



May 2018

Request for Secretary's Environmental Assessment Requirements

*Sydney Metro City & Southwest – Waterloo Over Station
Development (Waterloo Metro Quarter Precinct)*

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Glossary and Abbreviations

| Term | Definition |
|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| concept SSD application | A concept development application as defined in section 4.22 of the EP&A Act, as <i>a development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications</i> |
| Council | City of Sydney Council |
| CSSI | Critical State Significant Infrastructure |
| CSSI Approval | The approval under the EP&A Act for the construction of the Sydney Metro City & Southwest Chatswood to Sydenham project, as amended by subsequent modification applications. The CSSI project (application number SSI 15_7400) was approved by the Minister for Planning on 9 January 2017 and has been amended on 18 October 2017 (Modification 1), 21 December 2017 (Modification 2), 22 March 2018 (Modification 3) and 13 December 2017 (Modification 4). Any reference to the CSSI Approval is a reference to the most current version of that approval as amended by any subsequent modification application. |
| detailed SSD application | The SSD Application(s) made after a concept SSD Application is approved, that seeks consent for the design and to physically carry out the development |
| EP&A Act | <i>Environmental Planning and Assessment Act 1979 (NSW)</i> |
| EP& A Regulation | <i>Environmental Planning and Assessment Regulation 2000 (NSW)</i> |
| EIS | Environmental Impact Statement |
| heritage item | An item of environmental heritage listed in Schedule 5 of Sydney LEP 2012 or on the State Heritage Register under the <i>Heritage Act 1977 (NSW)</i> |
| Integrated Station Development | Integrated Station Development – combined station, OSD and public domain works |
| OSD | Over station development as defined in the CSSI Approval – includes non-rail related development that may occupy land or airspace above, within or in the immediate vicinity of the Sydney Metro CSSI but excluding spaces and interface works such as structural elements that may be constructed as part of the CSSI Approval to make provision for future developments |
| Secretary | Secretary of the NSW Department of Planning and Environment, or their delegate |
| SRD SEPP | <i>State Environmental Planning Policy (State and Regional Development) 2011</i> |
| SSD | State Significant Development as defined by Section 4.36 of the <i>Environmental Planning and Assessment Act 1979</i> . |
| SLEP 2012 | <i>Sydney Local Environmental Plan 2012</i> |
| SDCP 2012 | <i>Sydney Development Control Plan 2012</i> |
| SSP | State Significant Precinct |
| SSP SEPP 2005 | <i>State Environmental Planning Policy (State Significant Precincts) 2005</i> |

| | |
|---------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Sydney Metro City & Southwest – Chatswood to Sydenham project</p> | <p>Construction and operation of a metro rail line and associated stations between Chatswood Station and just north of Sydenham Station. The project is approximately 16.5 kilometres long (of which approximately 15.5 kilometres is located in underground rail tunnels) between Chatswood and Sydenham, including the construction of a tunnel under Sydney Harbour, links with the existing rail network, seven metro stations, and associated ancillary infrastructure.</p> <p>The Metro stations are located at:</p> <ul style="list-style-type: none"> • Crows Nest • Victoria Cross • Barangaroo • Martin Place • Pitt Street • Central (new underground platforms) • Waterloo <p>This part of the project will operate between Chatswood and Sydenham Stations and also includes the upgrade of Sydenham Station.</p> |
| <p>Sydney Metro City & Southwest –Sydenham to Bankstown Upgrade</p> | <p>The T3 Bankstown Line is being upgraded to Sydney Metro standards between Sydenham and Bankstown, including the upgrade of all 10 stations. These works are the subject of a separate Critical State Significant Infrastructure project (reference SSI 17_8256) which was lodged with the DP&E in September 2017. This application is yet to be determined.</p> |
| <p>Sydney Metro CSSI</p> | <p>Sydney Metro City & Southwest – Chatswood to Sydenham project</p> |
| <p>TfNSW</p> | <p>Transport for NSW, the applicant for the concept SSD application</p> |
| <p>UrbanGrowth NSW</p> | <p>UrbanGrowth NSW Development Corporation</p> |

1. Introduction

Sydney Metro is more than just a public transport project – it's a defining city building opportunity.

Australia's biggest public transport project presents a major opportunity to shape Sydney for generations to come, contributing a unique legacy for our evolving global city.

Not only will Sydney Metro move more people safely and reliably than ever before, it will unleash the potential of Sydney as a growing global city - providing opportunities to revitalise precincts and communities.

The NSW Government has identified stations on the Sydney Metro City & Southwest project that can be better integrated with the communities and public spaces around them. This includes the construction of buildings on top of these stations and commercial, residential, community and retail opportunities.

Through urban design principles and place making, Sydney Metro stations will be more than somewhere to catch the train; they will be the centre of communities through a variety of uses.

Transport for NSW (TfNSW) will work closely with communities on how to best integrate station development and deliver stations and buildings that are thriving, welcoming hubs for everyone to enjoy.

1.1. Sydney Metro and over station development

The NSW Government is implementing *Sydney's Rail Future*, a plan to transform and modernise Sydney's rail network so that it can grow with the city's population and meet the needs of customers in the future (Transport for NSW, 2012). Sydney Metro is a new standalone rail network identified in *Sydney's Rail Future*.

It is Australia's biggest public transport project, consisting of Sydney Metro Northwest (Stage 1), which is due for completion in 2019 and Sydney Metro City & Southwest (Stage 2), which is due for completion in 2024. Early planning is also underway for the next stage of the Sydney Metro system, Sydney Metro West (Refer to **Figure 1**).

Stage 2 of Sydney Metro includes the construction and operation of a new metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and on to Bankstown through the conversion of the existing line to metro standards.

The project also involves the delivery of seven (7) new metro stations, including a new station at Waterloo. Once completed, Sydney Metro will have the ultimate capacity for 30 trains an hour (one every two minutes) through the CBD in each direction - a level of service never seen before in Sydney.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham application lodged by TfNSW as a Critical State Significant Infrastructure project (reference SSI 15_7400), hereafter referred to as the CSSI Approval. This approval includes all physical work required to construct the CSSI, including the demolition of existing buildings and structures on each site. Importantly, the CSSI Approval also includes provision for the construction of below and above ground structures and other components of the future over station development (OSD) (including building infrastructure

and space for future lift cores, plant rooms, access, parking and building services, as relevant to each site). The rationale for this delivery approach, as identified within the CSSI application for the Sydney Metro project, is to enable OSD to be more efficiently built and appropriately integrated into the Metro station structure.

It should be noted that the specific use and fit out of the OSD spaces (including retail spaces not required for the operation of the station) conceptually provisioned for in the CSSI application did not form part of the CSSI Approval. As noted in Condition A4 of the approval, the use and fit out of these spaces require separate development approval.

The EIS for the Chatswood to Sydenham component of the City & Southwest project also identified that future OSD would be subject to a separate assessment process.

Since the CSSI Approval was issued, Sydney Metro has further developed and refined the project. Four modification applications have subsequently been lodged and approved to amend the CSSI Approval as outlined below:

- Modification 1 - Victoria Cross and Artarmon Substation which involves relocation of the Victoria Cross northern services building in North Sydney from 194-196A Miller Street to 50 McLaren Street together with inclusion of a new station entrance at this location referred to as Victoria Cross North. The modification also involves the relocation of the substation at Artarmon from Butchers Lane to 98 – 104 Reserve Road. This modification application was approved on 18 October 2017.
- Modification 2 - Central Walk which involves additional works at Central Railway Station including construction of a new eastern concourse, a new eastern entry, and upgrades to suburban platforms. This modification application was approved on 21 December 2017.
- Modification 3 - Martin Place Station which involves changes to the Sydney Metro Martin Place Station to align with the Unsolicited Proposal by Macquarie Group Limited (Macquarie) for the development of the station precinct. The proposed modification involves a larger reconfigured station layout, provision of a new unpaid concourse link and retention of the existing MLC pedestrian link and works to connect into the Sydney Metro Martin Place Station. It is noted that if the Macquarie proposal does not proceed, the original station design remains approved. This modification application was approved on 22 March 2018.
- Modification 4 - Sydenham Station and Sydney Metro Trains Facility South which incorporates Sydenham Station and precinct works, the Sydney Metro Trains Facility South, works to Sydney Water's Sydenham Pit and Drainage Pumping Station and ancillary infrastructure and track and signalling works into the approved project. This modification application was approved on 13 December 2017.

The CSSI Approval as modified allows for all works to deliver Sydney Metro between Chatswood and Sydenham Stations and also includes the upgrade of Sydenham Station.

The remainder of Stage 2 of the City & Southwest project (Sydenham to Bankstown) proposes the conversion of the existing heavy rail line from west of Sydenham Station to Bankstown to metro standards. This part of the project, referred to as the Sydenham to Bankstown upgrade, is the subject of a separate CSSI Application (Application No. SSI 17_8256) for which an

Environmental Impact Statement was exhibited between September and November 2017, and a Submissions and Preferred Infrastructure Report is currently being prepared.

The EIS for the Chatswood to Sydenham component of the City & Southwest project also identified that future OSD would be subject to a separate assessment process.



Figure 1 Sydney Metro alignment

1.2. Waterloo State Significant Precinct - Waterloo Metro Quarter

The Waterloo State Significant Precinct (SSP) is being investigated for urban renewal by UrbanGrowth NSW Development Corporation (UrbanGrowth NSW), in partnership with TfNSW. The Precinct includes two separate but contiguous and inter-related parts:

- The Waterloo Metro Quarter (the Metro Quarter); and
- The Waterloo Estate (the Estate).

The current planning controls for this area are included within *Sydney Local Environmental Plan 2012* (SLEP 2012) and include a B4 Mixed Use land use zone, together with provisions establishing development parameters such as building height, floorspace ratio and retail floorspace restrictions. The outcome of the SSP process would be new planning controls that enable the redevelopment of the Waterloo Metro Quarter and the Waterloo Estate. It is proposed to establish these new planning controls through an amendment to the *State Environmental Planning Policy (State Significant Precincts) 2005* (SSP SEPP 2005).

The Department of Planning and Environment (DP&E), in collaboration with the City of Sydney Council (CoS), and in consultation with relevant State agencies, issued study requirements

for both the Waterloo Metro Quarter and the Waterloo Estate in May 2017 to guide the planning process for the SSP. These study requirements detail environmental, social and economic factors to be addressed by the study.

The planning and design process for the SSP is well advanced, with lodgement of the SSP Study anticipated in 2018.

1.3. Waterloo Metro Quarter – Delivery Approach

The Waterloo Metro Quarter is close to key activity and employment hubs including Sydney CBD, Green Square Town Centre and Australian Technology Park. The renewal of the Metro Quarter will play a particularly important role of delivering on government planning objectives to provide a greater number and choice of homes close to jobs and services, and the notion of a '30-minute city'. The Waterloo Metro Station, and the metro rail network generally, will also substantially improve accessibility for the area. Along with the need to deliver more and better quality social housing, the Waterloo Metro Station is the major catalyst for redevelopment of the Waterloo Metro Quarter.

Given this, the Waterloo Metro Quarter is proposed to be the initial development stage of the wider Waterloo SSP, integrating the Sydney Metro station with OSD opportunities.

TfNSW and UrbanGrowth NSW have been working closely in respect of integrated transport and land use outcomes for the Waterloo Metro Quarter, given the relationship between the station design, public domain areas and transport interchange (approved under the CSSI Approval) and the future OSD envisaged (subject of the SSP process and Development Applications).

In April 2018, the NSW Government decided to adopt the Integrated Station Development model being used by TfNSW on other Sydney Metro City & Southwest stations for the delivery of the Waterloo Metro Quarter. This will ensure high quality integrated development outcomes are achieved and that Waterloo station has supporting land uses to activate the station precinct. These integrated outcomes will be achieved through the integration of the design and construction of both the station and OSD elements. Other benefits of the Integrated Station Development delivery approach include:

- Efficiencies in terms of time and cost in the procurement for the delivery of the station and OSD
- To reduce community impacts and the length of time required to deliver the final Waterloo Metro Quarter outcomes

While the Waterloo Metro Quarter (including the station and over-station development components) will form an Integrated Station Development delivery package, the requirements of the EP&A Act still need to be satisfied. The following provides an understanding of the various components influencing the development of the Waterloo Metro Quarter as an Integrated Station Development:

- The approved station works (CSSI Approval) are subject to Part 5.1 of the EP&A Act (now referred to as Division 5.2). TfNSW is the proponent for the works under the CSSI Approval.

- The statutory framework (SLEP 2012) which establishes the current planning controls for the Waterloo Metro Quarter pre-dates the approval of the station works and does not contemplate or enable transit-oriented development of the Metro Quarter. New planning controls are required to enable the future development envisaged above and adjacent to Waterloo station. This process has been commenced and will continue to be progressed by UrbanGrowth NSW as a SSP, ultimately resulting in new planning controls within SSP SEPP 2005. UrbanGrowth is the applicant for the SSP process.
- A concept State Significant Development (SSD) Application is proposed to be lodged under the provisions of Part 4 of the EP&A Act for the OSD. TfNSW would be the proponent for the concept SSD Application.

Section 3.39 of the EP&A Act specifically provides for the making of an application for development that requires an EPI amendment. Determination of the concept SSD would be reliant on finalisation of the proposed amendments to the planning controls that currently apply to the Metro Quarter. TfNSW is working closely with UrbanGrowth NSW to ensure a coordinated approach is undertaken with regards to the SSD and SSP processes.

1.4. Waterloo Over Station Development Concept SSD Application

As part of the renewal of the Waterloo Metro Quarter, TfNSW is seeking approval to deliver OSD above and adjacent to Waterloo Station comprising a podium and three taller buildings which include commercial, residential, and community land uses (to support future residential development). These taller buildings are generally consistent in height with some of the existing tower buildings within the broader Waterloo precinct.

A concept SSD forms an important part of the strategy to deliver an integrated transport and land use outcome for the Waterloo Metro Quarter. Benefits associated with the development proposed in the concept SSD application would include the following:

- The Waterloo Metro Station, and the metro rail network generally, will substantially improve accessibility for the area, acting as the major catalyst for revitalisation of the Waterloo Metro Quarter.
- The application of transit-oriented development above and around Waterloo Station supports government objectives to achieve a more sustainable and efficient use of land to meet Sydney's growth.
- Delivery of buildings and associated uses activate the station entry and surroundings to make it attractive and safe for station users and ensure access to complementary services from commencement of operations (in 2024).
- The Waterloo Metro Quarter would include approximately 700 dwellings, including social and affordable housing. Early availability of additional social housing will provide the NSW Land and Housing Corporation (LAHC) with additional capacity for social housing in the early stages of the renewal process for the Waterloo Estate, as part of the Communities Plus program.
- Provision of the opportunity to deliver services and amenities on the Metro Quarter (including retail, community services, health care, etc.) that would benefit future residents of the Waterloo Metro Quarter and the surrounding community, including residents of the Waterloo Estate.

- The opportunity to promote sustainable forms of travel, through the creation of safer and more appealing conditions for pedestrians, cyclists and other transit users in areas around Waterloo Station.

The purpose of this report is to request the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) to accompany a concept State Significant Development (SSD) application. The SSD application for the Waterloo OSD will seek approval for a concept proposal only, with specific stages of development anticipated to be subject to separate approvals processes, consistent with the concept.

The concept SSD application will be made under Section 4.22 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and will seek a maximum building envelope, maximum building height, maximum gross floor area, public domain work, pedestrian and vehicular access, circulation arrangements and associated car parking. The applicant requests that it be treated as a concept development application under Section 4.22 of the EP&A Act.

The Waterloo OSD site is the block west of Cope Street, east of Botany Road, south of Raglan Street and north of Wellington Street, above and adjacent to the Waterloo Metro Station.

Should the concept SSD application be approved, TfNSW will release the site to market where the successful purchaser of the development rights will be responsible for submitting a detailed SSD application (or applications) for the design and construction of the OSD in accordance with the concept approval.

As the development is within a rail corridor, is associated with railway infrastructure and is for commercial premises and residential accommodation, and has a Capital Investment Value of more than \$30 million, the project is State Significant Development pursuant to Schedule 1, 19(2)(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP).

To support the request for SEARs, this report provides an overview of the background of the project, the site location and its context, the nature of the proposal, the statutory context, key likely environmental and planning issues associated with the proposal, expected report and document deliverables and key stakeholders for consultation.

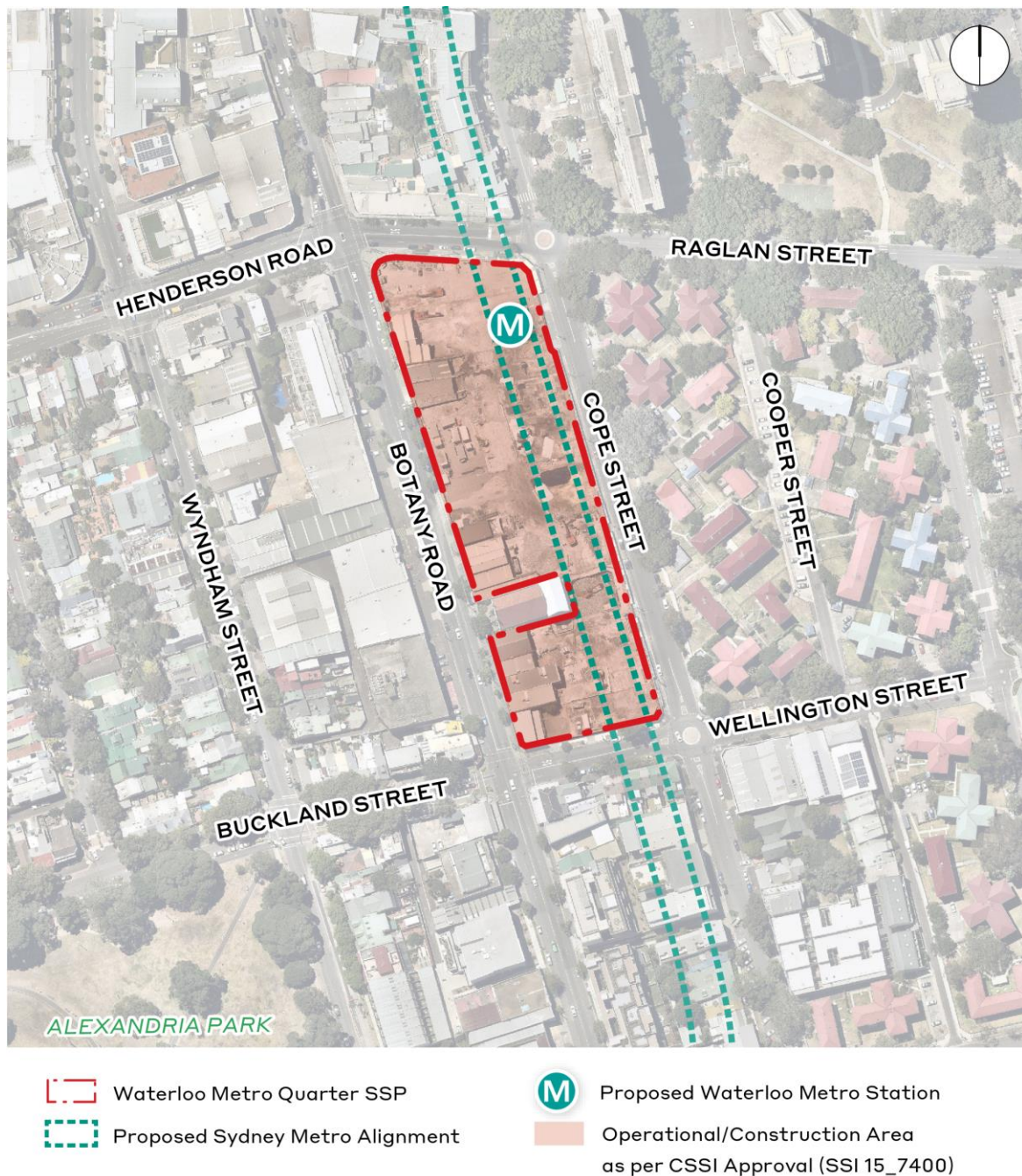
2. The site

2.1. Location

The site is located within the City of Sydney Local Government Area.

The Waterloo Metro Quarter comprises land to the west of Cope Street, east of Botany Road, south of Raglan Street and north of Wellington Street. The heritage listed Waterloo Congregational Church located at 103–105 Botany Road is within this block but is not part of the site, and is to be retained.

The site has an approximate gross site area of 1.91 hectares (refer to **Figure 2**).



2.2. Site context

The Waterloo Metro Quarter is located in Redfern Street Village (see **Figure 3**) in the City of Sydney local government area (LGA) approximately 3.5km south of Sydney CBD, 1km north of Green Square and less than 1km south of Redfern Station.

Directly east is Waterloo Estate, which is owned by the NSW Government and is under the management of LAHC. The estate comprises 2,012 dwellings in medium and high density forms, ranging from single storey attached dwellings to townhouses and apartment towers up to thirty storeys.

SSP Study Requirements were issued in parallel by DPE for both the Waterloo Estate and the Waterloo Metro Quarter. LAHC in partnership with UrbanGrowth NSW will lead the renewal of the Waterloo social housing estate through the SSP process. This aims to facilitate the transformation of the estate into a more diverse community with a mix of new public, affordable and private housing along with neighbourhood businesses, community facilities and parks. While the timing of rezoning and development staging may differ between the Waterloo Metro Quarter and the Waterloo Estate, there are design and functional inter-relationships that are being coordinated across the two precincts.

The Waterloo Metro Quarter is less than 1km south-east of the Australian Technology Park, a technology micro-cluster that currently contains around 3,000 – 3,500 workers with a range of businesses in technology and creative industries; and a start-up/business incubator hub. It is set to grow into a business park that will soon accommodate new premises currently under construction (i.e. Commonwealth Bank Australia (CBA) has committed to two major office towers).

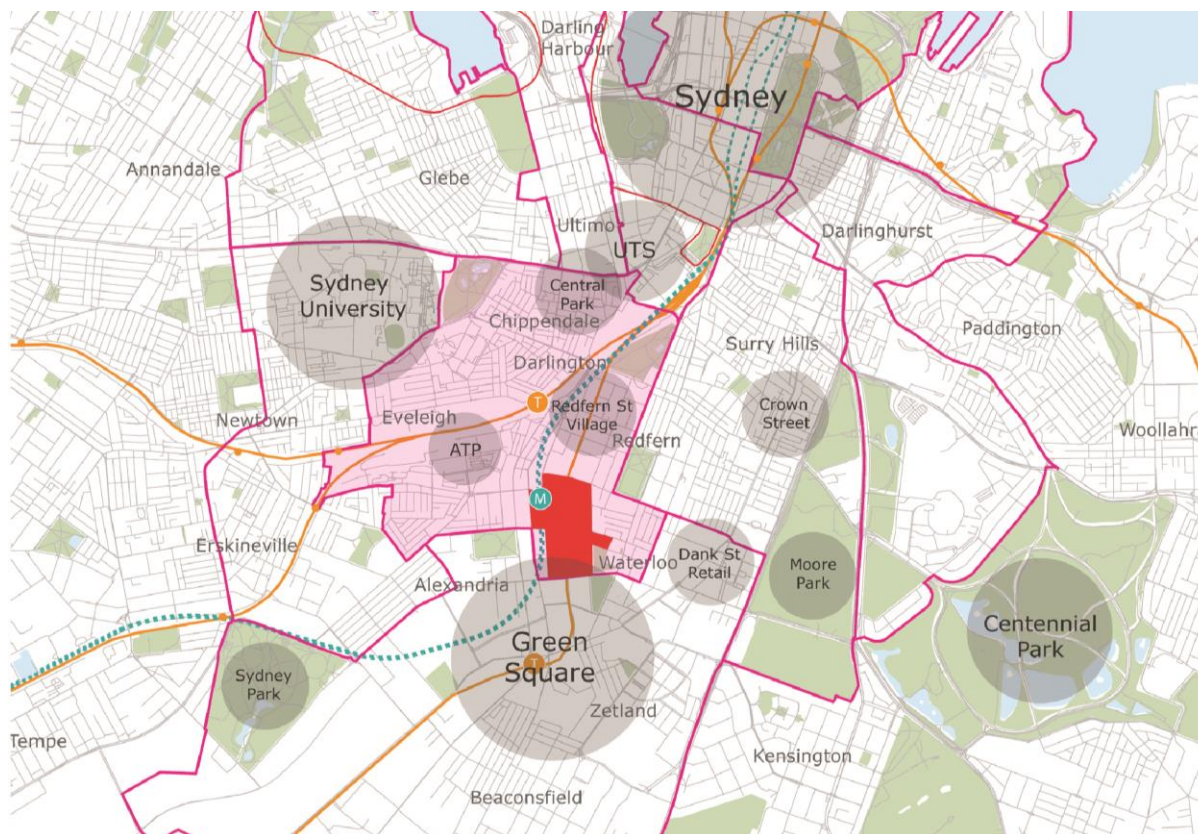


Figure 3 Location and site plan of the Waterloo State Significant Precinct (in red) and Redfern Street Village (in pink)

2.3. Site photographs

Photographs of the site and surrounding development are provided below.



Figure 4 The Site looking north-east along Botany Road (north of the Wellington Street intersection)



Figure 5 The Site looking east across Botany Road (north of the Wellington Street intersection)



Figure 6 Within the Site looking north toward Waterloo Congregational Church (north of the Wellington Street intersection)

2.4. Legal description

The site comprises the following properties in Waterloo:

- 136B Raglan Street Lot 4 DP 215751
- 59 Botany Road Lot 5 DP 215751
- 65 Botany Road Lot 1 DP814205
- 67 Botany Road Lot 1 DP228641
- 124-128 Cope Street Lot 2 DP228641
- 69-83 Botany Road SP75492
- 130-134 Cope Street Lot 12 DP399757
- 136-144 Cope Street Lots A-E DP108312
- 85 Botany Road Lot 1 DP27454
- 87 Botany Road Lot 2 DP27454
- 89-91 Botany Road Lot 1 DP996765
- 93-101 Botany Road Lot 1 DP433969 & Lot 1 DP738891
- 156-160 Cope Street Lot 31 DP805384
- 107-117A Botany Road Lot 32 DP805384 & Lot A DP408116
- 119-121 Botany Road Lot 1 DP205942 & Lot 1 DP436831
- 170-174 Cope Street Lot 2 DP205942

The buildings and structures on the site are now demolished in accordance with the CSSI Approval.

3. Description of proposed development and planning application

3.1. Proposed development

The SSD application will seek Concept approval for the development of the site, in relation to:

- maximum building envelopes, including maximum building heights, street-wall heights and ground and upper level setbacks.
- a maximum gross floor area (GFA) of approximately 68,844 square metres, comprising:
 - Approximately 56,200 square metres GFA of residential accommodation, with potential to deliver approximately 700 dwellings, comprising a mix of housing including social and affordable housing;
 - approximately 4,030 square metres GFA of ground floor retail premises; and
 - approximately 8,600 square metres GFA of podium level commercial premises and community facilities.
- temporary activation uses (i.e. markets and community events).
- public domain works, including open spaces, through-site links, cycleways and enhanced pedestrian crossings and roads.
- parking for approximately 65 cars.
- parking for approximately 1,320 bicycles.
- loading, vehicular and pedestrian access arrangements.
- strategies for utilities and services provision.
- strategies for managing stormwater and drainage.
- a strategy for the achievement of ecologically sustainable development.
- a public art strategy.
- a design excellence framework.

It is noted that the Sydney Metro comprises GFA of approximately 7,560 square metres on the site, approved under CSSI Approval. The total GFA for the Integrated Station Development, including the station GFA is approximately 76,400 square metres, which is equivalent to an FSR of approximately 5.83:1.

Key parameters of the Concept proposal based on the current level of design development are indicated at **Figure 7** and **Figure 8**, and **Table 1**.

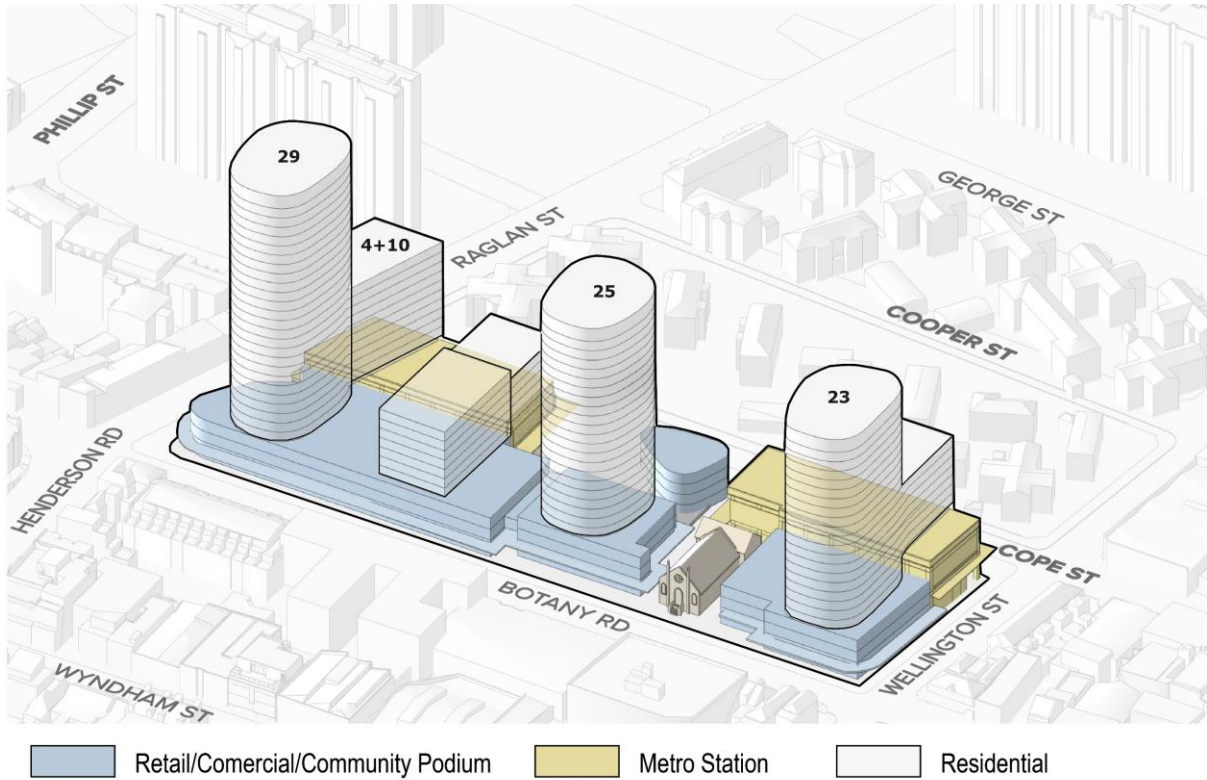


Figure 7 Proposed massing, viewed from the west

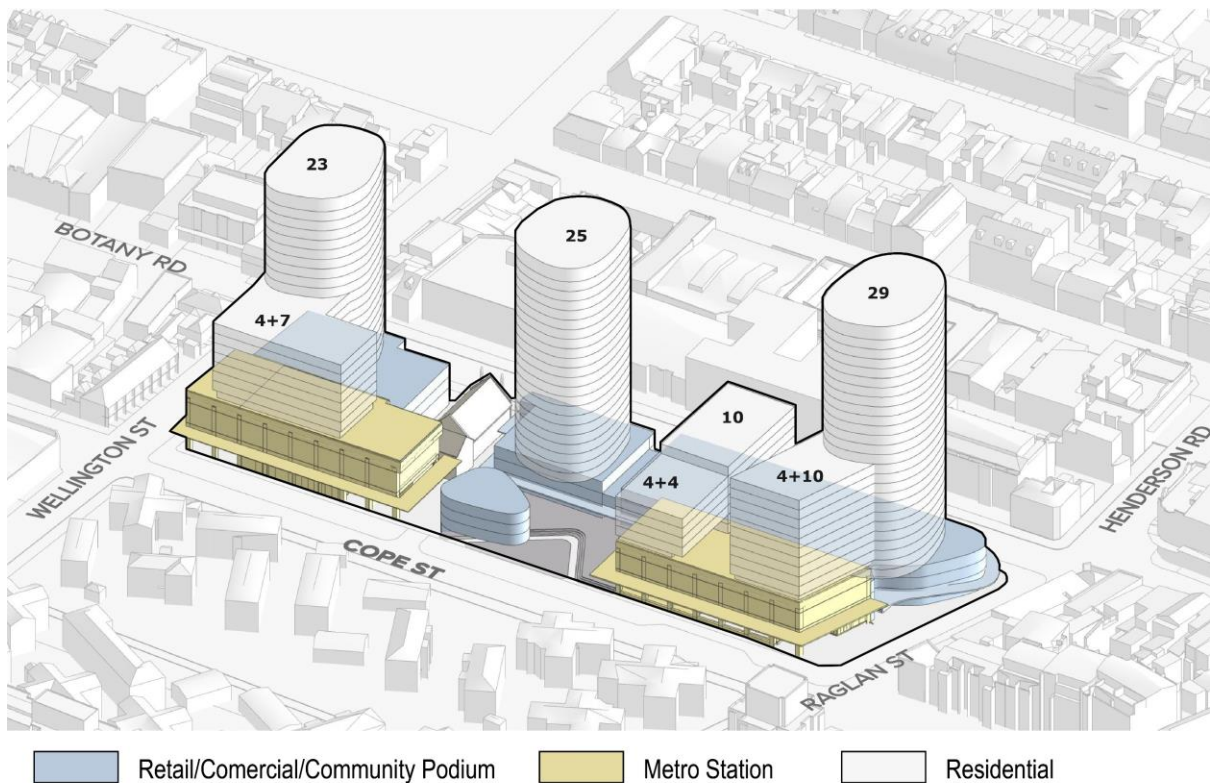


Figure 8 Proposed massing, viewed from the east

Table 1 – Numeric Overview

| | Number of Storeys | Residential GFA | Retail GFA | Commercial / Community GFA |
|--------------|-------------------|----------------------|---------------------|----------------------------|
| Podium North | 3 | | | |
| – Basement | | | 700m ² | |
| – Ground | | - | 2,283m ² | - |
| – Upper | | - | - | 5,850m ² |
| Podium South | 3 | | | |
| – Ground | | - | 1,049m ² | |
| – Upper | | - | - | 2,745m ² |
| Building A | 29 | 16,023m ² | - | - |
| Building B | Metro + 10 | 4,531m ² | - | - |
| Building C | Metro + 4 | 1,436m ² | - | - |
| Building D | 10 | 3,959m ² | - | - |
| Building E | 25 | 12,760m ² | - | - |
| Building F | 23 | 13,956m ² | - | - |
| Building G | Metro + 7 | 3,553m ² | - | - |
| Building H | 4 | - | - | 675m ² |
| Total | N/A | 56,217m ² | 4,032m ² | 8,595m ² |

An indicative ground plan layout is included at **Figure 9**.

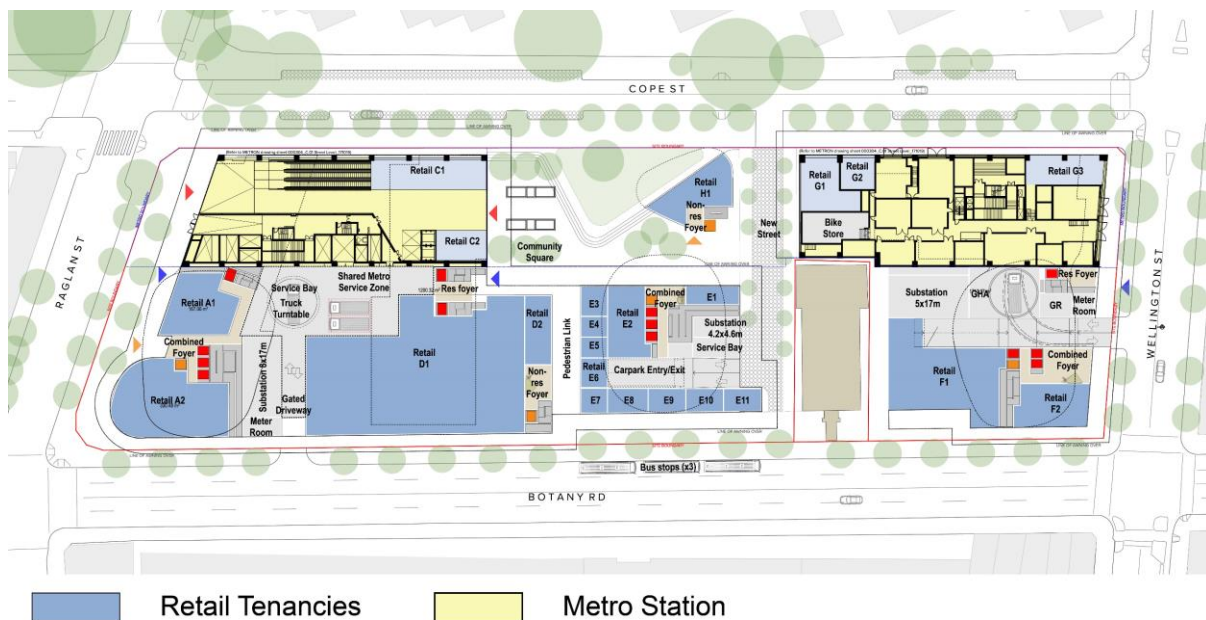


Figure 9 Indicative ground plan design

3.2. Relationship of the proposal to the approved Metro station

The future Waterloo Metro Station and associated aboveground elements are currently subject to detailed design development. The aboveground components of the Metro which include the station entrance, retail, emergency exits, station plant and a shared loading dock accessed off Botany Road, will inform the future design of the OSD at the ground and podium levels.

4. Statutory & strategic planning context

4.1. Environmental Planning and Assessment Act 1979

The Act establishes the assessment framework for SSD. Under Section 4.5(a) of the Act the Minister for Planning is the consent authority for SSD. Section 4.12(8) requires that a development application for SSD is to be accompanied by an EIS in the form prescribed by the Regulations.

Pursuant to Section 4.22 of the EP&A Act a Concept development application may be made setting out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application(s). The development is proposed to be a concept SSDA.

4.2. State Environmental Planning Policy (State and Regional Development) 2011

The SRD SEPP identifies development which is declared to be State Significant. Clause 19(2) of Schedule 1 of the SRD SEPP provides that the following development is SSD:

Development within a rail corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million for any of the following purposes:

- (a) commercial premises or residential accommodation,*
- (b) container packing, storage or examination facilities,*
- (c) public transport interchanges.*

As the proposal comprises a development within the railway corridor, is associated with railway infrastructure, is for the purposes of commercial premises and residential accommodation and has a Capital Investment Value in excess of \$30 million, it qualifies as SSD for the purposes of the EP&A Act.

In accordance with Clause 8(2) of the SRD SEPP, all parts of a single Development Application are also declared SSD for the purposes of the EP&A Act. This applies to the community facility and public domain components of the concept SSD application proposed on the site (i.e. the whole of the proposed development is therefore considered to be SSD).

4.3. State Environmental Planning Policy (State Significant Precincts) 2005

The SSP SEPP 2005 applies to the land identified for the purposes of the Waterloo Metro Quarter study area. SSPs are typically large sites/areas owned by the state government that are determined to be of state or regional importance for:

- achieving government policy objectives, particularly those relating to increasing delivery of housing and jobs;
- environmental or natural resource conservation; and
- heritage or historical significance.

These sites can play a particularly important role in increasing the supply of housing and employment in key locations, improving housing choice and affordability.

As indicated previously, the Waterloo Metro Quarter is being investigated for urban renewal as a SSP. This investigation is being led by UrbanGrowth NSW. As indicated in Section 1.2, the DP&E, in collaboration with the CoS, issued study requirements to guide the SSP process in May 2017. The study requirements for the Waterloo Metro Quarter and the Waterloo Estate are intentionally separate, but inter-related.

The SSP SEPP 2005 will apply to the land identified for the purposes of the Waterloo Metro Quarter SSP study area. The purpose of amending the SSP SEPP 2005 would be to create a new planning framework for the Waterloo Metro Quarter including a new set of planning objectives, land use zones and key development standards (e.g. height and floor space ratio). These provisions would replace provisions of SLEP 2012 that currently apply and prevent the envisaged development for the Waterloo Metro Quarter, including, but not limited to:

- maximum height of buildings control of 12-15 metres;
- maximum floor space ratio of 1.75:1; and
- prohibition of retail development with a gross floor area of more than 1,000m² under clause 7.23.

This amendment would provide a consolidated set of planning controls to support the assessment of the concept proposal for the Waterloo Metro Quarter and the subsequent detailed SSD applications.

It is noted that the SSP Study requirements require the preparation of a Development Control Plan (DCP). However section 4.23 of the EP&A Act provides a mechanism to pursue a Concept development application as an alternative to preparing a DCP. The Concept SSD Application will contain the information which would otherwise be required to be included in the DCP.

4.4. State Environmental Planning Policy (Urban Renewal) 2010

The *State Environmental Planning Policy (Urban Renewal) 2010* (Urban Renewal SEPP 2010) applies to the Waterloo Metro Quarter. The aims of the policy are:

- *to establish the process for assessing and identifying sites as urban renewal precincts,*
- *to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts,*
- *to facilitate delivery of the objectives of any applicable government State, regional or metropolitan strategies connected with the renewal of urban areas that are accessible by public transport.*

The Waterloo Metro Quarter is situated within the Redfern-Waterloo Potential Urban Renewal Precinct under the Urban Renewal SEPP 2010. As outlined within section 9 of the Urban Renewal SEPP 2010, a study must be undertaken to assess whether a potential precinct can be developed as a potential urban renewal precinct, and to define the appropriate land uses and development standards to be applied. The study is to have regard to:

- *the planning significance of the site;*

- *the suitability of the site for any proposed land use taking into consideration environmental, social and economic factors, the principles of ecologically sustainable development and any applicable government State, regional or metropolitan planning strategy;*
- *the implications of any proposed land use for local and regional land use, infrastructure and service delivery; and*
- *any other matters required by the Director-General.*

The SSP study addresses all of the study requirements set by the Planning Minister under the SSP SEPP, and will also have regard to the requirements of the Urban Renewal SEPP 2010. When the Waterloo Metro Quarter SSP study is finalised the Urban Renewal SEPP 2010 would be concurrently amended to remove the reference to the Waterloo area as a Potential Urban Renewal Precinct.

4.5. Sydney Local Environmental Plan 2012

The SLEP 2012 is the principal local environmental planning instrument applying to the Precinct, establishing (amongst other things):

- permissible land uses; development standards (e.g. height, FSR, car parking etc);
- design excellence requirements;
- heritage conservation requirements; and
- heritage floor space requirements.

The Waterloo Metro Quarter is situated within a B4 Mixed Use zone. The objectives of the zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To ensure uses support the viability of centres.*

All of the proposed development is permitted with consent in the B4 zone.

However, the proposal does not comply with the maximum building height and floor space ratio development standards in Clause 4.3 and 4.4 of SLEP 2012 and the local provisions for retail development outside Green Square Town Centre and other planned centres (Clause 7.23 of SLEP 2012).

New planning controls, including land use zones, development standards and precinct specific provisions are proposed to be established through the SSP SEPP, and these controls would replace those under the SLEP 2012. The Waterloo Metro Quarter SSP Study will set out the justification for and explanation of the proposed new planning controls.

4.6. Sydney Development Control Plan 2012

Clause 11 of the SRD SEPP states that DCPs do not apply to SSD. Sydney DCP 2012 (SDCP 2012) does not currently establish an appropriate framework for assessment of the Waterloo Metro Quarter renewal project, because it does not contemplate development of the type and scale that is appropriate to a new metro station precinct. For this reason, the Concept SSD application is proposed to provide appropriate guidance to the future development of the precinct in lieu of the SDCP 2012.

Notwithstanding this, SDCP 2012 provides a reference point regarding the context of Metro Quarter's locality and development principles for the design of future development. These will be considered as relevant in the development of the concept design.

4.7. Biodiversity Conservation Act 2016

Clause 7.9 of the *Biodiversity Conservation Act 2016* applies to SSD, and requires that a Biodiversity Development Assessment Report accompany such applications. Specifically, Clause 7.9 states:

7.9 *Biodiversity assessment for State significant development or infrastructure*

(1) *This section applies to:*

(a) *an application for development consent under Part 4 of the Environmental Planning and Assessment Act 1979 for State significant development, and*

...

(2) Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.

...

(our emphasis bold)

The proposed development is not likely to have any impact on biodiversity values given the current construction related activities occurring on the site (including demolition and clearing) associated with the Sydney Metro City & Southwest Waterloo metro station. Baseline studies prepared for the Waterloo Metro Quarter and Waterloo Estate SSP have not identified any biodiversity values on the Waterloo Metro Quarter site. The site has no known habitat or significant ecological features.

A Biodiversity Assessment Waiver Request will be submitted to DP&E prior to application. The request will demonstrate that the proposal will not result in any significant impact on biodiversity value and will include a specific assessment against the relevant Biodiversity Values contained at Clause 1.5 of the *Biodiversity Conservation Act 2016* and Clause 1.4 of the *Biodiversity Conservation Regulation 2017*.

4.8. Other planning policies

In addition to the above, the following policies apply to the site and will need to be considered as part of the SSD application:

- *State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)*
- *State Environmental Planning Policy (Infrastructure) 2007*

- *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development 2015*
- *State Environmental Planning Policy (Affordable Rental Housing) 2009*
- *A Metropolis of Three Cities (Greater Sydney Region Plan)*
- *Future Transport 2056 Strategy*
- *Eastern City District Plan*
- *Premier's Priorities*
- *Development Near Rail Corridors and Busy Roads – Interim Guidelines*
- *Planning Guidelines for Walking and Cycling*
- *Sydney's Cycling Future*
- *Sydney's Rail Future*
- *Sydney's Bus Future*
- *Sydney's Walking Future.*

5. Overview of likely environmental and planning issues

The DP&E, in collaboration with the CoS, issued study requirements to guide the planning process for the Waterloo Metro Quarter SSP. The environmental and planning issues to be addressed will be aligned with the study requirements issued for the Metro Quarter SSP Study. The Metro Quarter SSP study requirements are relatively detailed, in particular with reference to issues to be addressed to a level of detail required for a DCP. The design process and technical studies already underway for the SSP Study will provide information that is suitable to support the assessment of the concept SSD Application.

The SSP Study process also requires extensive consultation with the community, Council and government stakeholders and the results of those consultation processes will inform the concept SSD Application. It is therefore proposed that the findings of work already completed and underway for the SSP Study will form the basis of much of the assessment required for the concept SSDA.

The study requirements for the Waterloo Metro Quarter SSP are available on the NSW Department of Planning and Environment website at:

<http://www.planning.nsw.gov.au/Waterloo>

The following are the key environmental assessment issues that will need to be considered as part of the future Concept SSD Application.

5.1. Compliance with Strategic and Statutory Plans

The EIS will provide a comprehensive assessment of the proposed development against the relevant strategic plans and statutory controls and provisions. This will include a summary of all National, State, District or Regional, and Local plans and strategies relevant to the proposal, and how the proposal addresses those documents.

As noted above, the proposal relies on the SSP process to amend the maximum building heights, FSR and other controls to allow proposed development of the Waterloo Metro Quarter.

5.2. Urban Design and Built Form

The proposed development will establish significant new built form elements and public domain. The design response of the development with respect to surrounding context will therefore be a key issue to be addressed. This will include a comprehensive response to:

- The interface with adjoining development and existing and approved public domain areas, in particular the Congregational Church.
- Urban Design Report for the OSD, including recommended principles for the siting and design, placemaking, environmental performance, heritage, vistas and connectivity, street activation, pedestrian spaces, building massing, articulation, materials and finishes.
- Public Domain Plan identifying areas of open space, landscaping opportunities and circulation and movement patterns within and surrounding the Waterloo Metro Quarter. This will also demonstrate how the public domain will be designed to be legible,

connected and safe for pedestrians and cyclists at all times of the day and night and integrates Water Sensitive Urban Design (WSUD) measures, as proposed by the WSUD Strategy. The public domain plan will also address appropriate levels of amenity including solar access, shade, and wind impacts.

5.3. Design Excellence

The EIS will include a Design Excellence Strategy outlining the process for demonstrating how the future buildings within the proposed building envelopes would achieve design excellence. It is noted that the SSP study requirements also specify the need to establish a design excellence framework for the Metro Quarter.

5.4. Interface with Metro station

The interface between the Waterloo Station (subject to the CSSI Approval) and the OSD will be specifically addressed in the concept SSD Application to ensure construction and operation of the proposed OSD does not interfere with the Metro station in relation to structural integration, station operations, and services and infrastructure provision.

The approved station works under the CSSI Approval include the construction of below and above ground structures necessary for delivering the station and also enabling construction of an integrated OSD. This includes but is not limited to:

- demolition of existing development
- excavation
- station structure including the concourse and platforms
- lobbies
- retail spaces within the station building
- public domain improvements
- access arrangements including vertical transport such as escalators and lifts
- structural and service elements and relevant space provisioning necessary for constructing OSD, such as columns and beams, space for lift cores, plant rooms, access, parking, retail and building services

The EIS will address these issues demonstrating how the development has been designed to ensure that both elements will be able to work alongside one another during the construction and operation phases of the development.

5.5. View and Visual impact

The EIS will include an assessment of the view and visual impacts of the proposed development from key vantage points. A visual impact assessment will identify the visual changes and impacts on the site and its surrounds. Photomontage images will be prepared to demonstrate the visual impact of the proposal. An assessment will be made of the impact on significant views to the site.

5.6. Traffic, Access & Public Transport

Sydney Metro represents a monumental uplift in sustainable public transport for the Sydney Metropolitan Region. The Waterloo Metro Quarter project builds on this by offering integrated commercial, residential and community-focused land uses to create an inspiring and transformative transport hub that welcomes residents, workers and visitors alike. Transit oriented development would be promoted with minimal on-site car parking proposed and a focus on active transport including walking and cycling, with cycle parking and end of trip facilities. Bus interchange facilities are also proposed as part of the CSSI Approval to facilitate smooth transition between public transport modes.

A transport assessment will be included in the EIS that addresses:

- pedestrian desire lines and flows
- integration with the proposed Metro and other rail infrastructure
- provision for parking and service vehicles and vehicular access proposals
- accessibility to other public transport
- traffic impacts on the surrounding road network and intersections including those associated with the integrated station development
- details of sustainable travel initiatives
- construction traffic impacts including cumulative impacts from the metro station construction and construction occurring on surrounding development sites.

5.7. Housing diversity and affordability

The development of Waterloo Metro Quarter presents the opportunity to contribute toward sustainable, diverse and affordable housing supply within the LGA and Eastern City District. A Housing Diversity and Affordability Study will inform the proposed development to present a solution to deliver the appropriate mix of dwelling types, tenures, sizes and price-points necessary to support a diverse, healthy and socially sustainable community.

5.8. Utilities and servicing

The EIS will be required to demonstrate that the future development on the site is capable of being serviced by water, electricity, gas, sewerage, telecommunications and any other related infrastructure.

5.9. Heritage Impacts

Despite not being included within the Waterloo Metro Quarter, the heritage-listed Congregational Church located at 103 Botany Road is within the same street block as, and shares three property boundaries with the precinct. There are also several local heritage items surrounding the site. Each of these items will be considered during the development of the concept proposal in order to ensure a compatible built form relationship. A Heritage Impact Statement will be submitted with the EIS.

An Aboriginal Cultural Heritage Study will also be submitted with the EIS to identify and describe the Aboriginal cultural heritage values that exist across the whole area that will be affected by the development.

It is noted that archaeological artefacts have been found on site and are currently being managed in the Waterloo Metro Quarter as required by the CSSI approval for construction of the Waterloo Metro Station.

5.10. Flora and Fauna and Urban Forest

The Waterloo Metro Quarter previously contained a mixture of low scale industrial and mixed use buildings, which have been demolished as part of the construction of the Waterloo Metro Station. The Waterloo Metro Quarter will include landscaping of the public domain that is likely to improve tree cover and landscape diversity. As discussed above, a Biodiversity Assessment Report is not considered necessary for the Waterloo Metro Quarter concept SSD Application. However, the relationship of the site with any ecological values of the locality, in particular the Waterloo Estate, will be addressed in the Concept SSD Application.

Trees have been cleared in the Waterloo Metro Quarter as part of CSSI construction of the Waterloo Metro Station.

An Urban Forest Study has been commenced to inform the landscaping strategy and public domain plans for the Waterloo Metro Quarter. This will provide an indicative tree and planting strategy that will allow for the growth and long term health of new trees and a diversity of tree species that maximise solar access during winter, provide shade in summer and assist with urban habitat improvements within the Waterloo Metro Quarter.

5.11. Ecologically Sustainable Development

The EIS will address the principles of ecologically sustainable development (ESD) and will include an ESD strategy for the detailed design of the future development. The EIS will also detail how the relevant sustainability requirements in the City & Southwest Sustainability Strategy (Sydney Metro, 2017) are to inform the detailed design of the development and how the development has been designed to promote the use of sustainable transport initiatives.

5.12. Flooding and stormwater

The Waterloo Metro Quarter lies within the Shea's Creek sub catchment for the Alexandra Canal. The area is known for historical flooding issues and is a constraint for development works in the area. A Concept Flood Study and Flood Management Plan will inform the EIS to demonstrate that the Waterloo Metro Quarter is suitable for the proposed development. Flooding and stormwater management would be integrated across the Waterloo Metro Quarter and Waterloo Estate, while ensuring that these issues can be managed independently in each precinct, given the likely differences in the timing and staging of the proposed urban renewal.

5.13. Noise, vibration and air quality

A noise and vibration impact assessment will be undertaken as part of the EIS and will address:

- the Metro station and associated plant;
- general traffic noise from surrounding roads and impact on neighbouring public areas;
- ground-borne rail noise and vibration into noise-sensitive areas of the proposed development;
- noise emission from the operation of the proposed development including mechanical plantrooms on various floor levels of the building, the general activities associated with rail uses and adjacent buildings;
- cumulative impacts during construction; and
- noise and vibration generated from construction activities and equipment impacting upon existing premises and Metro infrastructure.

Air quality modelling will also be undertaken in particular to address air quality impacts from traffic on Botany Road.

5.14. Wind Impacts

Wind tunnel testing of the built form will be undertaken as part of the Concept SSD Application to identify any mitigation measures to be included in future detailed SSD application(s) for the proposed built form.

5.15. Airport Operations

The applicable Obstacle Limitation Surface (OLS) applying across the Precinct steps up from almost 63m Australian Height Datum (AHD) at the southern-most corner to around 73m AHD at the north-east corner of the Waterloo Metro Quarter. The site is in proximity to the PAN-OPS surfaces identified for air navigation. The EIS will therefore need to consider the impact of the proposed built form on Sydney Airport and its operations in order to comply with the relevant legislation and regulations for Sydney Airport. Consultation will be undertaken with Sydney Airport as part of this process.

5.16. Geotechnical and contamination

Given the historic use of the site and adjoining areas, it is expected that there is the potential for the ground to be contaminated. Appropriate studies and investigations will be prepared to accompany the EIS. Geotechnical and contamination studies will reference reports prepared for the Sydney Metro City & Southwest project, and additional assessment will be undertaken as required to address any gaps, to demonstrate that the site is suitable for the proposed development.

5.17. Population and employment

A population and employment profile for the Waterloo Metro Quarter will be prepared to inform the concept SSD Application outlining key population and employment drivers and trends

impacting the Waterloo Metro Quarter and surrounding communities. The profile will provide a comprehensive evidence base to inform concept proposal and supporting technical studies.

5.18. Economic development, local retail and services

The proposal includes non-residential uses that will focus activity around the new metro station. An assessment of the retail and ancillary non-retail potential will be undertaken to inform the concept SSD Application and provide an economic development, local retail, and services solution consistent with the overall objectives sought for the Waterloo Metro Quarter and the adjacent Waterloo SSP.

This will identify the quantum of floorspace required to support economic development, local retail and service provision and develop a strategy to deliver strategically important uses, through market delivery combined with targeted interventions where market delivery may not satisfy identified needs.

5.19. Social sustainability

The proposed development will play a significant role in supporting the renewal of the wider Waterloo SSP and deliver new social, affordable and private housing and new local businesses, community facilities and open space areas. A Social Sustainability Study will be undertaken to understand the existing social context, including the communities and social infrastructure in and around the Waterloo Metro Quarter and identify social challenges, opportunities and issues that may result from the renewal process. This will inform the proposed development Waterloo Metro Quarter and how it can support greater community diversity and cohesion.

5.20. Public art

A Public Art Strategy will be prepared as part of the Metro Quarter SSP Study. The concept SSD Application will reference that strategy, and identify opportunities to implement high quality artworks in public spaces that benefit the Waterloo Metro Quarter and wider area for residents, tourists and visitors.

5.21. Construction management

Construction management is considered to be a key issue associated with the development of the site. Accordingly, the framework for a Preliminary Construction Environmental Management Statement will be prepared as part of the concept SSD Application in order to demonstrate how construction impacts will be managed. The Statement will specifically address traffic management during construction including cumulative impacts from Sydney Metro construction and surrounding development sites, in particular the Waterloo Estate renewal project.

6. Expected deliverables

To assist in confirming the SEARs, the following are the expected deliverables to support the EIS, to a level of detail appropriate for a Concept SSD application:

- DA Form and DA fees
- Site Survey Plan
- Architectural Design Statement/Report
- Architectural Plans (for approval, and indicative plans of possible buildings).
- Urban Design Report
- Public Domain Plan and Strategy
- Shadow Analysis
- Visual Impact Assessment
- Physical Model
- Transport, Traffic and Parking Report
- Housing Diversity and Affordability Study
- Utilities and Servicing Study
- Sustainability Study
- Heritage Impact Assessment
- Urban Forest Study
- Waste Management Plan
- Flood Assessment/Stormwater Management Plan
- Noise, Vibration and Air Quality Study
- Wind Impact Study
- Aeronautical study
- Geotechnical and Contamination Study (Stage 1)
- Population and Employment Profile
- Economic Development, Local Retail and Services Study
- Retail Strategy
- Social Sustainability Study
- Public Art Strategy
- CPTED Report
- Preliminary Construction Environmental Management Statement
- Stakeholder and Community Engagement Strategy / Report (refer below for more detail)

7. Consultation

Early engagement will be undertaken with key stakeholders and the local community as part of preparing for the EIS. Key objectives of early engagement are to provide information on the planning process for the integrated station development and encourage community participation. It is important to note that a community and stakeholder engagement program has been underway since mid-2017 as part of the Waterloo SSP Study process. The outcomes of the engagement program will inform the concept SSD Application and it is not considered necessary to commence a new engagement program for the concept SSD Application.

The EIS will include a detailed Consultation Strategy for each stage of the approvals process, including all pre-lodgement consultation undertaken up to submission of the application. The following key agencies and stakeholders have been engaged to date on the SSP Study, and will continue to be consulted at appropriate stages in the process:

- Department of Planning and Environment (as the assessment authority);
- Government Architect NSW;
- Transport for NSW;
- Department of Family and Community Services, including NSW Land and Housing Corporation;
- City of Sydney Council;
- Roads and Maritime Services and Sydney Coordination Office;
- Other Government Departments, e.g. Department of Education, NSW Police, NSW Ministry of Health, Emergency Service Agencies, etc;
- Sydney Airport Corporation Limited and the Civil Aviation Safety Authority;
- Aboriginal Affairs and local aboriginal land council;
- Surrounding landowners / occupiers; and
- The broader community.

TfNSW will work closely with UrbanGrowth NSW to ensure that feedback provided by key stakeholders and the community on combined SSP studies for Waterloo Estate and the Waterloo Metro Quarter are incorporated into the concept SSD planning process.

8. Conclusion

The purpose of this report is to request the SEARs for the preparation of an EIS for a concept SSD Application for an OSD above and around the Waterloo Metro Station.

The proposal is a significant opportunity to contribute to the urban renewal process for the Waterloo SSP. The objective to deliver the Waterloo Metro Quarter project as soon as reasonably possible after completion of the Metro works (earmarked to open 2024) would ensure buildings within the Waterloo Metro Quarter are occupied to support maximum patronage of the proposed metro station.

The Waterloo Metro Quarter will contain a mix of uses including residential, commercial, retail, community facilities and services and cultural opportunities sufficient for daily life to be provided for within the wider neighbourhood and to support the activation of the precinct. This aims toward transforming the Waterloo Metro Quarter into a best practice high amenity, inner-city community.

The information detailed in this report is considered sufficient to enable the Secretary to issue the SEARs for the preparation of the EIS.