



# Waterloo Metro Quarter

## ENVIRONMENTAL IMPACT STATEMENT OVERVIEW





# Contents

Have your say about the Waterloo Metro Quarter (WMQ)	5
Planning approval	6
Modification to concept design	7
Waterloo Metro Quarter – a place to live, work and play	8
Northern Precinct – workplace of the future	10
Central Precinct – lifestyle choices	12
Southern Precinct – diverse housing with a sense of place	14
Open spaces – placemaking, landscaping and public art	16
Construction overview	18
How to provide feedback on the Waterloo Metro Quarter development	20

The John Holland and Mirvac joint venture and Sydney Metro respectfully acknowledge the Traditional Owners and Custodians of this great land and we pay our respects to Elders past, present and future, and extend this respect to all Aboriginal and Torres Strait Islander peoples.

This booklet provides a high-level overview of the Waterloo over station development applications and environmental impact statements (EIS). Please refer to the five full documents on the Department of Planning, Industry and Environment (DPIE) website for more details.

**Cover:** An artist's impression of the Cope Street plaza looking north at the metro station entrance, office building (far right) and residential building (left).

**Right:** An artist's impression of Raglan Walk from Raglan Street looking towards Cope Street plaza with commercial building on right and station building on left.









**Waterloo Metro Quarter  
(John Holland and Mirvac joint venture)**

Over station development above and next to Waterloo metro station - subject of this overview booklet.

**Waterloo Estate  
(Land and Housing Corporation)**

Separate redevelopment being delivered by Land and Housing Corporation.

**Waterloo metro station has been identified as a location for an over station development to revitalise the Waterloo precinct as a strategic centre for jobs and homes in Sydney's inner city.**



# Have your say about the Waterloo Metro Quarter

Sydney Metro is Australia's biggest public transport project. It will transform Sydney, delivering more trains and faster services for customers across the network.

The NSW Government has identified stations on the Sydney Metro system which can be better integrated with the areas around them, creating world-class places that will shape our city's future.

Waterloo metro station has been identified as a location for an integrated station development to revitalise the Waterloo precinct as a strategic centre for jobs and homes in Sydney's inner city.

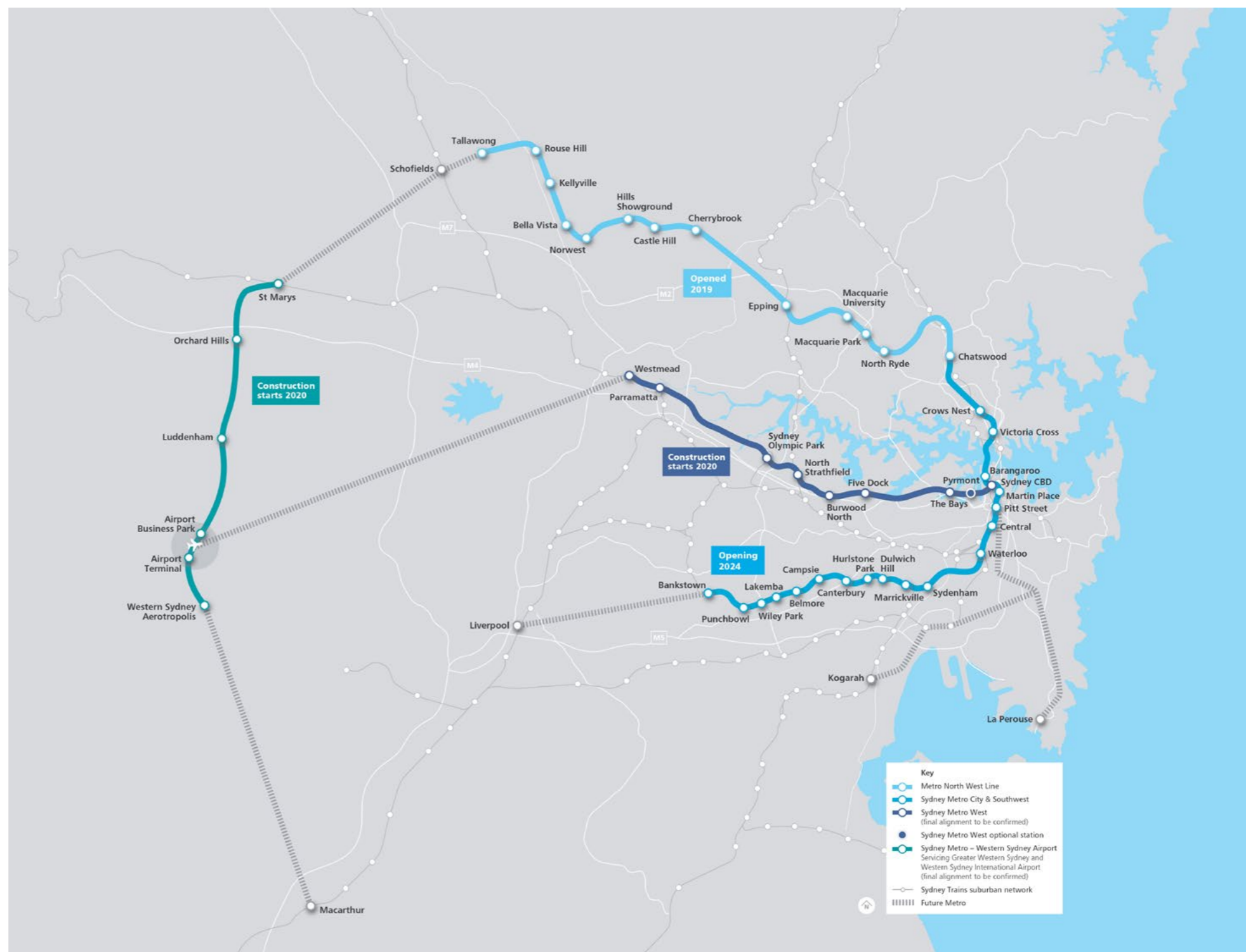
The over station development will be known as the Waterloo Metro Quarter (WMQ) and includes a proposed development above and next to the metro station.

## Connected neighbourhood

WMQ will be on the doorstep of a world-class metro system, with easy access to employment hubs in the CBD, North Sydney, Barangaroo and Macquarie Park and convenient travel to Sydney's key destinations just minutes away.

Joint venture partners John Holland and Mirvac have been awarded the contract to deliver the Waterloo integrated station development, including new residential apartments, offices, retail, community facilities and public spaces.

This overview booklet highlights key features of the Waterloo Metro Quarter and summarises elements of the State Significant Development Applications and the Environmental Impact Statements.



Sydney Metro alignment map

**Facing page:** An artist's impression showing an aerial view of the Waterloo Metro Quarter looking north.



# Planning approval

A concept plan for the Waterloo over station development was approved in late 2019 after public consultation by Sydney Metro. This approval provided building envelopes, including heights, and approved uses.

The John Holland and Mirvac joint venture was awarded the contract to deliver the project and has prepared the State Significant Development applications (SSDAs), each with an Environmental Impact Statement, for the detailed designs. These include:

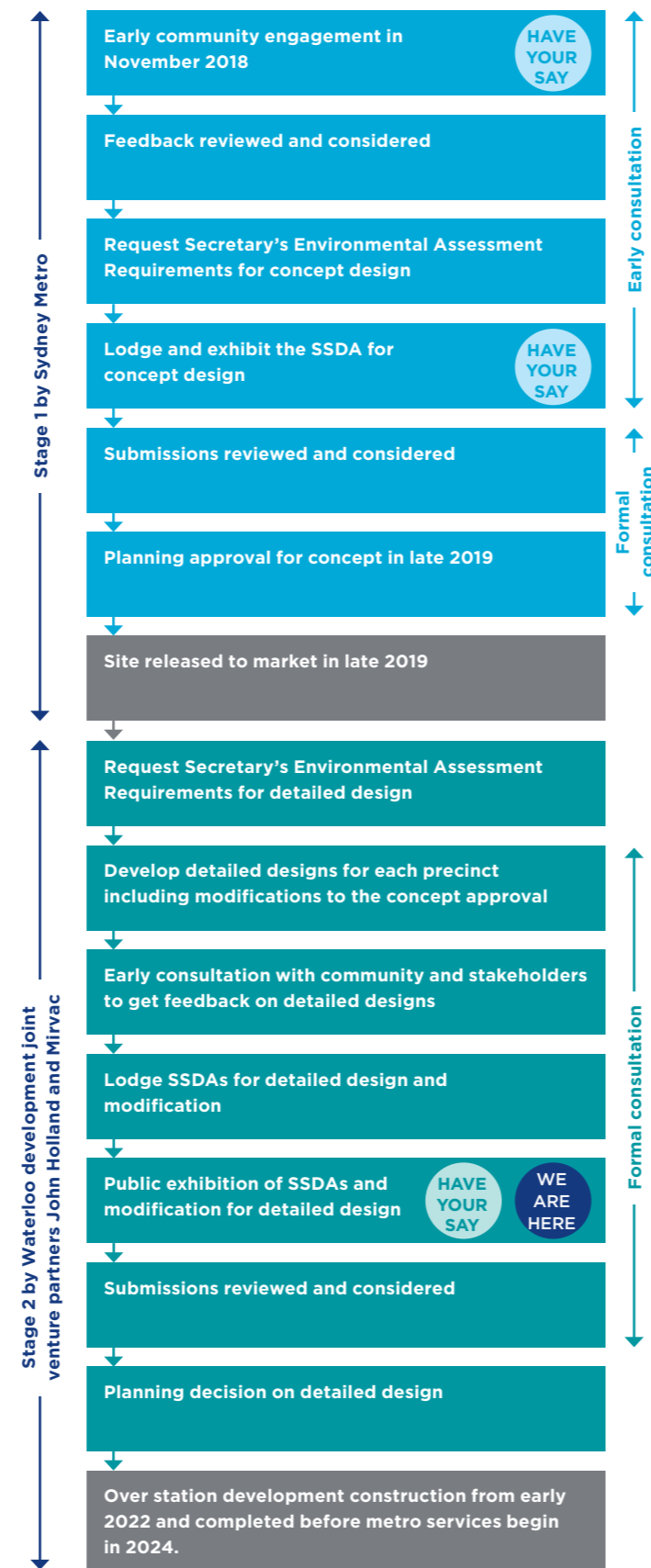
- four detailed SSDAs (northern precinct, central precinct, southern precinct and basement car park)
- a modification to the concept SSDA approval - including a reduction in height of the northern precinct building.

These five applications, and their Environmental Impact Statements, have been lodged with DPIE for assessment.

The planning process timeline to the right, highlights where we are up to.

Planning approval for the Waterloo metro station was received in January 2017.

## The planning timeline



An artist's impression of the view from near the residential building entrance looking north-east towards the station entrance at the northern side of the Cope Street plaza.





# Modification to concept design

## What is in the 2019 concept approval?

The development concept for the WMQ was approved on 10 December 2019 including:

- three high-rise and two mid-rise buildings
- residential units (minimum five per cent affordable housing and 70 social housing dwellings)
- commercial premises, retail and community facilities
- basement car park
- public domain with landscaping, public art and placemaking.

## Why amend this approval?

The Stage 1 Concept Design was initially for a large percentage of the site to be residential apartments. The joint venture proposal was to deliver a broad mix of uses to ensure the site is active throughout the day to help enliven this part of Sydney. An amendment to the approved concept will lower the building height in the Northern Precinct and provide a valuable increase in work space, in place of a taller residential building.

## What are the main changes?

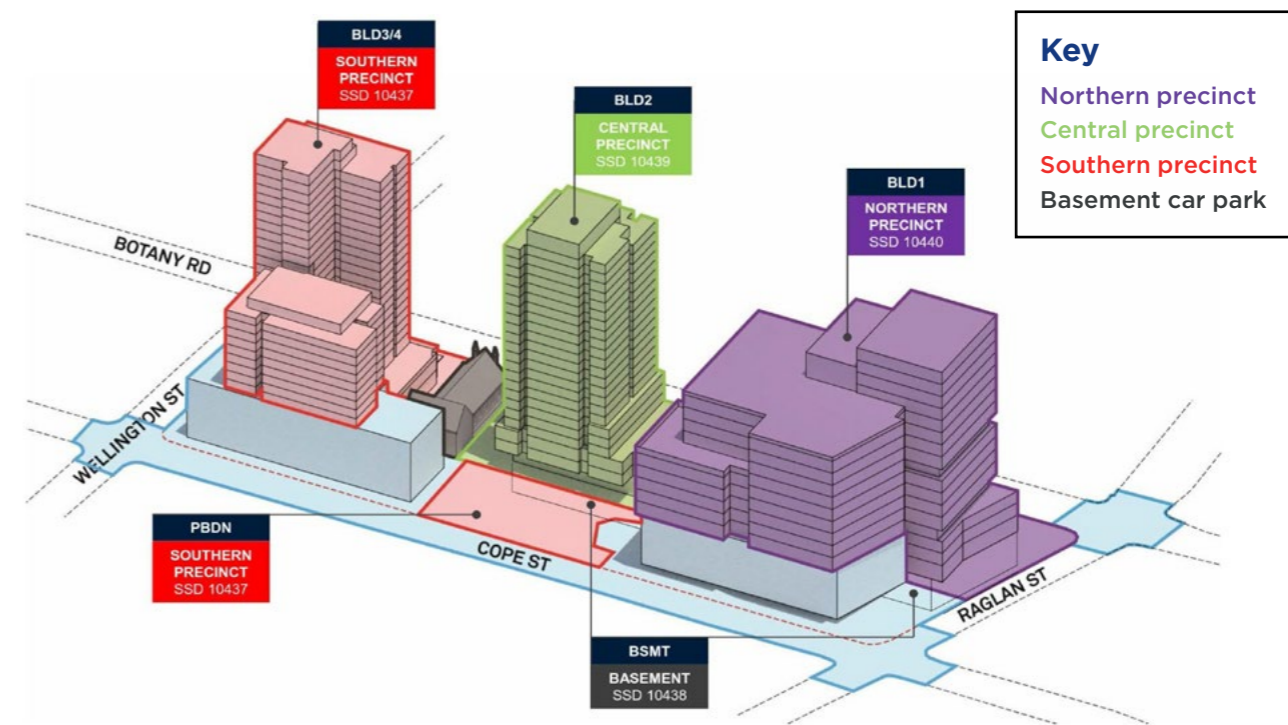
The building in the Northern Precinct will be lowered by about 10 floors which addresses some community concerns about height and overshadowing.

The podium design of the residential building in the Central Precinct has also been amended to allow for construction of a covered area fronting the Cope Street plaza.

There is no change proposed to the envelope of the southern buildings on the site.

The changes to the approved concept will create a true 'mixed-use' place and provide the following benefits:

- reduce overshadowing on nearby homes and the Alexandria Park Heritage Conservation Area
- meet demand for modern office floor space in the area
- activate the precinct and plaza with a mix of commercial, retail and residential premises, including affordable and social housing, and student accommodation
- new community facilities, community hub and makerspace (a workspace for the local community), along with community meeting spaces, supported by local cafes, a childcare centre, retail and gym.



Four detailed SSDAs for the Waterloo Metro Quarter cover three precincts and a basement car park

## Differences between the approved concept and detailed proposal

	Apartments for sale	Affordable housing	Social housing	Retail	Office	Car parking
<b>Approved concept DA</b>	Up to 400	5%	70	-3,900 sqm	-6,650 sqm	427
<b>Waterloo Metro Quarter detailed proposal</b>	126	>5%	70	-4,765 sqm	-30,000 sqm	155



# Waterloo over station development - a place to live, work and play

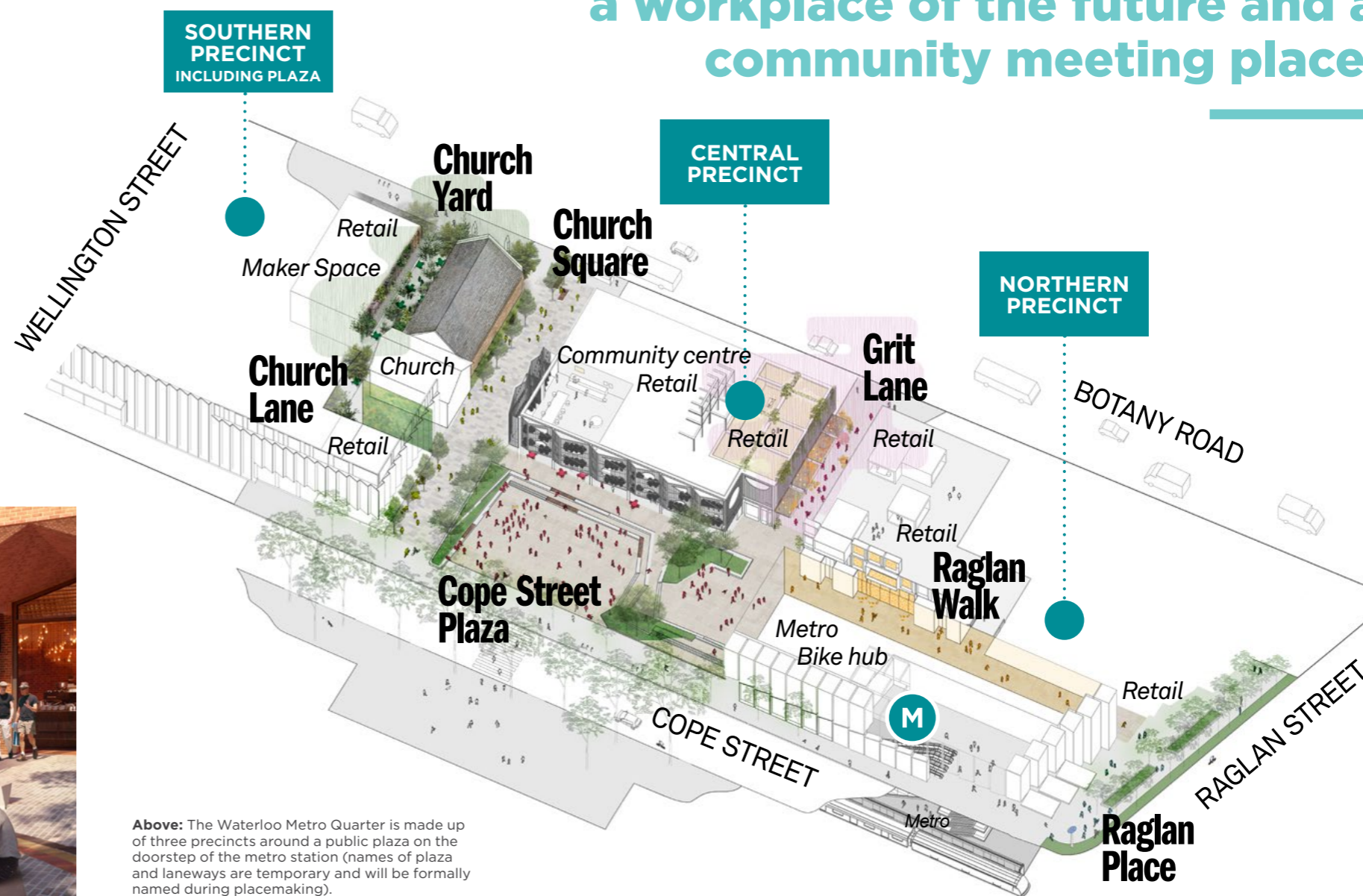
## Urban renewal brings benefits

The vibrant new WMQ will be a landmark precinct located between Botany Road and Cope Street with Wellington Street to the south and Raglan Street to the north. Poised to become not only a transport hub with the new Waterloo metro station, but also a workplace of the future and a community meeting place.

A range of housing options only one metro stop away from the Sydney CBD with the convenience of retail, eateries and services within a minute's walk. Placemaking, landscaping and public art will combine to give the WMQ its own distinctive identity, proudly capturing the area's past and present.

The over station development will revitalise Waterloo as it delivers new workplaces and homes, including residential apartments, affordable and social housing, and student accommodation supported by ground floor retail and public space. The community will benefit from the changes to the local area with access to a range of job opportunities, shops, cafes, community facilities and a welcoming and engaging plaza - all with easy access to the Waterloo metro station.

Poised to become not only a transport hub with the new Waterloo metro station, but also a workplace of the future and a community meeting place.



**Above:** The Waterloo Metro Quarter is made up of three precincts around a public plaza on the doorstep of the metro station (names of plaza and laneways are temporary and will be formally named during placemaking).

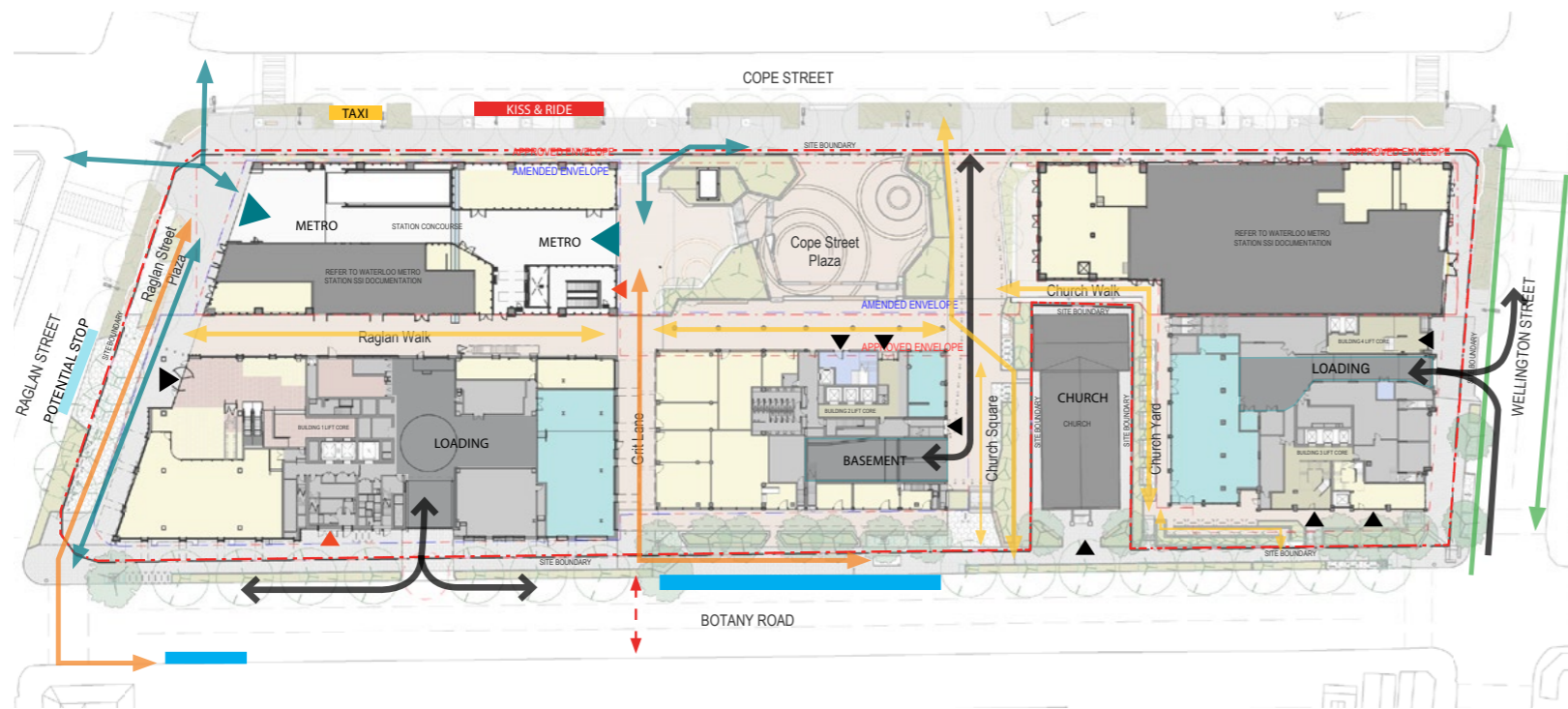
**Left:** An artist's impression of Cope Street plaza showing the community meeting place.





**KEY**

-  Metro entry
-  Bike entry
-  Major entry / building lobbies
-  Vehicular access
-  Bike path
-  Future pedestrian crossing
-  309+ Bus stop
-  355 Bus stop
-  Access to and from metro station
-  Access between bus stop and metro station
-  Secondary pedestrian routes



Access and circulation across the Waterloo Metro Quarter precincts

### Waterloo Metro Quarter snapshot

Construction of the over station development is due to start in 2022. It will be built at the same time as work on the new metro station continues above and below ground. This will reduce the length of time that the community can expect construction impacts and allow for the WMQ to be ready close to when Sydney Metro City & Southwest services start in 2024.

The WMQ precinct will have four parts:

- Northern Precinct - office workplace and retail with public spaces and activated laneways
- Central Precinct - residential building with affordable housing and apartments for sale over a podium with community facilities and retail, with Church Square to the south
- Southern Precinct - student and social accommodation in two connected buildings, with a retail and community use podium and a plaza off Cope Street
- basement car park beneath the office and residential buildings.



### Waterloo Congregational Church

The Waterloo Congregational Church has long been a landmark building in the community. The WMQ development has been designed around this historic building, so it becomes a familiar feature within the modernised public domain while continuing to provide services to its parishioners and the local community.

The heritage church, which is privately owned and not part of the development, will be protected during construction of the station, buildings and public domain.

The new buildings are designed to complement the church and other heritage structures nearby.

An artist's impression of the development showing the design around the heritage Waterloo Congregational Church, as seen from Botany Road.



## Northern Precinct – workplace of the future

A building in the Northern Precinct will become a new workplace with office space above retail premises on the ground level. The building's height on the Botany Road and Raglan Street corner has been lowered to 17 storeys (including two levels of plant), about 10 storeys lower than the Stage 1 approval.

Raglan Walk, a six-metre-wide pedestrian laneway between the office building and the metro station, will activate the precinct and connect Raglan Place plaza to the north with the major Cope Street plaza. A retail laneway to the south of the building is an open-air access way connecting Botany Road with the metro station. It is proposed to have small boutique and convenience retail shops to support residents and commuters.

**Left:** An artist's impression of the office building, northern station entrance and Raglan Walk looking south from Raglan Street.

**Right:** An artist's impression of the office building from the intersection of Botany Road and Raglan Street with residential (centre) and student accommodation (right) buildings along Botany Road.





## FEATURES AND OPERATION



### PURPOSE

- Provide a new workplace with office space and economic benefits to the locality with increased employment at the site. Building will also have various retail premises and a community-focused business on the ground floor.
- Create an estimated 3,500 jobs in the WMQ, mostly concentrated in and around the office building, providing economic benefits to the existing and future Waterloo community.
- Activate the site with retail shopfronts along the various internal laneways, plazas and street frontages. Retail, café/s and community uses will activate the precinct during and outside business hours.

### ENTRANCES

- Office lobby located on Raglan Street.

### PARKING

- Vehicle entrance to the shared loading dock will be on Botany Road. A mechanical turntable will ensure access and exit is in a forward direction (refer to diagram on page 9).
- Loading dock is only for waste storage and collection, and parking for service vehicles. Shared use with retail businesses, Central Precinct and Sydney Metro.
- Pedestrian and vehicle traffic will increase (refer to the Transport, Traffic and Pedestrian report).

### SOLAR, WIND, WEATHER AND ACOUSTIC AMENITY

- Overshadowing effects of the new building envelope on public open spaces, including Alexandria Park and new Cope Street plaza, have been minimised compared to concept approval.
- Awnings along Botany Road and Raglan Street frontages to provide weather and wind protection.
- Landscaping will help reduce wind impacts in the public domain, outdoor dining and casual seating areas and bus stops.
- Building plant and service equipment will be within the top two levels of the building.
- A detailed acoustic study has guided design to minimise noise from café and restaurant outdoor dining areas.

### LANDSCAPING

- Shade trees, new street tree plantings, indigenous shrubs and groundcover species, visitor bike parking and street furniture. Tree canopy cover will provide shade, wind protection and amenity. Open roof terraces for tenants in the office building.

## CONSTRUCTION AT A GLANCE



### MAIN ACTIVITIES

- Site establishment including installing B Class hoarding.
- Excavation of the basement.
- Construction of the basement car park.
- Setting up scaffolding and a lift for workers facing Raglan Street.
- Setting up two tower cranes (north and centre of the precinct) to lift materials to construction level.
- Construction of office building to be integrated with metro station box building.
- Internal fit-out involving different tradespeople (electricians, plumbers, tilers and painters) and high number of materials deliveries.

### MATERIALS

- Structure will be a combination of structural steel and concrete cores with a curtain wall façade, and glass and masonry podium.

### CONSTRUCTION TIMELINE (building, fit out, finishes and landscaping)

- Late 2021 to 2024 (indicative only).

**Right:** An artist's impression of Waterloo Metro Quarter from Botany Road at night, with commercial building (left), Grit Lane (centre) and residential building (right).





## Central Precinct – lifestyle choices

The 24 storey building in the Central Precinct will have 20 levels of residential living space, including private residential and affordable housing apartments. A community housing operator will own and manage the affordable housing units to cater for the local area.

The building, which sits between Botany Road and the Cope Street plaza, will have the convenience of retail premises and community facilities on the two lower levels, while the maintenance and equipment rooms will be on the top two floors. Public domain upgrades and wider footpaths on Botany Road will contribute to a pedestrian friendly neighbourhood.

The central building will have public thoroughfares on both sides with easy connections to bus services on Botany Road and the metro station. Grit Lane to the north will be an active open-air laneway with plans for licenced premises. Church Square to the south will provide space to appreciate the heritage church while adding to the ambience of the retail premises on the ground level.

**Right:** An artist's impression of the residential building and plaza from Cope Street with the metro station to the right.





## FEATURES AND OPERATION



### PURPOSE

- Provide 150 apartments including 126 residential for sale and 24 affordable housing units.
- Ground-level retail shopfronts on Cope Street plaza, Church Square, Grit Lane and Botany Road will activate the precinct. External licensed seating will also attract visitors during the day and evening. Extended trading hours proposed for all tenancies from 5am to 10pm.
- Community facilities include a Community Hub and a proposed childcare centre over two levels, to service the local community and workers. Proposed centre operation is Monday to Saturday with extended hours.
- Church Square shared zone will prioritise walking and cycling. Low volume of cars with traffic speed proposed to be set at 10 kilometres per hour. Pedestrian and vehicle traffic will increase (refer to the Transport, Traffic and Pedestrian report).

### ENTRANCES

- Residential building lobby faces Cope Street plaza. Community facilities will have a separate lobby.
- Vehicle access to the basement car park will be via Church Square, which is a shared way (vehicles and pedestrians) from Cope Street (refer to diagram on page 9).

### VEHICLE ACCESS (LOADING DOCK ONLY)

- Vehicle entrance to the shared loading dock will be on Botany Road in the Northern precinct (refer to diagram on page 8).
- Loading dock is only for waste storage and collection, and parking for service vehicles. Shared use with workplace building, retail businesses and Sydney Metro.

### PARKING

- Two-level basement car park underneath the northern and central buildings with car parking spaces for residents, visitors and car share spaces. The precinct has minimal car parking as residents, workers and visitors have access to high frequency metro rail services and buses, along with 150 dedicated bicycle and six motorcycle parking spaces.

### SOLAR, WIND, WEATHER AND ACOUSTIC AMENITY

- No additional overshadowing to public places, including Cope Street plaza and Alexandria Park, as compared to the approved Stage 1 concept SSDA.
- Awnings along retail frontages and covered area off Cope Street plaza will provide weather protection and shade for community and retail use.
- Landscaping will help reduce wind impacts in the public domain, outdoor dining and casual seating areas, and bus stops.
- Plant and equipment enclosed in plant room on roof level.
- A detailed acoustic study has guided design to minimise noise from café and restaurant outdoor dining areas.

### LANDSCAPING

- Landscaping and private and communal terraces at roof-top levels for residents' use.
- Shade trees, new street tree plantings, indigenous shrubs and groundcover species, visitor bike parking, planter boxes and street furniture. Tree canopy cover will provide shade, wind protection and amenity.

## CONSTRUCTION AT A GLANCE



### MAIN ACTIVITIES

- Site establishment, including installing B Class hoarding.
- Excavation of the basement.
- Construction of the basement car park.
- Setting up scaffolding and a lift for workers facing internally or Botany Road.
- Setting up a tower crane to lift materials to construction level.
- Construction of residential building.
- Internal fit-out involving different tradespeople (electricians, plumbers, tilers and painters) and high number of materials deliveries.

### MATERIALS

- Structure will be concrete with various façade materials and a largely masonry podium.

### CONSTRUCTION TIMELINE (building, fit out, finishes and landscaping)

- Late 2021 to 2024 (indicative only).



## Southern Precinct – diverse housing with a sense of place

The Southern Precinct will have two buildings which are connected and span the area along Wellington Street between Botany Road and Cope Street.

A 25 storey building, specially designed for student accommodation, will be located at the intersection of Botany Road and Wellington Street. It will house up to 474 students in a series of purpose-built apartments, with generous common spaces on each level and in the podium. The retail podium will house a gym and a makerspace, for the enjoyment of the local

community, next to a public plaza to the south of the church.

A dedicated nine storey social housing building will sit above the southern metro station building on the corner of Cope and Wellington streets. It will have an aspect to the east across the future park planned as part of the redevelopment of the Waterloo Estate. The building will be owned and managed by or on behalf of the Land and Housing Corporation.

This precinct also includes Cope Street plaza, the heart of the new WMQ, providing a large open space for the community to gather and engage.

**Left:** An artist's impression of the student accommodation building looking east from Wellington Street near the intersection with Botany Road. Residential building is to the left and the social housing building is right rear.

**Right:** An artist's impression of the social housing building above the southern station building and student accommodation building (left) looking north from the Cope and Wellington street intersection.





## FEATURES AND OPERATION



### PURPOSE

- Two residential buildings to provide a high-quality living environment for social housing residents and students with ground-level retail premises.
- Student building will have its own gymnasium and student communal facilities while a makerspace at ground level will provide the community with art studio or workshop space.
- Cope Street Plaza provides access to the southern station entrance, connects the WMQ with surrounding streets and is a multi-use space for passive recreation and social interaction.
- Retail shopfronts along Botany Road and Wellington and Cope streets will activate the precinct during the day and evening.

### ENTRANCES

- Student accommodation lobby entrance on Botany Road.
- Social housing lobby entrance on Wellington Street.

### VEHICLE ACCESS (LOADING DOCK ONLY)

- Loading vehicle entrance and dock facilities accessed at ground level of the student building, off Wellington Street. A mechanical turntable will ensure vehicles enter and exit in a forward direction (refer to diagram on page 9).
- Loading dock is only for waste storage and collection, and parking for service vehicles. Shared use between student accommodation and social housing buildings.

### PARKING

- Car parking for social housing in the shared basement car park underneath the northern and central buildings. No car parking available for students, staff or visitors, who will have access to high frequency metro rail services and buses.
- Bicycle parking will include:
  - 87 spaces for students in a dedicated bike store at ground level and Level 2
  - 70 spaces for social housing residents and seven visitors in ground floor lobby
  - Five spaces for staff and 15 visitors for the Makerspace and gym.

### SOLAR, WIND, WEATHER AND ACOUSTIC AMENITY

- Overshadowing effects of the new building envelope on public open spaces, including Alexandria Park and new Cope Street plaza, have been minimised and improve on the Stage 1 approved SSDA.
- Awnings along street frontages will provide weather and wind protection.
- Landscaping will help reduce wind impacts in the public domain, outdoor dining and casual seating areas, and bus stops.
- A detailed acoustic study has guided design to minimise noise from café and restaurant outdoor dining areas.

### LANDSCAPING

- Landscaping in public open space in Cope Street plaza and Church Yard.
- Student accommodation building – outdoor communal open space.
- Social housing building – communal terrace and community garden on Level 9.
- Shade trees, new street tree plantings, indigenous shrubs and groundcover species, visitor bike parking and street furniture. Tree canopy cover will provide shade, wind protection and amenity.

## CONSTRUCTION AT A GLANCE



### MAIN ACTIVITIES

- Site establishment, including installing B-class hoarding.
- Installing scaffolding and a lift for workers facing the church or Botany Road.
- Setting up two tower cranes, including one on the roof of the station box, to lift material to construction level.
- Constructing social housing building – structure to be integrated with metro station (first stage).
- Constructing student accommodation building (second stage).
- Constructing public plaza (third stage).
- Internal fit-out involving different tradespeople (electricians, plumbers, tilers and painters) and high number of materials deliveries.

### MATERIALS

- Student building will have a concrete structure with a curtain wall façade and a podium level of masonry and glass shopfronts.
- Social building will have a concrete structure and a largely masonry facade.

### CONSTRUCTION TIMELINE (building, fit out, finishes and landscaping)

- Late 2021 to 2023 (indicative only).



# Open spaces – placemaking, landscaping and public art

Cope Street plaza will be an attractive public centrepiece that both anchors and connects the three precincts and the Waterloo metro station, through a network of laneways and open spaces.

The distinctive plaza is designed to give the WMQ a unique sense of place that reflects the local community, while acting as a catalyst to keep the public space active and vibrant. It will be a meeting place, a neighbourhood square, and a place to enjoy day and night.

Cope Street Plaza, Raglan Plaza, Raglan Walk, Grit Lane, Church Square and Church Yard, will be fringed with shops, cafes and community facilities to keep the WMQ active and support the local community, workers and visitors.

## Placemaking

A Placemaking Strategy has been developed to ensure that the WMQ celebrates the distinct social, heritage and cultural characteristics of Waterloo. This includes naming open spaces to reflect the pride, respect and hope of local residents. Events and outdoor activities will be an ongoing way to give the WMQ its own identity and keep the community connected.

Aboriginal peoples have lived in and around Waterloo for more than 60,000 years, so they have strong links with the area and many important stories that connect them with this place. Their 'Place Story' will be told through art and other features in the public domain including kinship, water, culture, birthplace of the Indigenous rights movement and reconciliation.

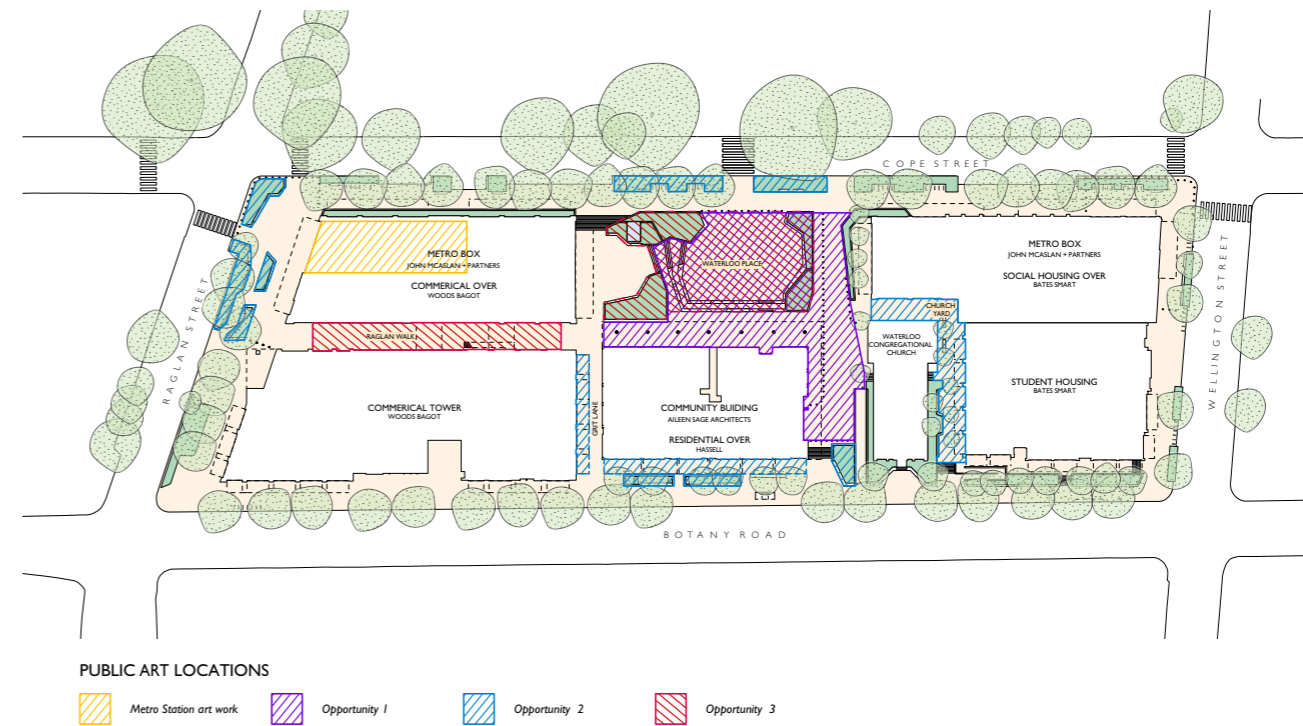
## Landscaping

Landscaping, native gardens and street furniture will create an inviting space to encourage people to visit the WMQ. It even comes down to things like placing seating in the right formation to encourage people to come together to yarn and share stories and knowledge or simply to catch up. Street furniture will also play a role in security and pedestrian safety from hostile vehicles.

Trees and shrubs will provide shade and wind protection to ensure a pleasant and comfortable environment for people as they move around, rest in the open areas, eat at the outdoor dining venues or wait for a bus.

## Public art

A Public Artwork Strategy has been prepared by Aileen Sage Architects, along with art curators, architects, landscape architects and a heritage consultant. The public art will be inspired by the Aboriginal heritage of Waterloo and Redfern and also reflect Waterloo's rich multicultural history.



**Top:** Public artwork locations. Source: Aileen Sage Architects.

**Bottom:** An artist's impression of the residential building looking southwest from Cope Street plaza with social housing (left rear) and student accommodation (right rear) in the background.



**Right:** An artist's impression of southern station building (front) looking south from Cope Street plaza, including social (rear left) and student accommodation (rear right) buildings and Waterloo Congregational Church.



An architectural rendering of a modern, multi-story brick building with a courtyard. The building features a large, arched window with a decorative lattice pattern. The courtyard is paved with brick and has a colorful, circular design in the foreground. People are shown walking, sitting, and playing in the courtyard, suggesting a vibrant community space. The scene is set during the day with shadows cast on the ground.

**It will be a meeting place,  
a neighbourhood square,  
and a place to enjoy  
day and night.**



# Construction overview

The Waterloo over station development team is committed to engaging with the local community and minimising construction impacts, wherever possible. A Construction Environment Management Plan has been prepared which outlines the mitigation strategies for activities during each stage of construction.

<b>SITE ACCESS</b>	<ul style="list-style-type: none"> <li>Vehicle gates are planned at:             <ul style="list-style-type: none"> <li>Northern – Botany Road and Raglan Street</li> <li>Central – Botany Road, Cope Street and Raglan Street</li> <li>Southern – Botany Road, Wellington Street and Cope Street</li> <li>Basement – Botany Road and Cope Street.</li> </ul> </li> </ul>	<b>UTILITY UPGRADES</b>	<ul style="list-style-type: none"> <li>High voltage electrical supply will be underground and connected to existing feeders that surround the site. This will require sensitive excavation methods and night work at some locations.</li> <li>Utility providers will undertake power, wastewater and water upgrades and installations to prepare for connection with the development buildings. These works will occur along Botany Road and Raglan, Cope and Wellington streets near the site. These activities will be approved under a separate planning process and should take up to six months to complete.</li> </ul>
<b>PROPOSED CONSTRUCTION HOURS</b>	<ul style="list-style-type: none"> <li>Monday to Friday: 7am–6pm.</li> <li>Saturday: 7.30am–3.30pm.</li> <li>Sunday and public holidays: no work.</li> <li>Out of hours: may be required.</li> </ul>	<b>STREET PARKING CHANGES</b>	<ul style="list-style-type: none"> <li>At stages throughout construction, work zones and changes to on-street parking are planned to be used on roads to assist with material deliveries:             <ul style="list-style-type: none"> <li>Northern – Botany Road and Raglan Street</li> <li>Central – Botany Road</li> <li>Southern – Botany Road and Wellington Street</li> <li>Basement – Botany Road and Raglan Street.</li> </ul> </li> </ul>
<b>TRUCK MOVEMENTS</b>	<ul style="list-style-type: none"> <li>Refer to Construction Traffic Management Plan for details.</li> <li>During basement excavation, construction and fit out: up to 66 trucks a day during the peak (average of 33 trucks a day).</li> </ul>	<b>CONSTRUCTION IMPACTS</b>	<ul style="list-style-type: none"> <li>Refer to the Construction Environmental Management Plan for details.</li> </ul>
<b>HERITAGE INVESTIGATION</b>	<ul style="list-style-type: none"> <li>Heritage investigation will start before basement excavation activities.</li> </ul>	<b>COMMUNITY UPDATES</b>	<ul style="list-style-type: none"> <li>The local community will receive regular communications, such as monthly updates, notifications and two newsletters a year, to keep them informed about work at the site.</li> </ul>
<b>CONTAMINATION AND SPOIL REMOVAL</b>	<ul style="list-style-type: none"> <li>Contamination investigation and classification activities will be undertaken before and during basement excavation.</li> </ul>	<b>ECOLOGICALLY SUSTAINABLE DEVELOPMENT</b>	<ul style="list-style-type: none"> <li>NABERS and Green Star Design ratings.</li> </ul>
<b>WORKFORCE NUMBERS</b>	<ul style="list-style-type: none"> <li>The overall WMQ site will support up to 600 jobs during construction, then an estimated 3,500 once complete.</li> </ul>		

**Right:** An artist's impression of the Cope Street plaza looking north at the metro station entrance, office building (far right) and residential building (left).







# How to provide feedback on the Waterloo Metro Quarter development

## Public exhibition period

The modification and four development applications, including the EIS documents, for the Waterloo Metro Quarter will be available to the public for review during the exhibition period between 5 November and 2 December 2020.

The documents can be found on DPIE's Major Projects website at [www.planning.nsw.gov.au/WaterlooOSD](http://www.planning.nsw.gov.au/WaterlooOSD).

A copy of this project overview booklet is also available for download from Sydney Metro's integrated station development (ISD) website at <https://www.sydneymetro.info/integrated-station-development> or the developer's website at [www.wisd.com.au/planning-process](http://www.wisd.com.au/planning-process).

## How to make a formal submission

You can make a formal submission on the modification or detailed design applications during the public exhibition period by lodging your comments directly with DPIE.

You can do this in the following ways:

- **upload to DPIE's Major Projects website at:** [www.planning.nsw.gov.au/WaterlooOSD](http://www.planning.nsw.gov.au/WaterlooOSD)
- **email to:** [information@planning.nsw.gov.au](mailto:information@planning.nsw.gov.au)
- **post to:**  
Att: Director - Key Sites Assessments  
Department of Planning, Industry and Environment  
Locked Bag 5022  
Parramatta NSW 2124

At the end of the public exhibition, DPIE will collate the submissions received. The developer will respond and prepare a submissions report, which DPIE will publish on its website.

If you have any questions about the planning process, please contact DPIE on:

**Phone:** 1300 305 695

**Email:** [information@planning.nsw.gov.au](mailto:information@planning.nsw.gov.au)



## Translating and Interpreting Service

If you require the services of an interpreter, please contact the **Translating and Interpreting Service** on **131 450** and ask them to call **Sydney Metro** on **1800 171 386**. The interpreter will then assist you with translation.

Se avete bisogno dell'ausilio di un interprete, vi preghiamo di contattare il **Servizio di Traduzione ed Interpretariato** al numero **131 450** e chiedere di chiamare **Sydney Metro** al numero **1800 171 386**. L'interprete vi assisterà nella traduzione.

আপনার, একজন দোভাষীর (ইন্টারপ্রেটার) সেবা-সাহায্য আবশ্যিক হলে, অনুগ্রহ করে **131 450** নং এ **ট্রান্সলেটিং এন্ড ইন্টারপ্রেটিং সার্ভিস** এর সাথে যোগাযোগ করুন, এবং **1800 171 386** নং এ **সিডনী মেট্রো** কে কল করতে তাদের বলুন। তখন অনুবাদ/ভাষান্তরে, দোভাষী আপনাকে সাহায্য করবে।

如果您需要翻译服务, 请致电**131 450** 翻译和口译服务, 让他们打 **1800 171 386** 给悉尼地铁, 翻译员然后将帮助您进行翻译。

إذا كنتم بحاجة إلى خدمات مترجم, يرجى الاتصال بخدمة الترجمة الكتابية والشفهية على الرقم **131 450** واطلبوا منهم الاتصال بمترو سيدني على الرقم **1800 171 386**. وبعد ذلك سيقوم المترجم بمساعدتكم في الترجمة.

Εάν χρειάζεστε τις υπηρεσίες διερμηνέα, παρακαλείστε να επικοινωνήσετε με την **Υπηρεσία Μεταφραστών και Διερμηνέων** στο **131 450** και ζητήστε τους να καλέσουν το **Sydney Metro** στο **1800 171 386**. Ο διερμηνέας θα σας βοηθήσει στη μετάφραση.

통역서비스가 필요하시면, 번역 및 통역 서비스 (**Translating and Interpreting Service**) 전화 **131 450** 에 연락하시어 **Sydney Metro** 전화 **1800 171 386** 에 연결해달라고 요청하십시오. 통역관이 통역을 도와 드릴 것입니다.

Nếu quý vị cần dịch vụ thông dịch viên, xin liên lạc **Dịch vụ Thông Phiên Dịch (Translating and Interpreting)** ở số **131 450** và yêu cầu gọi **Sydney Metro** ở số **1800 171 386**. Sẽ có thông dịch viên giúp cho quý vị việc thông dịch.

यदि आपको दुभाषिए की सेवाओं की ज़रूरत है, तो कृपया अनुवाद एवं दुभाषिया सेवा (**Translating and Interpreting Service**) से **131 450** पर संपर्क करें और उन्हें सिडनी मेट्रो **1800 171 386** पर को फोन करने का निवेदन करें। फिर दुभाषिया अनुवाद में आपकी मदद करेगा।

Если Вам необходима помощь переводчика, свяжитесь, пожалуйста, с переводческой службой **Translating and Interpreting Service по телефону 131 450** и попросите их соединить Вас с **Сидней Метро (Sydney Metro) по номеру 1800 171 386**. Затем переводчик поможет вам с переводом

หากท่านจำเป็นต้องใช้บริการล่าม โปรดติดต่อบริการแปลและล่าม **Translating and Interpreting Service** ที่ **131 450** และขอให้หน่วยงานดังกล่าวโทรหา **Sydney Metro** ที่ **1800 171 386** หลังจากนั้นล่ามจะช่วยท่านเกี่ยวกับการแปล

如果您需要口譯員的服務, 請致電**131 450**聯絡翻譯和口譯服務, 要求他們致電 **1800 171 386**給悉尼地鐵 (**Sydney Metro**)。然後口譯員將會協助您翻譯。

## Contact us



**1800 171 386** Community information line open 24 hours



[www.facebook.com/SydneyMetro](https://www.facebook.com/SydneyMetro)



[waterloometro@transport.nsw.gov.au](mailto:waterloometro@transport.nsw.gov.au)



**Sydney Metro City & Southwest**,  
PO Box K659, Haymarket NSW 1240



If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**