



# Planning Approval Consistency Assessment Form

**SM-17-0000111**

Sydney Metro Integrated Management System (IMS)

<b>Assessment name:</b>	Public Domain Works for Waterloo Station
<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	Sydney Metro, Waterloo ISD contractor
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For information – do not alter:

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

## 1. Existing Approved Project

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

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

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

Modification 2 – Central Walk

Modification 3 – Martin Place Metro Station

Modification 4 – Sydenham Station and Sydney Metro Trains Facility South

Modification 5 – Blues Point temporary acoustic shed

Modification 6 - Administrative Changes

Modification 7 - Administrative Changes

Modification 8 - Blues Point Access Site

### **Date of determination:**

Critical State Significant Infrastructure Approval date 09 January 2017

Modification 1 Approval date 18 October 2017

Modification 4 Approval date 13 December 2017

Modification 2 Approval date 21 December 2017

Modification 3 Approval date 22 March 2018

Modification 5 Approval date 02 November 2018

Modification 6 Approval date 21 February 2019

Modification 7 Approval date 29 June 2020

Modification 8 Approval date 25 November 2020

### Relevant Consistency Assessments:

Consistency Assessment Integrated station design with Waterloo Metro Quarter (TfNSW 22 Approved 14 July 2018)

**Type of planning approval:**

Critical State Significant Infrastructure (CSSI)

**Description of existing approved project you are assessing for consistency:**

The public domain works associated with Waterloo Station and the Waterloo Metro Quarter are subject to the following approvals:

- Critical State Significant Infrastructure (CSSI), including the following documents:
  - Interchange Access Plan
  - Waterloo Station Design and Precinct Plan
  - Consistency Assessment #22 – Integrated station design with Waterloo Metro Quarter
- Stage 1 Concept State Significant Development Application
- Stage 2 Detailed State Significant Development Applications.

These approvals are outlined below, noting the works subject to this consistency assessment relate to the CSSI approval.

Critical State Significant Infrastructure (CSSI)

The CSSI (15\_7400) approved the construction and operation of the Sydney Metro City and Southwest – Sydenham to Bankstown Project. The project involves a 16.5km long metro rail line between Marrickville and Bankstown, including ten metro stations and associated ancillary infrastructure. The works include station works, track and rail system facility works and other works to support metro operations.

In particular for Waterloo Station, the CSSI approved the following works:

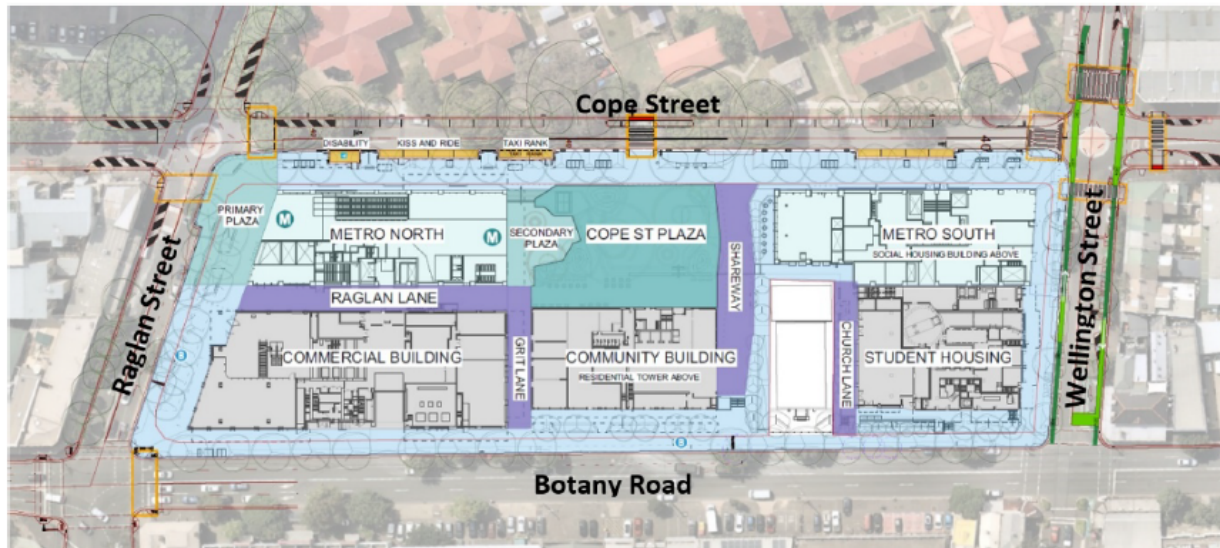
- Excavation of the rail tunnel, concourse and platforms.
- Two above ground station footprints (four storeys) along the eastern edge of Cope Street;
- Non-rail related structure within the station footprint for retail premises and OSD uses;
- Station entry via a large pedestrian entrance on Raglan Street and via the public plaza from Cope Street; and
- Public domain works.

Interchange Access Plan (IAP)

The IAP was prepared to address Condition E92 of the CSSI approval and outlined pedestrian access between transport modes (including to new and relocated bus stops, bike parking on Cope Street, and taxi and kiss-and-ride bays on Cope Street).

Waterloo Station Design and Precinct Plan (SDPP)

The Waterloo SDPP was prepared to satisfy Condition E101 of the CSSI approval. The SDPP was prepared to present an integrated urban and place making outcome to guide the design of the permanent built surface works and landscaping associated with the project. The SDPP takes into consideration the existing and planned public domain and adjacent developments and provides further detail on proposed public domain works, refer to Figure 1 for the location of public domain works.



LEGEND

- Plaza
- Lane Way
- Public Domain
- New or Upgraded Pedestrian Crossing
- New Parking Spaces
- Cycle Path

Figure 1 Precinct Plan

### Consistency Assessment #22 - Integrated station design with Waterloo Metro Quarter

The Consistency Assessment #22 addressed where key design development and refinements had occurred since the Environmental Impact Statement and the Preferred Infrastructure Report (PIR) for the CSSI. In relation to public domain works, the scope of public domain works were summarised and either considered under the Concept SSDA (and the subsequent Detailed SSDAs) or under the CSSI (and the subsequent SDPP and IAP).

#### Stage 1 Concept State Significant Development Application (SSDA)

The Concept SSD (18\_9393) for the Waterloo Metro Quarter approved the maximum building envelopes which included three towers (up to 29 storeys) and mid rise podiums, public domain works and land uses (including residential, retail, entertainment, commercial uses and parking).

#### Stage 2 Detailed State Significant Development Applications (SSDAs)

The Stage 2 Detailed SSDA process was divided into four SSDAs which included the Northern Precinct, Central Precinct, Southern Precinct and Basement car park. All of the SSDAs have been approved with the exception of the Central Precinct SSDA. An outline of each Detailed SSDA have been outlined below:

- Northern Precinct Detailed SSDA: approved a 9-17 storey office and retail building, a pedestrian through site link from Raglan Street to Cope Street Plaza ('Raglan Walk') and vehicle loading and service facilities from Botany Road;
- Central Precinct Detailed SSDA: approved a 22-24 storey mixed use development (including retail tenancies, a community hub, childcare centre and residential accommodation) and publicly accessible space.
- Southern Precinct Detailed SSDA: approved two residential buildings (9 and 25 storeys) with retail tenancies, a community space and communal space, publicly accessible open space and vehicle loading and service facilities from Wellington Street.
- Basement car park Detailed SSDA: approved the excavation, construction and operation of the basement car parking levels.

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

- The Sydney Metro City & Southwest – Critical State Significant Infrastructure Approval, dated 09 January 2017;
- The Sydney Metro City & Southwest – Interchange Access Plan, dated 11 August 2021;
- The Sydney Metro City & Southwest – Waterloo Station Design and Precinct Plan, dated 27 April 2021;
- The Sydney Metro City & Southwest – Consistency Assessment #22, Integrated station design with Waterloo Metro Quarter, endorsed 14 July 2018;
- The Sydney Metro City & Southwest – Concept State Significant Development Application, Assessment Report, approved 10 December 2019;
- The Sydney Metro City & Southwest – Northern Precinct Detailed State Significant Development Application, Environmental Impact Statement and Assessment Report, approved 23 September 2021;
- The Sydney Metro City & Southwest – Central Precinct Detailed State Significant Development Application, Environmental Impact Statement, dated 26 October 2020; and
- The Sydney Metro City & Southwest – Southern Precinct Detailed State Significant Development Application, Environmental Impact Statement and Assessment Report, approved 30 July 2021.

All proposed works identified in this assessment would be undertaken in accordance with the relevant reports outlined above and the conditions of approval.



## 2. Description of proposed development/activity/works

**Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.**

The Consistency Assessment #22 outlined the public domain works to be considered for Waterloo Metro Quarter and divided them into two planning approval pathways which included:

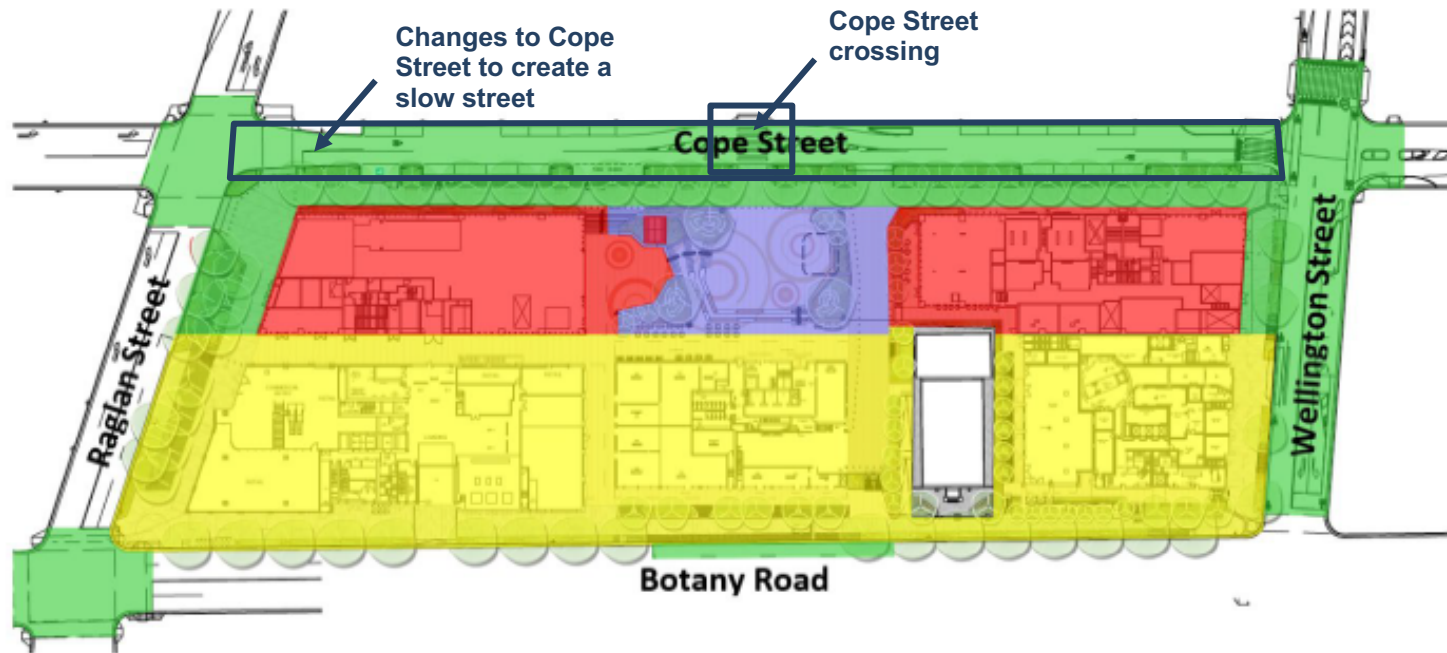
1. Concept SSDA: The public domain works would be addressed under the Concept SSDA and then would be considered further in separate Detailed SSDAs; or
2. CSSI: The public domain works would be addressed under the CSSI and then considered further in the associated IAP and SDPP.

The purpose of the subject Consistency Assessment is to align the public domain works shown in the IAP and SDPP with the CSSI Approval. Subject to the endorsement of this Consistency Assessment, these public domain works are to be undertaken by the Station Contractor (John Holland) in accordance with the conditions of the CSSI approval.

The public domain works to be considered under this Consistency Assessment include:

- Changes to Cope Street road design to create a 'slow street' – including kerb realignment to narrow the street, indented parking bays, street pits, bicycle parking, street trees, changes to road pavement and street furniture; and
- Provide a mid-block crossing on Cope Street between Raglan Street and Wellington Street.

Refer to Figure 2 below for the location of these works.



- RED areas reflect key station structures under the CSSI.
- GREEN areas reflect scope that is part of the station works under the CSSI but is under City of Sydney Council (CoS) and TfNSW (previously RMS) jurisdiction.
- PURPLE area reflects scope that involves both the station and Waterloo development under either the CSSI or SSDAs.
- YELLOW area reflects part of the Waterloo development under the SSDAs.

Figure 2 Location of public domain works to be considered as part of Consistency Assessment and included in the CSSI

### 3. Timeframe

#### **When will the proposed change take place? For how long?**

The public domain works are to be undertaken by the Station Contractor, John Holland and are to be included in the CSSI construction works. The public domain works will commence on January 2023 and will take approximately 4 months to complete. The construction program will be consistent with the program identified in the CSSI.

### 4. Site description

#### **Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.**

The location of the public domain works are identified in **Figure 2** above. The new crossing is located to the middle of Cope Street in between Raglan Street and Wellington Street. The changes to the road design of Cope Street are associated with the western and eastern footpath areas. The road and footpath areas along Cope Street are owned by City of Sydney Council.

### 5. Site Environmental Characteristics

#### **Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.**

Cope Street is a local road which is used by local residents accessing Botany Road and other services and facilities along Redfern Street. Along the eastern side of Cope Street are a series of residential flat buildings and on the western side is the construction site for the Waterloo Metro Quarter which has construction hoardings along the footpath.

Cope Street and the western footpath is relatively flat and this area is predominately hardstand. Along the western footpath there are a series of light poles.

There are no protected flora and/or fauna in the vicinity and the site is not within a sensitive area.

## 6. Justification for the proposed works

**Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.**

The proposed works are required to support precinct and access outcomes for Waterloo Station. Consequences of not proceeding with the proposed work is that there could be pedestrian safety concerns with pedestrians accessing Waterloo Station.

## 7. Environmental Benefit

**Identify whether there are environmental benefits associated with the proposed works. If so, provide details:**

The proposed traffic calming measures along Cope Street will slow traffic down traffic to improve pedestrian safety along the street. Whilst the pedestrian crossing to Cope Street will provide a safe access point for pedestrians entering and exiting Waterloo Station and the Waterloo Metro Quarter.

## 8. Control Measures

### Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

#### Construction Environmental Management Plan

Conditions C1-C7 of the CSSI approval outlines the requirements for Construction Environmental Management Plans (CEMPs).

The CEMP (final, revision 1.0 and dated 20 May 2021) outlined in Section 2.1, Table 1 a summary of works considered in the CEMP, which includes the following:

- **Local area works:** Resurfacing or reconstruction of affected roads, footpaths, cycle ways or other public amenities, and signage, traffic control signals, street lighting, flood mitigation and traffic and transport management.

Furthermore, Section 6.5 of the CEMP, states that all land including roadways, footpaths, loading facilities or other land that has been occupied temporarily will be returned to their pre-existing condition.

#### Operational Management Plan

Conditions D1-D8 of the CSSI approval outlines the requirements for Operational Management Plans (OEMPs). Condition D2 outlines where OEMPs are required whilst Conditions D1 and D3 outlines the requirements of an OEMP. Condition D7 requires the OEMP to be submitted to the Secretary for information, one month before the commencement of operation.

#### Construction Traffic Management Plans

Condition E82 of the CSSI approval outlines the requirements for Construction Traffic Management Plans (CTMPs). A CTMP (revision 0 and dated 9 September 2020) has been prepared which outlines how traffic will be managed during the construction of the Waterloo Station works.

In addition, Condition E78 stipulates that the proponent is to undertake supplementary analysis and modelling as required by the TTLG regarding management of operational traffic. Also the traffic and local roads around Waterloo metro station must be monitored 12 months before the CSSI commences operation, as per Condition D12.

## 9. Climate Change Impacts

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

No changes to climate change impacts.

## 10. Impact Assessment – Construction

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

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No changes from approved project.	No additional measures required.	Y	Y	
Water	No changes from approved project.	No additional measures required.	Y	Y	
Air quality	No changes from approved project.	No additional measures required.	Y	Y	
Noise and vibration	No additional noise or vibration impacts are anticipated as a result of the proposed works. The works are to be undertaken within the approved construction hours.	No changes from approved project.	Y	Y	
Indigenous heritage	No changes from approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No changes from approved project.	No additional measures required.	Y	Y	
Community and stakeholder	No changes from approved project.	No additional measures required.	Y	Y	

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

## 11. Impact Assessment – Operation

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

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No changes from approved project.	No additional measures required.	Y	Y	
Water	No changes from approved project.	No additional measures required.	Y	Y	
Air quality	No changes from approved project.	No additional measures required.	Y	Y	
Noise vibration	No changes from approved project.	No additional measures required.	Y	Y	
Indigenous heritage	No changes from approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No changes from approved project.	No additional measures required.	Y	Y	



Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and stakeholder	<p>The community would benefit from the proposed works as the pedestrian crossing will provide safe access for pedestrians crossing Cope Street which is close to the station entrance whilst the speed of traffic travelling along Cope Street will be reduced.</p> <p>Extensive consultation has been undertaken with TfNSW and City of Sydney Council on the Waterloo interchange arrangement including the slow-street and mid block crossing. In particular, there was a meeting held with the Design Review Panel on 19/03/2021 regarding Cope Street design features. A meeting was held with TfNSW Design team on 17 September 2020 to discuss the road network overview design and layout and two working group meetings were held during 2020 with TfNSW to discuss the road design and walking connections.</p> <p>In general, TfNSW and Council supported the design measures to reduce speeds along Cope Street and the mid point crossing.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	<p>The traffic calming measures proposed along Cope Street will slow down vehicles and will improve pedestrian safety. These traffic measures will not impact upon nearby nearby intersection performance and the wider road network.</p> <p>In addition to this, Condition E76 of the modified consent (SSI 15_7400) requires permanent road works (including works relating to to pedestrians, cyclists, and public transport users) must be subject to safety audits. Refer to below:</p> <p><i>'E76 Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Secretary upon request.'</i></p>	No additional measures required.	Y	Y	
Waste	No changes from approved project.	No additional measures required.	Y	Y	
Social	No changes from approved project.	No additional measures required.	Y	Y	
Economic	No changes from approved project.	No additional measures required.	Y	Y	
Visual	No changes from approved project.	No additional measures required.	Y	Y	
Urban design	No changes from approved project.	No additional measures required.	Y	Y	

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

## 12. Consistency with the Approved Project

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

## 13. Other Environmental Approvals

Identify all other approvals required for the project:

- **Road Act 1993:** The works to the road and footpath area would require approval under Section 138 of the Road Act 1993.
- **Consultation with the Traffic and Transport Liaison Group:** Condition E75 (Traffic, Transport and Pedestrian Access) of the CSSI approval states that the detailed design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes shall be undertaken in consultation with, and to the reasonable requirements of the Traffic and Transport Liaison Group(s) (TTLG) established. Refer to Condition E75 below:
 

*'E75 The CSSI must be designed, constructed and operated with the objective of integrating with existing and proposed road and related transport networks and minimising adverse changes to the safety, efficiency and, accessibility of the networks, and facilitate an improved level of service in relation to permanent and operational changes. Detailed design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes shall be undertaken:*

  - (a) in consultation with, and to the reasonable requirements of the Traffic and Transport Liaison Group(s) established under Condition E77;*
  - (b) in consideration of existing and future demand, connectivity (in relation to permanent changes), performance and safety requirements;*
  - (c) to minimise and manage local area traffic impacts;*
  - (d) to ensure access is maintained to property and infrastructure; and*
  - (e) to meet relevant design, engineering and safety guidelines, including Austroads, Australian Standards, and RMS (RTA) requirements.*

*Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation before the commencement of the relevant works.'*

The TTLG was established under Condition E77 and the purpose of the group is to inform traffic and transport management measure during construction and operation of the CSSI. Management measures must be coordinated with and approved by the RMS following endorsement by the Sydney Coordination Office and consultation with the Relevant Roads Authority. Refer to Condition E77 below:

*'E77 The Proponent must establish a Traffic and Transport Liaison Group(s) (TTLGs) to inform traffic and transport management measures during construction and operation of the CSSI. Management measures must be coordinated with and approved by the RMS following endorsement by the Sydney Coordination Office and consultation with the Relevant Roads Authority.'*

*The TTLG must comprise representatives from the Relevant Road Authority(ies) (including the RMS, relevant Councils, and the Barangaroo Delivery Authority as appropriate), transport operators (including bus and taxi operators), emergency services and Port Authority of NSW as required. The TTLG must be consulted on to inform the preparation of the Construction Traffic Management Plan(s) and Interchange Access Plan(s).'*

In addition to this, Condition E75 stipulates that detailed design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes shall be undertaken to meet relevant design, engineering and safety guidelines, including Austroads, Australian Standards, and RMS (RTA) requirements.

- Road Occupancy Licence and Out of Hours Works approval where necessary for construction works.

## Author certification

To be completed by person preparing checklist.

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

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

Name:	Lauren Manias	Signature:	
Title:	Planning Approvals Manager		
Company:	Sydney Metro	Date:	10 February 2022

## Environmental Representative Review

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

Name:	Jo Robertson	Signature:	
Title:	Environmental Representative		
		Date:	10 February 2022

This section is for Sydney Metro only.

### Application supported and submitted by

Name:	Yvette Buchli	Date:	10/02/2022
Title:	Associate Director Planning Approvals	Comments:	
Signature:			

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

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

Endorsed by			
Name:	Fil Cerone	Date:	11 February 2022
Title:	Director Environmental, Sustainability and Planning – City & Southwest	Comments:	
Signature:	