS BETWEEN OSD AND STATION FOR LOADING AREA AND SERVICE LIFT
- DAY 1 ACTIVATION - RETAIL
- AREA REQUIRED FOR DAY 1 OPERATION
- ▲ OSD ENTRY
- ▲ STATION ENTRY
- ▲ SERVICE ACCESS

**THIS DRAWING IS INDICATIVE ONLY
SUBJECT TO FURTHER DESIGN DEVELOPMENT**

NOTES:

DRAWING TO BE READ IN CONJUNCTION WITH KEY DESIGN PARAMETER LISTS.

NWRLSRT-PBA-SRT-AT-SCH-000001
NWRLSRT-PBA-SWS-AT-SCH-000001
Chatswood to Sydenham Design Guidelines

NWRLSRT-PBA-SRT-UD-REP-000003
AWNING DESIGN TO COMPLY WITH METRO AND LOCAL COUNCIL REQUIREMENTS AND BE COORDINATED WITH STATION AWNING DESIGN

PODIUM HEIGHT ALIGNMENT(S), BUILDING SETBACKS AND MASSING TO CONFORM WITH METRO AND LOCAL COUNCIL REQUIREMENTS

STATION ENTRY TO MAINTAIN A HEIGHT OF 7-10M

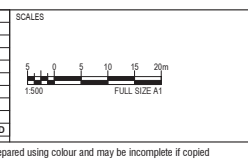
FOR INFORMATION ONLY
SYDNEY METRO CITY & SOUTHWEST

WATERLOO STATION
OSD INTERFACE LONG SECTIONS

STATUS: REFERENCE DESIGN	SHEET OF	©
NWRLSRT-PBA-SWS-AT-DWG-410940	NWRLSRT-PBA-SWS-AT-DWG-410940	NWRLSRT-PBA-SWS-AT-DWG-410940

100mm AT FULL SIZE
 Pk Date: 01/02/2016 5:08:31 PM
 C:\Revel\Projects\NWRLSRT-PBA-SWS-AT-DWG\REV_01\scen1.samuel@gmail.com.rvt

REV	BY	DATE	DESCRIPTION	APPD
A	PS	27.07.16	ISSUED FOR INFORMATION	



NOTE: Do not scale from this drawing.

CLIENT

Service Providers

PARSONS BRINCKERHOFF AECOM

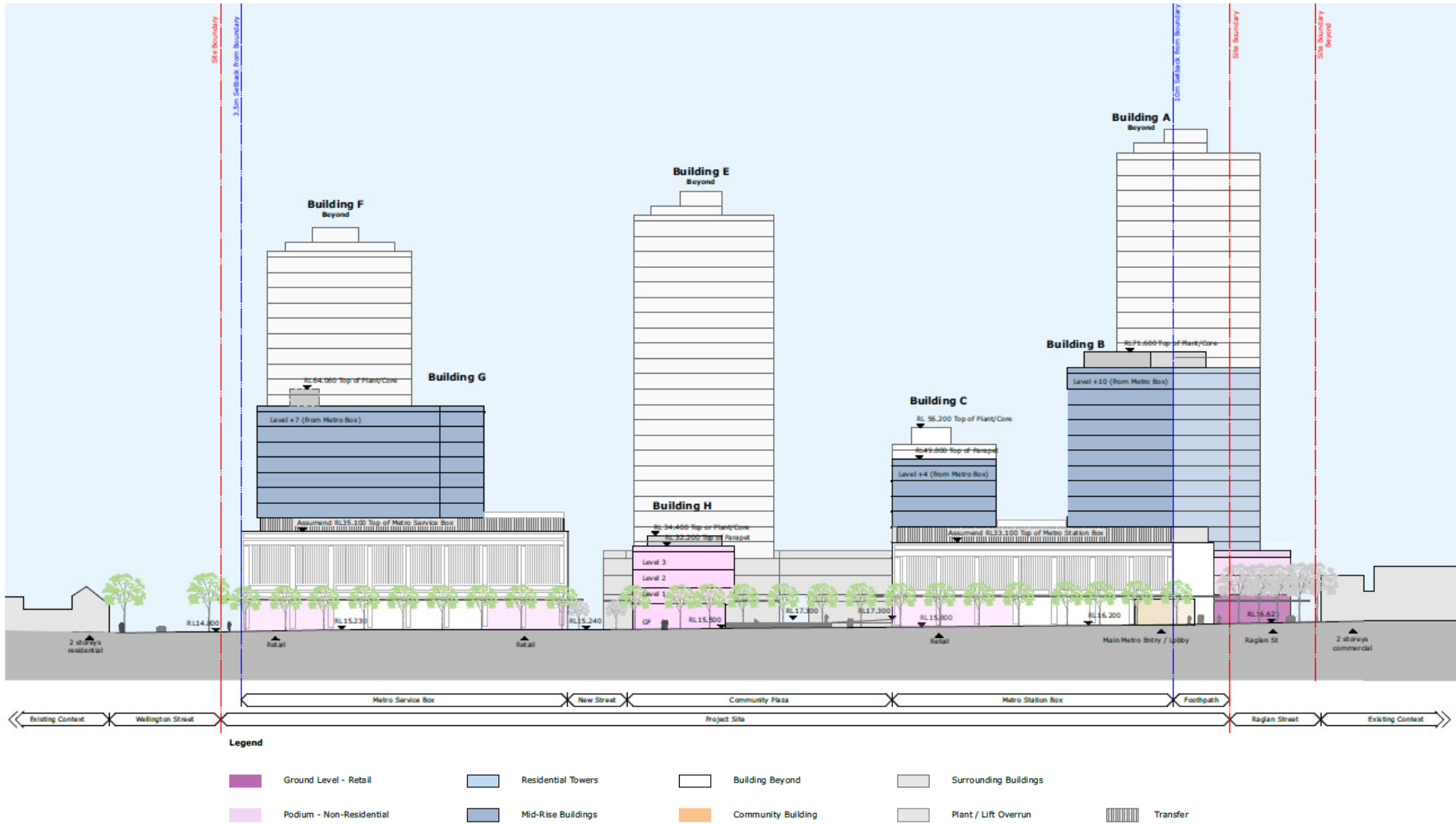
COX HASSELL

DRAWN: PAUL SPROULE
 DESIGNED: EMMA TOWNSEND
 DRG CHECK: Checker
 DESIGN CHECK: []
 APPROVED: Approver

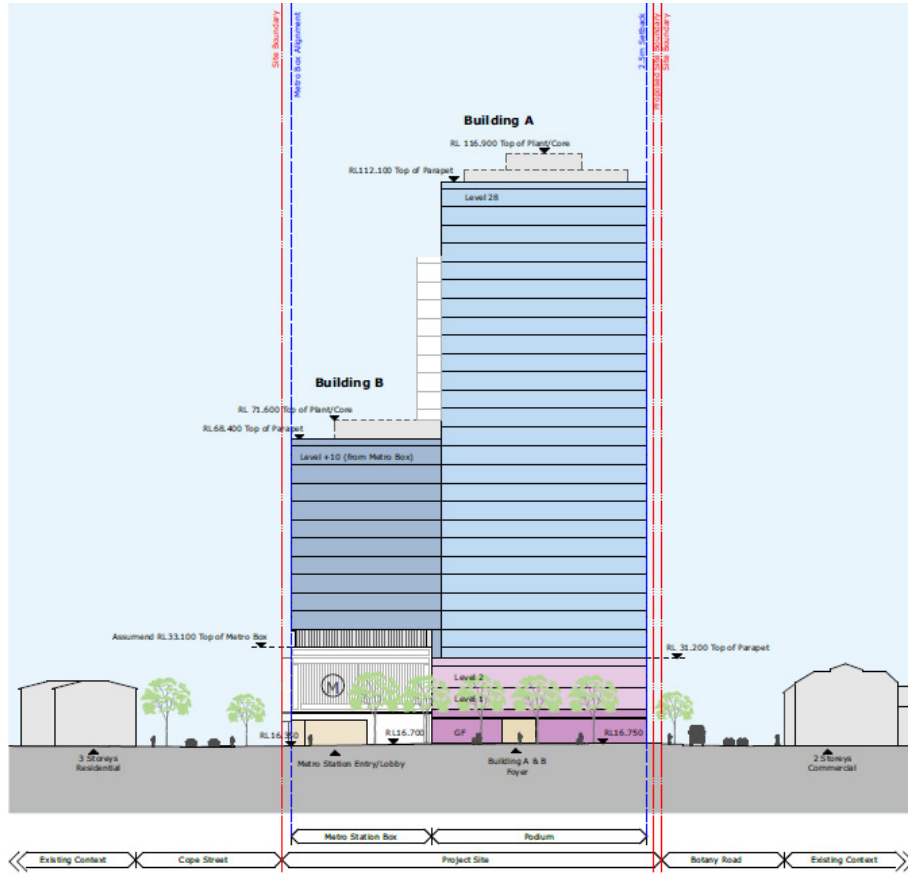
A1 Original Co-ordinate System: MGA Zone 56 Height Datum: A.H.D. This sheet may be prepared using colour and may be incomplete if copied

Attachment C Integrated design drawings

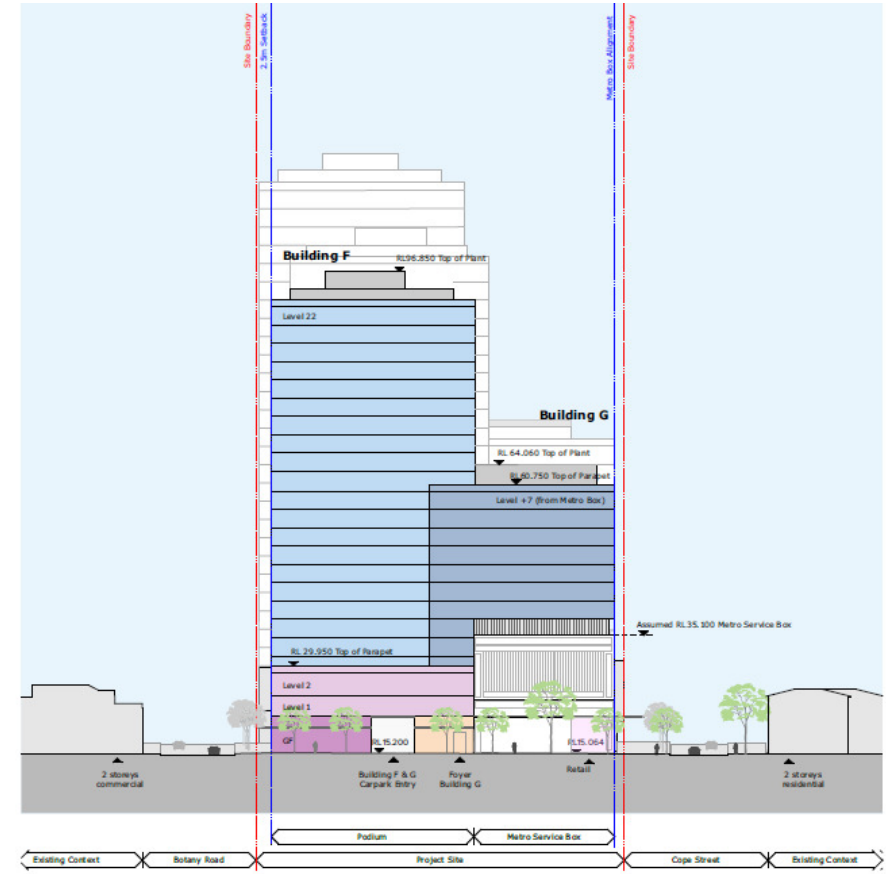
Plan: Cope Street elevation



Plan: Raglan Street and Wellington Street elevations

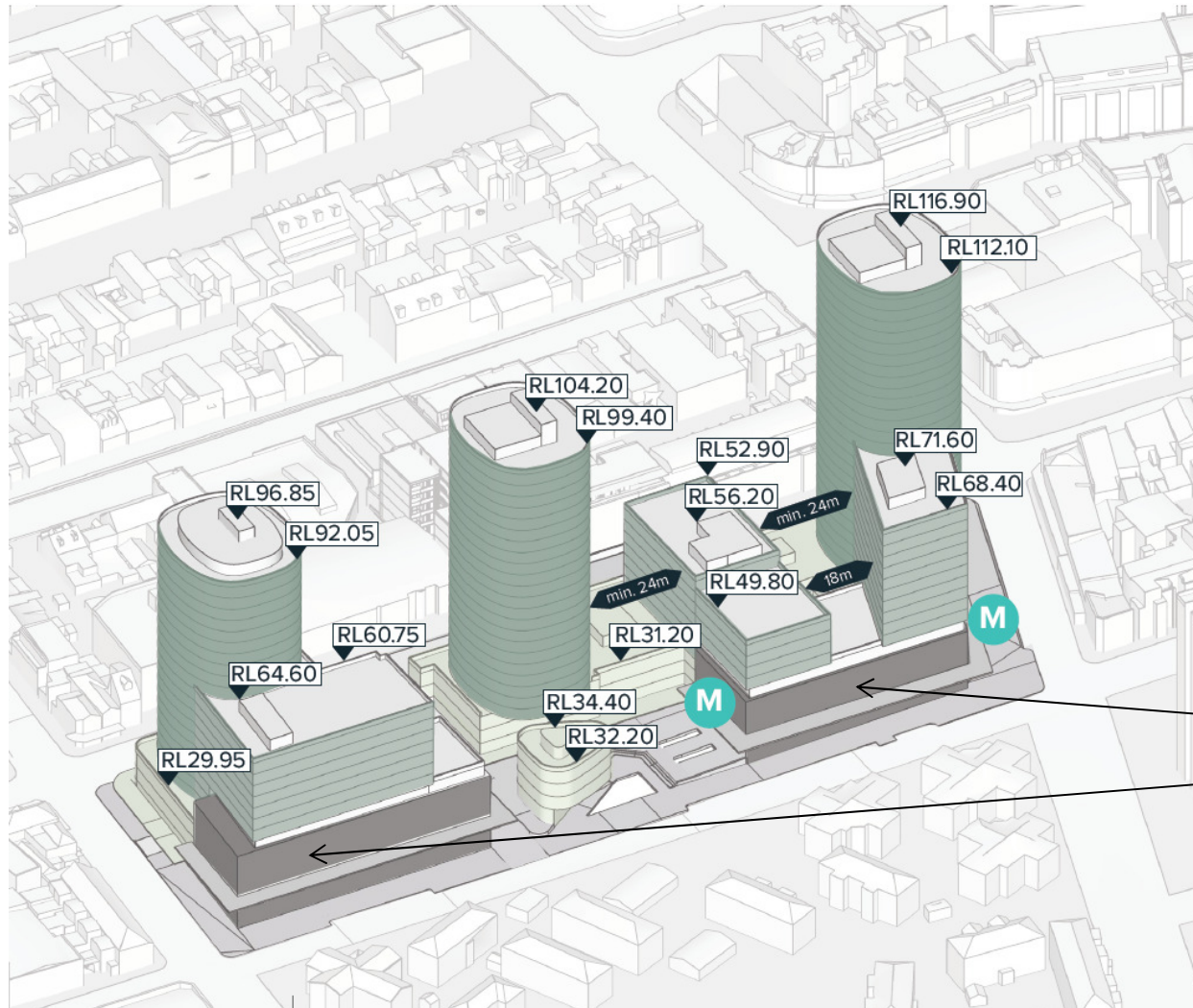


Raglan Street Elevation



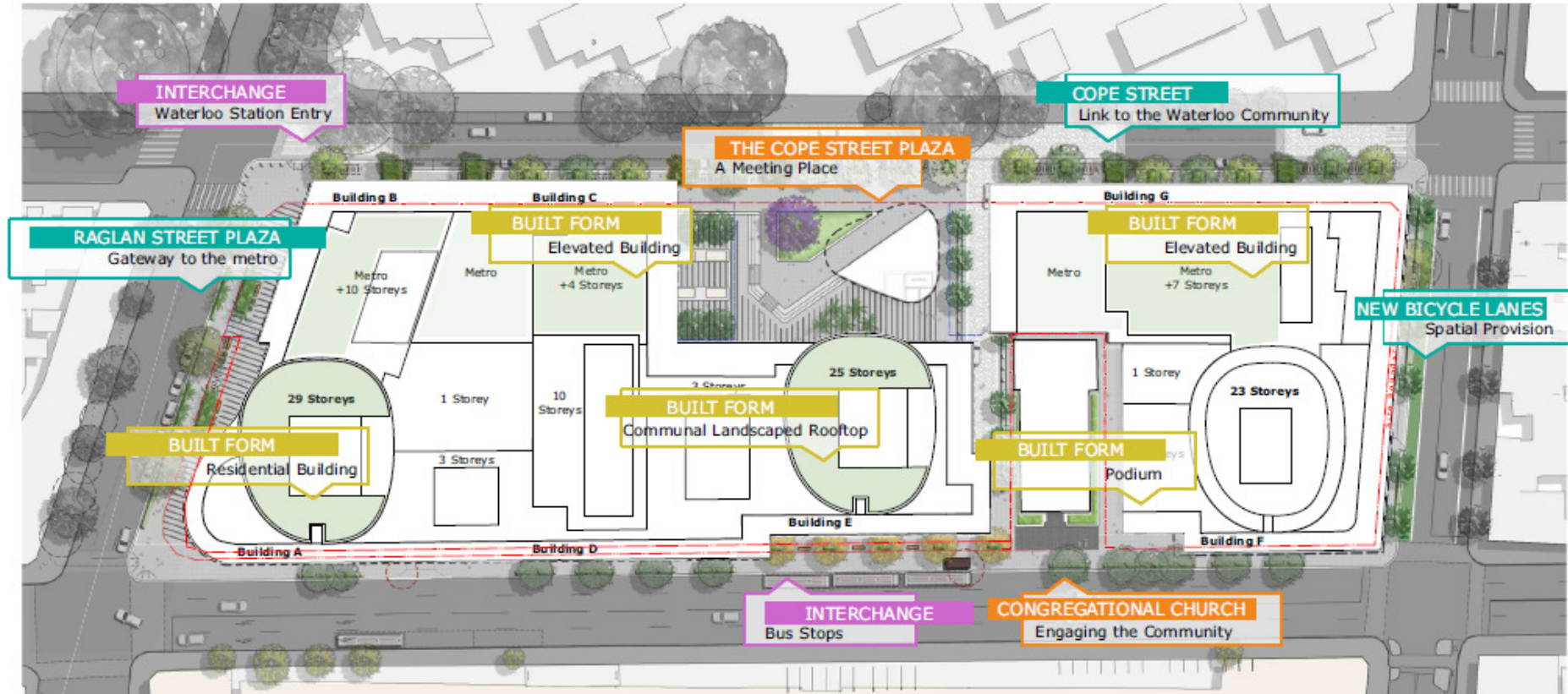
Wellington Street Elevation

Plan: Proposed building envelope 3D view

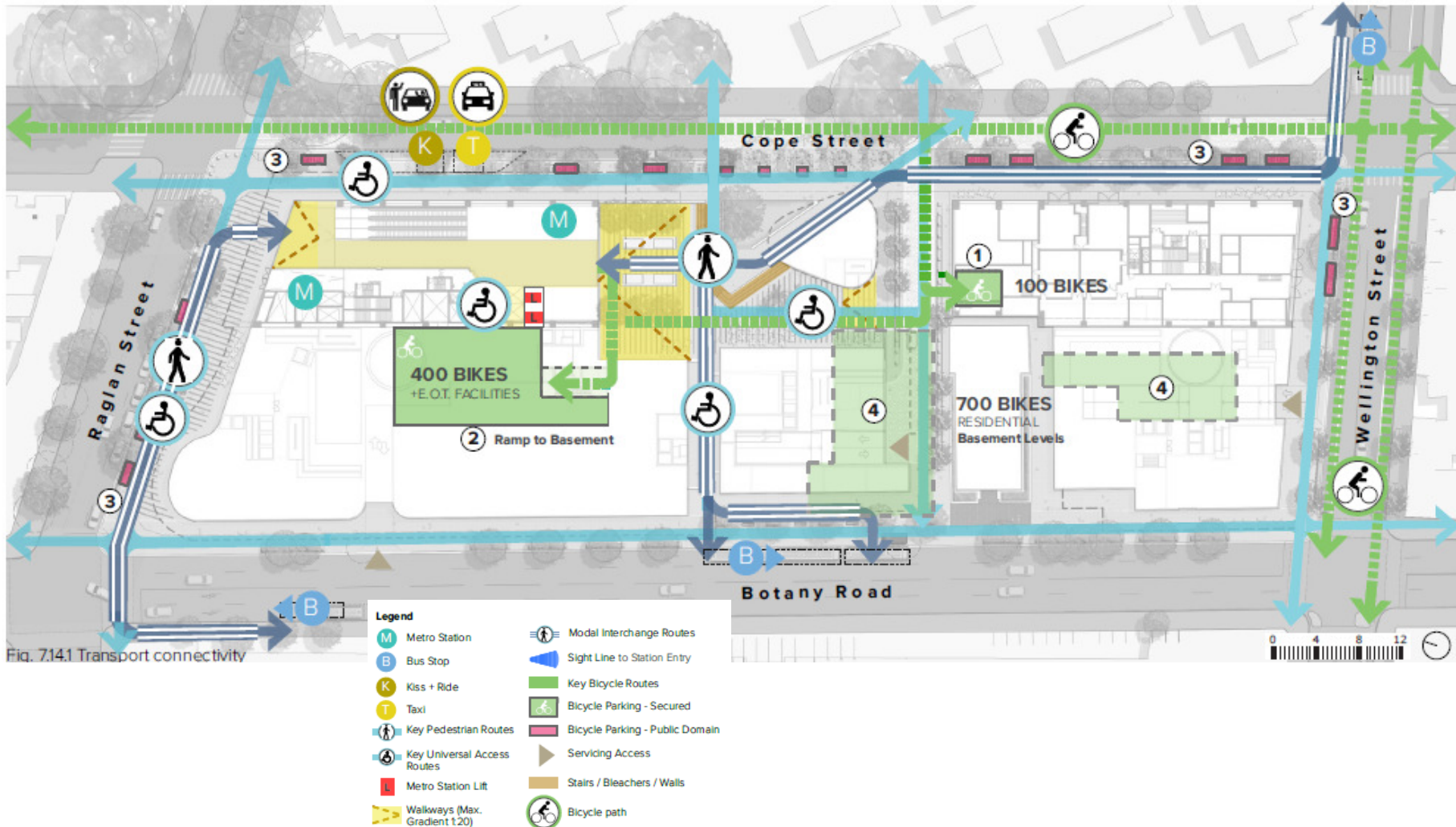


Note:
The dark grey areas are part of the CSSI project and include the above ground metro station entry and services buildings. The CSSI project also includes the metro station box below ground, along the full extent of the block.
The buildings above and adjacent are subject to separate approval (SSD applications).

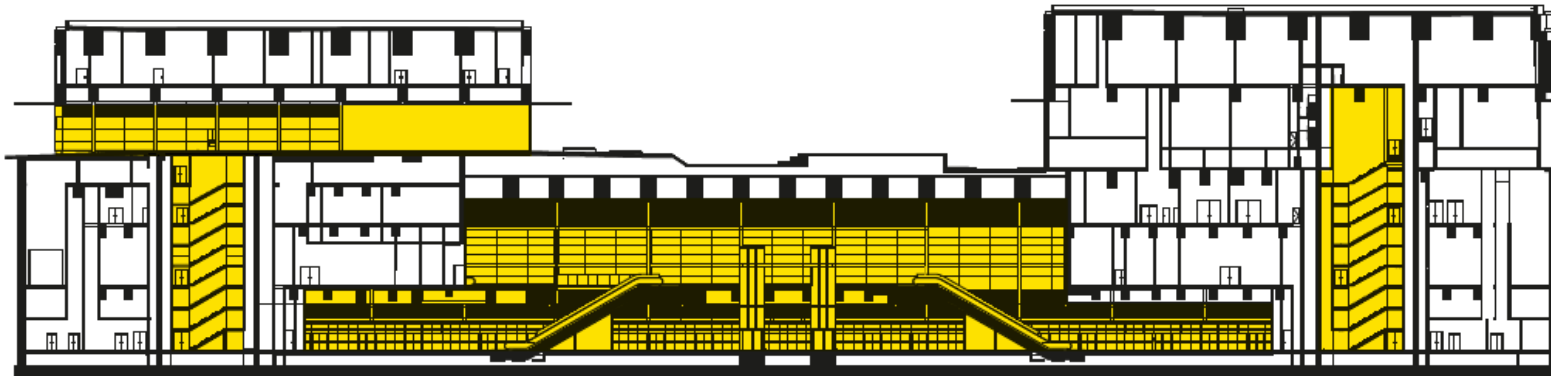
Plan: Precinct plan



Plan: Station and OSD entry locations, loading servicing entries and transport integration





Plan: Station box elevations – circulation space and back of house

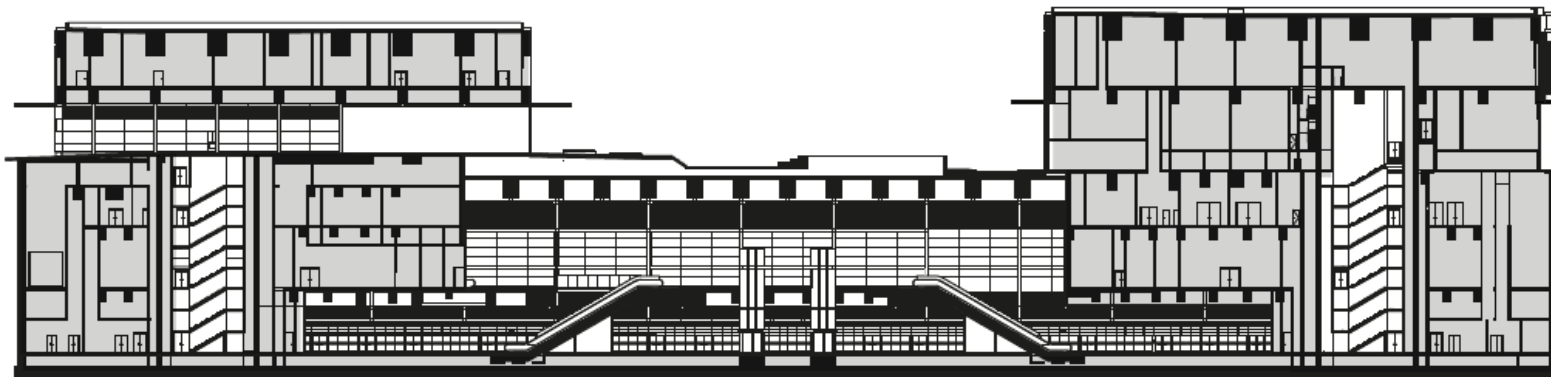


Raglan Street end

Wellington Street end

Legend

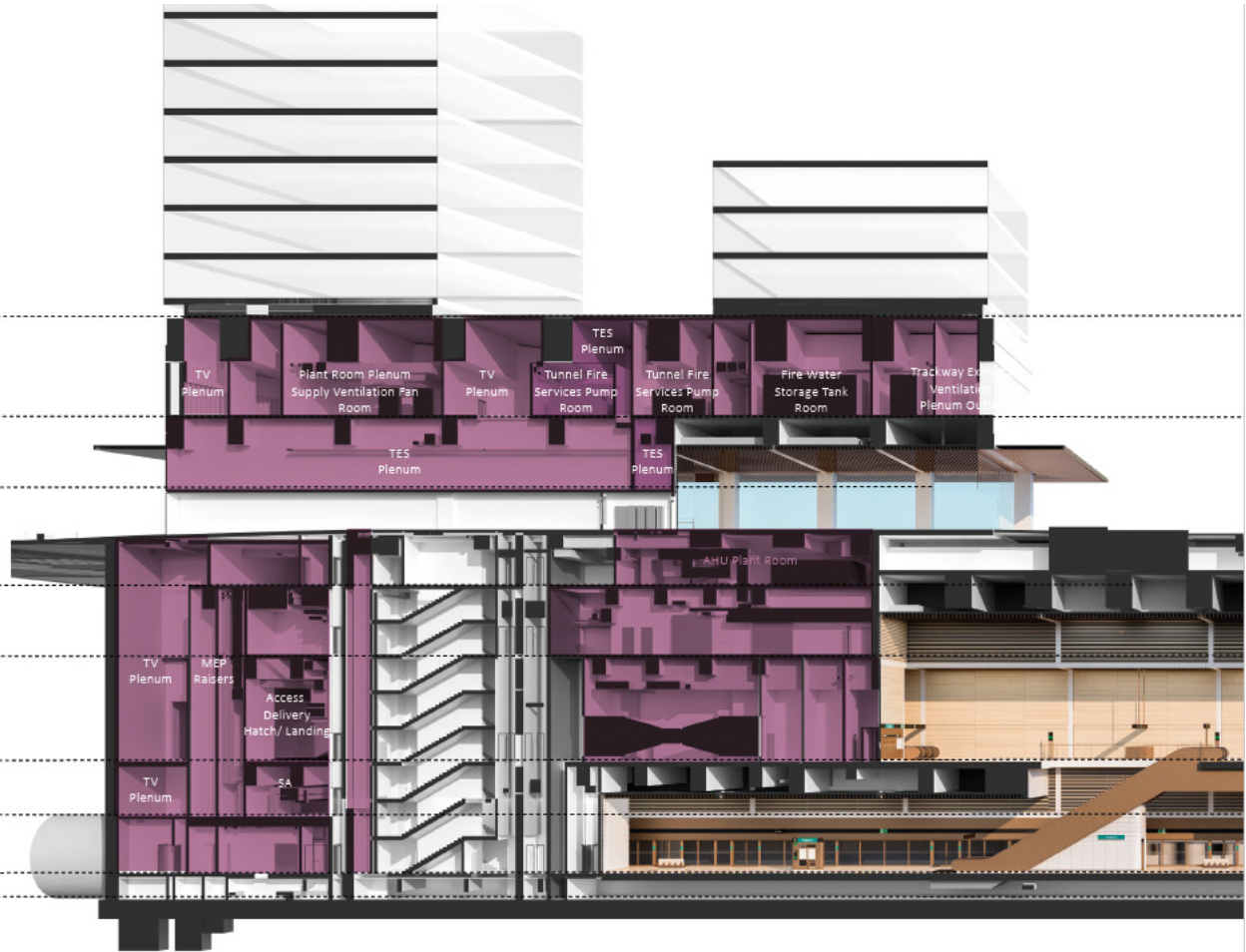
-  Circulation Space/FOH
-  Back of House



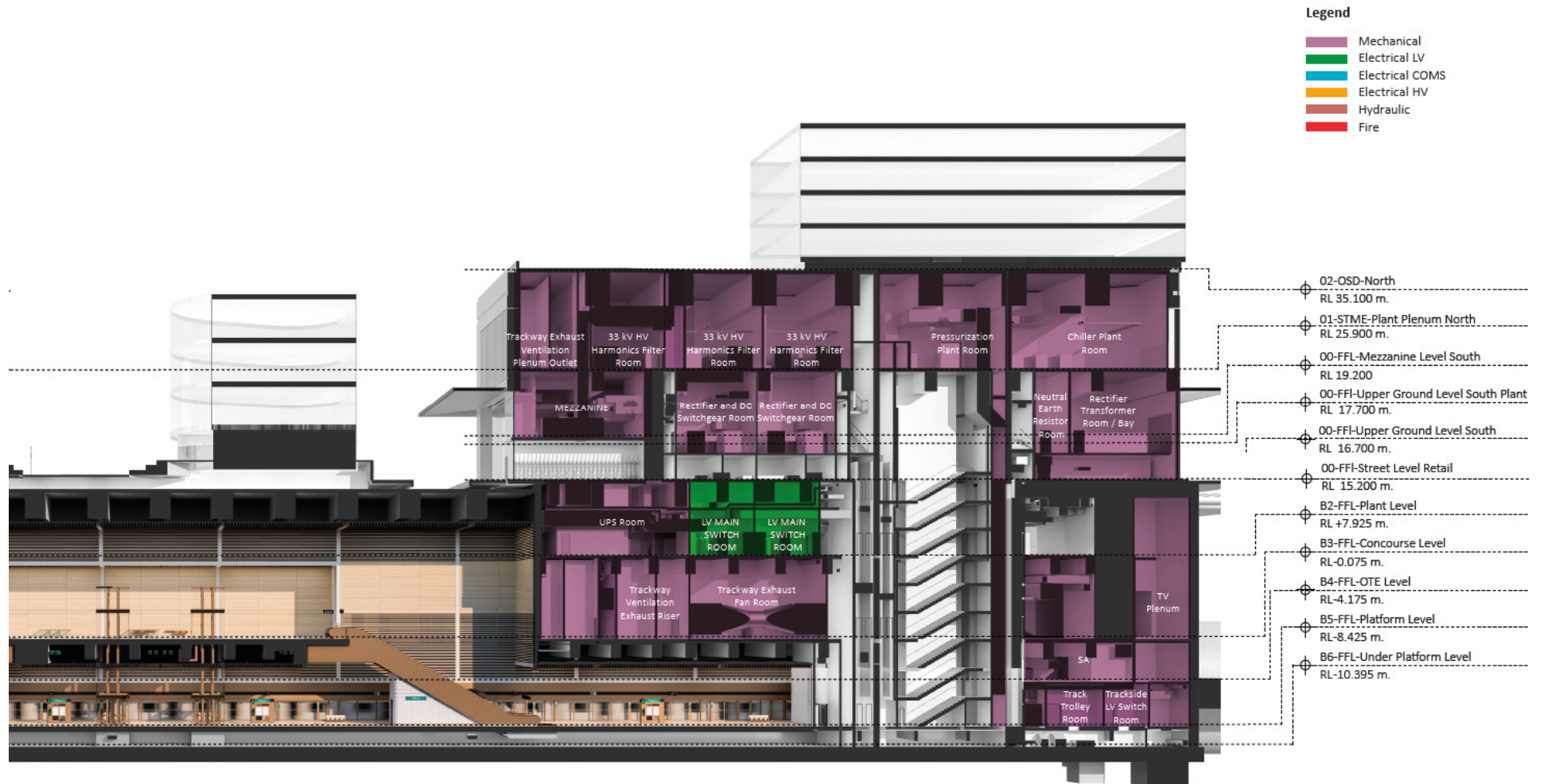
Plan: Station box elevation – Raglan Street end

- 02 - OSD
- 01 - STME South: STME plant
- 01 - STME North: STME plant
- Mezzanine Level: STME plant
- 00 - Upper Ground Level South: STEM plant, egress stairs
- 00 - Upper Ground Level North: Retail, egress stair, STME plant
- 00 - Street Level Retail South: Retail, Secure Bike Parking
- 00 - Entrance Level: Entrance Canopy, Bicycle Parking, egress stairs and Ventilation Pods
- LG - Lower Ground Level: Emergency Egress
- ASD B2 Level: ASD Retail
- B1 Plant Level(Only for North Station Box): Station STME plant, station egress stairs,
- B2 Plant Level: STME plant
- B3 Concourse Level: Unpaid concourse, paid concourse, toilets, egress stairs, STME plant
- B4 OTE Level: Service Reticulation
- B5 Platform Level: paid concourse, egress stairs

- ⊕ 02-OSD-North
RL 33.100 m.
- ⊕ 01-STME-Plant Plenum North
RL 25.900 m.
- ⊕ 00-FFL-Mezzanine Level North
RL 20.300
- ⊕ 00-FFL-Upper Ground Level North
RL 17.300 m.
- ⊕ B1-FFL-Plant High Level
RL 13.135
- ⊕ B2-FFL-Plant Level
RL +7.925 m.
- ⊕ B3-FFL-Concourse Level
RL -0.075 m.
- ⊕ B4-FFL-OTE Level
RL -4.175 m.
- ⊕ B5-FFL-Platform Level
RL -8.425 m.
- ⊕ B6-FFL-Under Platform Level
RL -10.395 m.



Plan: Station box elevation – Wellington Street end



Attachment D Public domain works by approval

Component	Concept SSD Application	CSSI Approval
New Cope Street Plaza	Part within concept SSD Application (adjacent to southern station box, and subject to finalisation of SDPP and IAP)	Part within CSSI Approval (adjacent to station entry/northern station box required to provide access to community door and to accommodate skylights to provide access to daylight to station below)
Footpaths	Wellington Street footpaths (with exception of footpath adjacent to southern station box) Botany Road footpaths from bus interchange to Wellington Street Footpaths/setback areas beyond the functional requirements of the CSSI Approval to support pedestrian movements along Raglan Street and Botany Road to bus interchange (as detailed in the IAP)	Cope Street footpaths including their widening, between Raglan and Wellington Streets Raglan Street footpaths to meet the functional requirements of the CSSI Approval to support pedestrian movements along Raglan Street (as detailed in the IAP). Note the footpaths/setback areas beyond the functional requirements of the CSSI Approval are under the SSD application. Botany Road footpath from intersection with Raglan Street to bus interchange, to the extent necessary to meet the functional requirements of the CSSI Approval to support pedestrian movements along Botany Road (as detailed in the IAP). The footpaths/setback areas beyond the functional requirements of the CSSI Approval are under the SSD Application. Wellington Street footpath adjacent to southern station box. The remaining footpath to the intersection with Botany Road falls under the SSD Application.
New community arrival station entry	N/A	Part of detailed station design

Component	Concept SSD Application	CSSI Approval
New pedestrian through site links	Pedestrian through site link from Cope Street Plaza to bus interchange Entire through site link/road from Cope Street to Botany Road adjacent to southern station box and Waterloo Congregational Church	N/A
Redefining Cope Street as a slow street	Changes to road	Footpath widening.
Pedestrian crossings	Provide a mid-block crossing on Cope Street between Raglan Street and Wellington Street.	Provision of pedestrian crossings at the Cope and Raglan Street intersection on the southern and western approaches Provision of pedestrian crossing at the Cope and Wellington Street intersection on the western and northern approaches.
Single-access shared zone off Cope Street	Part of OSD proposal	N/A

Component	Concept SSD Application	CSSI Approval
Vehicle entrance points for servicing and loading zones off Botany Road and Wellington Street to minimise conflict with pedestrians.	Botany Road shared servicing and loading zone to support OSD Wellington Street to support OSD	Botany Road shared servicing and loading zone to support CSSI Approval
Bicycle facilities	700 resident spaces 70 visitor spaces 150 non-residential spaces Space provisioning within bike hub to support up to 220 spaces for Waterloo Station	100 spaces within southern station box 40 bike rails (80 spaces) within public domain, anticipated to be along Cope Street, and along Raglan Street and Wellington Street adjacent to the station boxes Up to 220 spaces within bike hub (space provided for as part of OSD proposal)