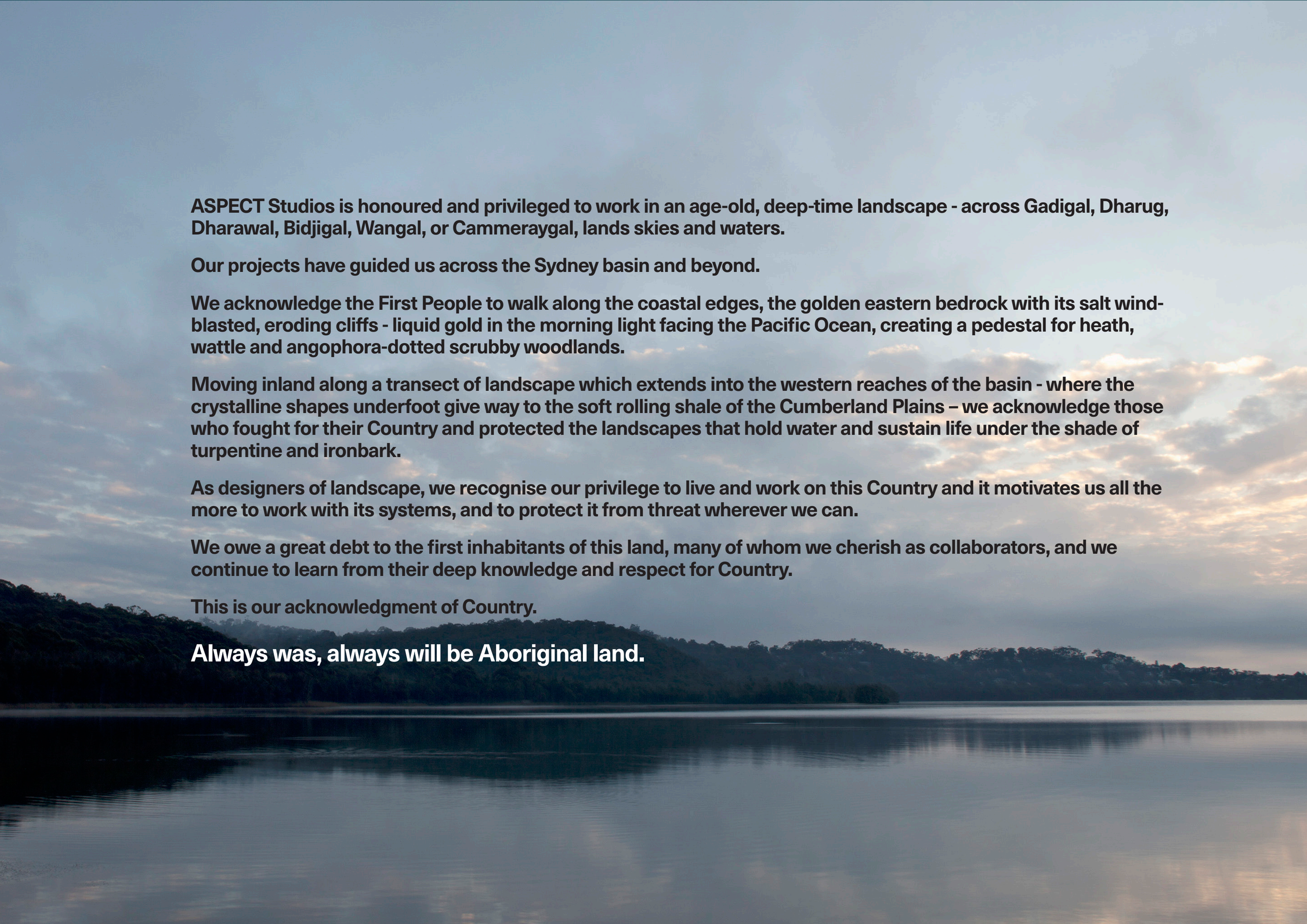
WATERLOO SOUTH
RESPONSE TO SUBMISSIONS
PUBLIC DOMAIN AND LANDSCAPE REPORT

STOCKLAND | NSW LAND AND HOUSING CORPORATION
AUGUST 2026

PR-LS-5001-PUBLIC DOMAIN DESIGN REPORT [A]

PROJECT #	**SYD25010**
STATUS	**FOR SUBMISSION**
REVISION	**A**
DATE	**AUGUST 2026**
PREPARED BY	**BM, LN**
APPROVED BY	**TD**

ASPECT Studios



ASPECT Studios is honoured and privileged to work in an age-old, deep-time landscape - across Gadigal, Dharug, Dharawal, Bidjigal, Wangal, or Cammeraygal, lands skies and waters.

Our projects have guided us across the Sydney basin and beyond.

We acknowledge the First People to walk along the coastal edges, the golden eastern bedrock with its salt wind-blasted, eroding cliffs - liquid gold in the morning light facing the Pacific Ocean, creating a pedestal for heath, wattle and angophora-dotted scrubby woodlands.

Moving inland along a transect of landscape which extends into the western reaches of the basin - where the crystalline shapes underfoot give way to the soft rolling shale of the Cumberland Plains – we acknowledge those who fought for their Country and protected the landscapes that hold water and sustain life under the shade of turpentine and ironbark.

As designers of landscape, we recognise our privilege to live and work on this Country and it motivates us all the more to work with its systems, and to protect it from threat wherever we can.

We owe a great debt to the first inhabitants of this land, many of whom we cherish as collaborators, and we continue to learn from their deep knowledge and respect for Country.

This is our acknowledgment of Country.

Always was, always will be Aboriginal land.

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Section 1

Response to Submissions Summary

1.1 Response to Submissions Summary

This Report addresses the following relevant submissions set out in the table below.

Table 1 : Response to Submissions Summary

Agency	Key Issue	Response	Supporting documentation
Canopy Cover			
City of Sydney	There is significant canopy both within and surrounding the site, mostly provided by large, healthy trees that are of substantial importance to the local environment and the character of the area. In particular, the high number of trees within the site along McEvoy Street, the high value Fig trees located on the site corners, as well as street trees and trees listed on the City of Sydney's Register of Significant Trees on neighbouring properties to the north of Wellington Street.	Noted	---
City of Sydney	The tree numbering has been adopted from the Arboricultural Impact Assessment (AIA) prepared by TMS, dated 30 March 2026, recommending that the proposed concept design requires the removal of 236 trees and retention and protection of 304 trees.	Noted	--
City of Sydney	These trees provide important environmental, ecological, and amenity benefits and form part of the City's essential green infrastructure. The proposed significant extent of tree removal appears driven by the current proposed envelope layout and design of roads. High-value trees must be treated as a key site constraint and integrated into planning and design in accordance with Australian Standard for Trees on Development Sites - AS 4970–2025 and relevant Council policies.	Noted	--
City of Sydney	While the City raises no objection to the removal of 164 of the proposed trees, several of the remaining trees should be reconsidered for retention as they are considered to be of high retention value or are mature, well-established assets that contribute significantly to streetscape character, urban forest canopy cover, biodiversity, local amenity and long-term environmental resilience.	Noted	--
City of Sydney	Trees that are recommended to be reconsidered for retention are trees 50, 53, 58, 59, 60, 61, 62, 63, 64, 69, 70, 72, 90, 91, 92, 93, 101, 109, 127, 134, 135, 137, 138, 139, 140, 141, 154, 167, 168, 171, 175, 179, 181, 198, 199, 201, 202, 207, 213, 214, 215, 226, 230, 231, 233, 234, 235, 236, 243, 244, 245, 246, 247, 267, 280, 281, 282, 283, 284, 286, 290, 329, 330, 331, 340, 341, 385, 391, 406, 407 and 429.	During the development of the precinct concept SSDA, every endeavour was taken to maximise retention of as many trees as possible within the scope and requirements of the project, with particular regard to trees of High Retention Value. We note that in addition to the 79 of 155 High Retention Value (50.97%) trees proposed to be retained, an additional 9 trees of High Retention Value were identified as possible candidates for retention, subject to detailed root mapping that will occur during the detailed design phase. These trees are shown in both the Public Domain and Landscape Report (section 5.6) and the Arboricultural Impact Assessment (Appendix 8). The trees identified are; 53, 63, 64, 73, 247, 267, 280, 286 and 391. We note that the trees that are recommended to be reconsidered for retention may have been impacted by the 2022 Design Guide scheme as shown in the 2022 Design Guide tree retention diagram, including; 50, 62, 63, 64, 69, 70, 72, 74, 85, 90, 91, 92, 93, 101, 109, 127, 134, 137, 138, 139, 140, 141, 154, 167, 168, 171, 175,179, 181, 198, 199, 201, 202, 207, 230, 231, 233, 234, 235, 236, 243, 246, 247, 267, 280, 281, 282, 283, 284, 286, 290, 329, 330, 331, 340, 341, 385 and 391. Two of the trees recommended to be reconsidered for retention in the submission and noted in the above list have been assessed to have a Low Retention Value, including; 154, 202. A small number of trees shown as to be retained in the 2022 Design Guide and in the recommended list have been shown as to be removed based on the Concept SSDA. These include; 50, 135, 245, 246, and 267. Some of these have been noted as possible candidates for retention subject to detailed assessment as noted above. Furthermore, a number of High Retention Value trees are proposed to be retained as shown in the Concept SSDA that were shown as removed in the 2022 Design Guide. These are; 125, 126, 165, 174, 210, 211, 242, 248, 249, 250, 251, 254, 255, 256, 257 and 258. During the response to submission process, and additional 16 trees have been identified as possible candidates for retention, subject to detailed resolution of Block 9 (trees 73, 74, 82, 84, 88, 103, 104, 105, 106, 110, 127), Block 10 (trees 135, 138, 137, 139, 140, 141) and subject to detailed root mapping and awning design to the north of Block 5 (trees 213, 214 and 215). Refer Appendix 2.	Appendix 2 3.4 - Tree Retention

Agency	Key Issue	Response	Supporting documentation
City of Sydney	The site currently has 60% greening, including 50% canopy cover, and while the submitted documentation states that the future development of Waterloo South will deliver additional open space, canopy planting and achieve a minimum 50% tree canopy cover target across the precinct at maturity, there is currently insufficient information to demonstrate that these outcomes can realistically be achieved. The scheme appears to be heavily reliant on the canopy being provided in the new parks and the through relatively narrow through-site links.	The minimum 50% tree canopy coverage target across the precinct at maturity refers to the target for the streetscape across the precinct, not the entire precinct area. This is outlined in section 4.7.3 of the Public Domain and Landscape report (noted as 48.8% at approximately 10 years post install, it can be reasonably expected that 50% coverage in the streetscape is achievable at maturity).	--
City of Sydney	As a benchmark, the concept should establish public and private-domain expectations for canopy cover in accordance with the Greening Sydney Strategy targets including: • 15% in private property • 70% within streets • 55% within neighbourhood parks • 70% within pocket parks	We note that these targets are outlined in documents applying to the development, including; • 15% in private property as outlined in the Sydney Development Control Plan (SDCP), section 3.5.2 • Targets for streets, neighbourhood parks and pocket parks outlined in the Urban Forest Strategy With regard to the provision of canopy cover, the documentation outlines the ability to achieve near to 50% canopy coverage (calculated at 48.8%) within the streetscape. The ability to provide additional canopy coverage within the streetscape is limited by technical requirements of services providers including Ausgrid, Jemena and Sydney Water and regarding the type of and location of tree planting in proximity to their services. In George Street and Wellington Streets, provision has been made for planted kerb extensions within the road reserve that will allow for future tree planting should service providers technical requirements change.	--
Community Submissions	Loss of mature tree canopy and subsequent environmental amenity.	During the development of the Concept SSDA every endeavour was taken to maximise tree retention within the scope and requirements of the project, with particular regard to trees of High Retention Value. As detailed in this report, a further four trees have been identified as possible candidates for retention as part of the response to submissions process, subject to the detailed resolution of the Mead Street design (tree 127) and to detailed root mapping and awning design to the north of Block 5 (trees 213, 214 and 215). Canopy cover within the streetscape is calculated at 48.8% at approximately 10 years post-installation (which excludes canopy provided within the new parks and the through-site links). The target 50% cover within the streetscape is reasonably expected at maturity as the planting establishes beyond the 10-year horizon. Refer to Section 4.3.7.2 of this report.	
Soil Volumes			
City of Sydney	The concept plans indicate inconsistent provisions of deep soil with the Design Guide. It is recommended that envelope plans remove references to deep soil and future development applications rely solely on deep soil targets provided in the Design Guide. It is also encouraged that the Design Guide incorporate additional requirements for deep soil and on-structure planting design requirements as provided in the Sydney Development Control Plan 2012 (SDCP 2012).	References to Deep Soil have been removed from the envelope plans prepared by SJB. Deep Soil and Planting on Structure diagrams in the Design Guide and the Public Domain and Landscape Report are consistent. Discrepancies between the tables in the Design Guide and the Public Domain and Landscape Report have been resolved. The Design Guide has been updated to match the provisions outlines in the Public Domain and Landscape Report.	Design Guide
Private Communal Open Space			
City of Sydney	The application allocates private communal open space per Block with some blocks being allocated a significantly lower amount than what is required by the ADG and SDCP. The concept should not establish communal open space areas lower than what the standard provisions are, particularly in Blocks 8 and 9.	The response to this item is contained in the Response to Submissions Report prepared by Beam Planning	Beam Planning - Response to Submissions Report

Agency	Key Issue	Response	Supporting documentation
Public Domain			
City of Sydney	The City has been working through the design of the public domain discussing issues with the proponents at regular Public Infrastructure Working Group (PIWG) meetings chaired by DPHI as required by the VPA. The comments provided below have been discussed at these meetings and in the most part agreed to by all parties. However, some issues remain and require further discussions with the proponent before a final position is agreed. No consent should be granted to any public domain plan or public domain design in the Design Guide without formal endorsement by the City.	Noted, agreed.	--
	Comprehensive advice and public domain design expectations are provided in response to the submitted Public Domain and Landscape Report in Appendix 2. Where recommendations are made in response to the Public Domain and Landscape Report, appropriate amendments should also be made to the Design Guide.	Noted. The responses to the below items have been addressed in both the Public Domain and Landscape Report and to the Design Guide as relevant.	Appendix 4 PIWG Report
	The City encourages further discussions through the PIWG to address comments raised in this submission prior to the lodgement of any response to submissions. The public domain design must be in accordance with the City's Streets Code, Public Domain Manual, Technical Specifications and all other relevant Council policies and guidelines.	Noted.	--
	In regard to street design, while the general layouts of streets are supportable, the following recommendations are made and should be implemented in amended documentation:	Noted.	--
City of Sydney	**All locations**		
	All street sections were tested with a 9.25m waste truck, not the City's 10.6m waste truck. The layouts need to be checked with the updated truck specs, paying particular attention as to whether the larger truck overhangs the footpath.	The street layouts in the attached have been tested with the 10.6m waste truck and minor amendments at the northern entry to Cooper Street north and at the driveway entry to building 2D have been incorporate.	Appendix 4 PIWG Report
	All drawings should show zebra line markings on raised crossings. As shown, it's unclear if they are speed humps or formal crossings.	The crossing strategy is outlined in the PIWG package, attached as an appendix.	Appendix 4 PIWG Report
	All raised intersections throughout the precinct should have zebra crossings on each leg.	The crossing strategy is outlined in the PIWG package, attached as an appendix.	Appendix 4 PIWG Report
	Raingardens require further analysis and design development (eg topographical, hydrological, water quality etc). It is assumed that a better outcome would be to disperse the raingarden WSUD elements throughout the precinct to correspond to different catchment areas of each street	Detailed analysis of the raingardens has been conducted by WSce and the summary included in the PIWG package, which is included as an appendix to this response to submissions.	Appendix 4 PIWG Report
City of Sydney	**John Street**		
	The street should be narrowed from 8.3m closer to 6.2m, to address cars passing too quickly, and to bring trees closer to the centre of the road	The carriageway of John Street is not proposed to be narrowed from 8.3m, noting that this is consistent with the Design Guide. The introduction of raingardens in between parking bays, as well as raised crossings at the intersections of Cope, Cooper and George Streets, enable a reduction in crossing distance as well as help to provide environmental cues to slow traffic.	--
City of Sydney	**Cooper Street north**		
	Should be designed as a street not a shared zone as implied in the materiality diagrams in the Public Domain and Landscaping report	Cooper Street North has been updated as a street with concrete unit paving (small format) to footpaths and kerb geometries adjusted in line with the City of Sydney's comments.	Appendix 4 PIWG Report
	The kerb return on the east side north of the driveway should be chamfered, rather than at right angles.	This has been addressed and amended in supporting documentation.	Appendix 4 PIWG Report
City of Sydney	**Cooper Street south**		
	Road design is confusing for users. There are two parallel shared zones (6m on west and 3.9m on east) separated by landscaping, however only the 6m shared zone connects to John Street.	The design of Cooper Street South and Cooper Place is developing with the Stage 1 SSDA and will be updated along with that submission.	--
	Eastern shared zone is designed as a pedestrian-only space and delineated either with kerb and gutter, furniture or different surface treatment.	The design of Cooper Street South and Cooper Place is developing with the Stage 1 SSDA and will be updated along with that submission.	--
City of Sydney	**Cooper Place**		
	The loading zones on the north-south sides should be marked so it is clear they are not traversable spaces. This would mean they would act as horizontal deflection with vehicles having to 'wiggle' a little around them, slowing them down.	The design of Cooper Street South and Cooper Place is developing with the Stage 1 SSDA and will be updated along with that submission.	--

Agency	Key Issue	Response	Supporting documentation
City of Sydney	**Mead Street**		
	Align pedestrian crossing with through-site links.	The crossing in Mead Street has been adjusted to align with the through-site link.	Appendix 4 PIWG Report
Shared Zone			
Transport for NSW	In NSW, TfNSW is responsible for the setting and signposting of safe and appropriate speed limits in accordance with the NSW Speed Zoning Standards. The design and construction of the proposed shared zone (including but not limited to surface treatments, signage and pedestrian priority measures) shall be in accordance with the NSW Speed Zoning Standard TS 03631:2.0.	Noted.	--
	Please note that TfNSW requires criteria to be met for a 10 km/h shared zone and all other proposed speed limits in accordance with the NSW Speed Zoning Standards. The proposed shared zone for Cooper Street south circulation road, shown in the cross section (Figure 48) and plan view (Figure 50), indicates that the area between John Street and the circulation road has a separated footpath to the vehicle path. Therefore, a shared zone on this section of the vehicle path is not required. Alternatively, this section of road could be redesigned in line with the NSW Speed Zoning Standards to meet the criteria for a shared zone.	The design of Cooper Street South and Cooper Place is developing with the Stage 1 SSDA and will be updated along with that submission.	--
Design Guide - Deep Soil			
DPHI	The revised DG's deep soil mapping proposes deep soil above areas mapped for basements. Areas above basements are generally not considered to be deep soil areas. The Department requests clarification on how these deep soil outcomes would be achieved in practice. It is also noted that, as the proposal seeks both rezoning and concept approval, consistency is required between the DG, the Concept Plan and any future detailed development applications. The Department recommends that the deep soil mapping be reviewed and refined to ensure it accurately reflects achievable outcomes and aligns consistently across all approval stages. The Department also recommends further consideration be given to planting in through-site links.	ASPECT Studios have reviewed the Design Guide diagrams for deep soil and basement provisions and are unable to identify a discrepancy between the two diagrams.	--
Design Guide - City of Sydney			
DPHI	The updated DG seeks to amend requirements on street design, including Sections 7.1 and 7.3. The City has raised concerns with these changes and has provided detailed comments on the DG more broadly. The Department recommends that Homes NSW work collaboratively with the City to address these concerns and ensure any proposed amendments are acceptable.	Responses to the comments on the Design Guide have been addressed within the Response to Submissions Report prepared by Beam Planning.	Beam Planning - Response to Submissions Report
Road Acquisition			
DPHI	Transport for NSW has recommended that the land along the northern side McEvoy Street (existing lots 3, 4, 5 and 6 in DP 252609) be included in Land Reservation Acquisition Map under the Sydney LEP 2012. The Department recommends Homes NSW considers the impacts of the reservation mapping on the design and layout of the proposal and update proposed mapping accordingly.	A response to this matter has been addressed within the Response to Submissions Report prepared by Beam Planning.	SJB - Urban Design - Response to Submissions report
Communal Open Space			
DPHI	The proposed provision of communal open space appears disproportionate to the site area, particularly within Blocks 7, 8A and 9, resulting in significantly less open space than the recommended criteria of the ADG. The Department requests that the design be revised to maximise the provision of communal open space in these blocks and better align with the intent and objectives of the ADG.	We note that the Private Communal Space allocation for Block 7 is at 28%, above the requirements for Communal Open Space in the ADG. We assume Block 7 was included in error. This comment may have been referring to Block 2, not Block 7, as it is noted as achieving 14% however this includes Lot 2B which is not residential. With the removal of Lot 2B the Communal Open Space achieved for Block 2 is 25%. A response to this matter is further detailed in the Response to Submissions Report prepared by Beam Planning.	Appendix 1 2.8 - Communal Open Space Beam Planning - Response to Submissions Report
Public Open Space			
DPHI	The Voluntary Planning Agreement executed in February 2023 (VPA 2020/14) requires the delivery of 23,600 m2 of public open space in the Waterloo Estate (South) precinct. The Department requests clarification on how the proposal achieves the required 23,600 m2 of public open space, including clear identification of all areas contributing to this total.	Response to this item has been addressed within the Response to Submissions Report prepared by Beam Planning.	Beam Planning - Response to Submissions Report

1.2 CoS to DPHI - Advice on EIS responses

This Report addresses the following relevant submissions set out in the table below.

Table 2 : Response to City of Sydney comments on Public Domain and Landscape Report - Appendix 2

Section	Comment	Response	Supporting Documentation
4. Public Domain Approach			
Figure 73 – Street Typology Diagram	• Through-Site Link is shown running east-west along northern boundary of the existing substation. This is inconsistent with the landscape plans and needs to be amended.	Diagram has been amended.	Appendix 1 2.1 - Street Typology
Figure 77 – Active Edges Diagram	• Update to show Public Plaza located on private land on the western side of Mead Street south of the small park as per Open Space Diagram	Diagram has been amended.	Appendix 1 2.2 - Active Edges 2.4 - Connections & Nodes 2.5 - Accessibility

Figure 78 – Materiality Diagram	• Shared Zone Trihex paving on Cooper Street North
	• Cooper Street North is not a shared zone
	  • Trihex shared zone pavement on road and path with kerb and gutter is not supported. Footpath reads the same as carriageway and is confusing for the user especially moving from Cooper St South and with a raised platform at either end
	  • This Type 2 shared zones (with kerb and gutter retained) typically is only acceptable as retrofit solution when footpath is non-compliant.
	  • Design solutions options:
	  • raise street to completely achieve design intent linking the two parks or
	  • retain kerbs, change road material to asphalt and footpath to concrete/concrete unit pavers to reinforce separation between pedestrians and vehicles – this option achieves a simple low speed street rather design legible as such
	  • add threshold treatment at entrance from John St (pavers/ cobblestones) or just let the raised platform at Cooper/ John streets be the threshold treatment
	  • 10km/h speed limit applies for a shared zone design, otherwise it should be 20/km/h
	  • details to be reviewed in RSA process
		This has been addressed in the PIWG report which is appended to the RTS	Appendix 1
			2.3 - Materiality
			
			Appendix 4
			PIWG report

4.7 Street Trees	• Generally, the City does not support the location of proposed trees.
	  • While the proposed tree locations meet Sydney Water technical requirements, they are contrary to the City's greening and street design policies. This issue has been discussed at the technical meetings with the proponent and will be subject to future discussions.
	  • The design proposes:
	  • small canopy sizes
	  • trees away from the road and closer to lot frontages
	  • placing trees in unusual locations to avoid services
	  • omitting trees altogether in several locations
	• The City's objective is to have the greatest canopy cover possible. This is achieved by:
	  • selecting tree species with large canopies – aligning with the City's Street Tree Masterplan
	  • positioning trees as close to the centre of the street as possible – utilising inroad planting, parking lanes and kerb extensions
	  • regular spacing along corridor
	  • Awnings and basement boundaries are to be modified to retain the highlighted existing street trees
	  • Proposed trees need to follow the City's Street Tree Masterplan
		Noted.
		The ability to provide additional canopy coverage within the streetscape is limited by technical requirements of services providers including Ausgrid, Jemena and Sydney Water and regarding the type of and location of tree planting in proximity to their services. In George Street and Wellington Streets, provision has been made for planted kerb extensions within the road reserve that will allow for future tree planting should service providers technical requirements change.
		The awning stretgy diagram provides flexibility for awnings to be adjusted / omitted subject to individual requirements of existing trees adjacent. Omission and adjustment will be addressed in detail in the Stage 1 Detailed SSDAs for each block.	

Section	Comment	Response	Supporting Documentation
4.8.2 Through-Site Links	• Through-site links protected by easements must be shown at the south-east or south-west corners of Block 8 to avoid entrapment. Figures throughout this document and the Design Guide are inconsistent in showing locations of access areas in this location. At minimum, an indicative through-site link should be shown in this location subject to future design.	An additional through-site link has been shown in the south-western corner of Block 8. Refer attached diagrams.	Appendix 1 2.6 - Through-Site Links
Figure 146 Primary Thresholds from Public to Private Space	• 'Landscape setback' and 'Publicly Accessible Spaces' are not consistent with previous diagrams	Diagram has been amended.	Appendix 1 2.9 - Safety & Security
5. Design Guidelines			
Figure 151 Land Dedication and Easements	• Additional Public Access/Easement/Through-site Link at south of Block 8 to be clarified throughout document.	Noted. Refer diagrams attached.	Appendix 1 2.1 - Street Typology 2.2 - Active Edges 2.4 - Connections & Nodes 2.5 - Accessibility 2.6 - Through-Site Links 2.7 - Open Space 2.9 - Safety & Security Appendix 2 3.1 - Land Dedication 3.3 - Access & Circulation
153 Proposal Street Network Diagram	• Add 'Cooper Street' name on the diagram at Figure 153 and others.	Noted. Diagrams have been amended to show street names across the precinct.	Appendix 2 3.2 - Street Network
	• Correct inconsistency - West Street is shown as narrowed where the existing lots are retained, Cooper Street North is not.	Diagram has been amended to correct inconsistency.	Appendix 2 3.2 - Street Network
5.3.1 – 5.3.10 Street Sections	• No detailed plans are shown for the individual streets, so this review refers to and consolidates the comments for the plans on page 36, 37, 40, 44	Noted. Individual street plans are provided in Appendix 4	Appendix 4 - PIWG Report
	• Raised platform intersections on John and Wellington streets need to include formal pedestrian or combined crossing line marking to give priority to people crossing. E.g. Wilson and Shepherd in Redfern with Zebra crossing.	Crossing strategy has been provided in the PIWG Report at Appendix 4.	Appendix 4 - PIWG Report
	• Show awnings in sections	No change proposed. Plan diagram indicates location of awnings. Refer to Appendix F of the RtS Report for why the street sections do not depict awnings/colonnades or buildings.	Beam Planning - Response to Submissions Report
	• Show section location plan in Design Guide	Refer to Design Guide response by Beam Planning.	Beam Planning - Response to Submissions Report
5.3.1 George Street	• Include formal pedestrian and bike crossings over John St	Crossing strategy has been provided in the PIWG Report at Appendix 4.	Appendix 4 - PIWG Report
	• Proposed tree planting to be within parking lane i.e. closer to the centre of the road, at approximately 15m centres. A typical set out would be a 3m planter bed between two parking spaces (6m+6m)	Tree planting within the parking lane on the east side of George Street is not possible due to below ground services constraints. The design does not preclude the City of Sydney planting additional trees in this area at a future date.	
	• Noting that the 'swale' on George Street (as shown in the Design Guide) has been relocated to John Street with the potential for it to be dispersed across the precinct in future	Noted. Refer John Street drawings.	Appendix 4 - PIWG Report
	• Provide pedestrian crossings, kerb extensions and trees/plants in the parking lane in the northern section of George Street between Raglan and Wellington streets. This part of the design is underdeveloped	It is proposed that the same street arrangement for George Street is carried through from in front of Blocks 3, 4, 8 and 9 to the Block 1 park.	Appendix 4 - PIWG Report
	• The proposed landscape treatment of Block 9A (and to a lesser extent 9B) at the interface with the eastern side of George Street is not acceptable. Planting and a level change has been pushed to the edge of the lot which in turn narrows down the available footpath width. This is most notable at the pinch points created by the retained existing street trees where the path appears to narrow to 900mm to the lot boundary. The street sections don't show the on-lot interface design but should	This item is under further development and will be submitted with the Stage 1 SSDA submission for Block 9.	
	• In plan show the proposed opening at the southern end of George Street to allow a left turn in from McEvoy Street as previously requested by the City. Include a revised street layout north of the intersection factoring in the changed conditions for the turning head. Liaise with TfNSW and the City to satisfy their requirements.	This item is under further development and will be submitted with the Stage 1 SSDA submission for Block 9.	

Section	Comment	Response	Supporting Documentation

5.3.2 Wellington Street	• The Wellington Street sections are not acceptable
	  • Parking does not fit in the cross section on northern side of the road.
	  • Parking does not fit in the cross section east of Pitt Street.
	  • Cycleway is sufficiently wide
	• The original Design Guide, that showed parking on both sides of the road, was produced without a survey and therefore without an accurate dimension of the road corridor.
	• Applicant is to include the indicative design of the northern side of the street (outside precinct boundary) in the section, as this will influence the design of the southern side of the street that is within the precinct boundary.
	• Refer to Wellington Street design discussed in the PIWG meetings. Sections also described below:
		Amended design has been developed through the PIWG and provided in Appendix 4.	Appendix 4 - PIWG report

	• George to Pitt - No Buses
	  • 2+0.4m cycleway
	  • 2.75+2.75m travel lanes
	  • 2.1m parking (south side)
	  • 2+0.4m cycleway
		Amended design has been developed through the PIWG and provided in Appendix 4.	Appendix 4 - PIWG report

	• Pitt to Gibson - Typical with Buses
	  • No parking
	  • 2.6+0.4m cycleway
	  • 3.2+3.2m travel lanes
	  • 2.6+0.4m cycleway
		Amended design has been developed through the PIWG and provided in Appendix 4.	Appendix 4 - PIWG report

	• Bus stop east of Pitt intersection
	  • No parking
	  • 1.8+0.4m cycleway
	  • 3.1+3.1m travel lanes
	  • 2.5m bus stop
	  • 1.5m cycleway
		Amended design has been developed through the PIWG and provided in Appendix 4.	Appendix 4 - PIWG report

	• Pitt intersection to Bus stop
	  • No parking
	  • 1.8+0.4m cycleway
	  • 3.2+3.2m travel lanes
	  • 2+1.8m cycleway
		Amended design has been developed through the PIWG and provided in Appendix 4.	Appendix 4 - PIWG report

	• Bus stop location has been changed from the existing location. It is now further east and closer to the stop near Elizabeth Street. Proponent to coordinate location with TfNSW.	Bus stop location has been amended to match existing. Refer Appendix 4.	Appendix 4 - PIWG report
	• Raised platform intersection needs to include formal pedestrian crossing line marking to give priority to people crossing.	Crossing strategy has been provided in the PIWG Report at Appendix 4.	Appendix 4 - PIWG Report
	• Show the recently completed cycleway works between Cope and Geroge streets as the existing condition in all plans. E.g. cycleway has priority over Cooper and George streets intersections, and there are two pedestrian crossings at the Cope Street intersection.	Recently completed cycleway has been included in plans and included in the PIWG at Appendix 4.	Appendix 4 - PIWG Report

Section	Comment	Response	Supporting Documentation
5.3.3 Pitt Street	• Provide section of northern Pitt Street	Section of northern Pitt Street has been provided. Refer Appendix 4.	Appendix 4 - PIWG Report
	• Review alignment of Pitt Street north and south of Reeve Street	A two-way zone has been introduced for 6m below the intersection to Pitt and Reeve / Kellick Streets to increase legibility and ease of movement from the northern section to the south.	Appendix 4 - PIWG Report
	• Include trees in parking lane	Tree planting within the parking lane on the east side of Pitt Street is not possible due to below ground services constraints. The design does not preclude the City of Sydney planting additional trees in this area at a future date.	
	• Resolve circulation around retained existing tree in footpath at the intersection with John Street	A revised design strategy has been provided for John Street to resolve circulation around existing trees at intersection with John Street. Refer Appendix 4.	Appendix 4 - PIWG Report
	• The eastern boundary with Waterloo Park needs further review and refinement. Planting is covering the existing entrances to the play and sport areas. The boundary line itself appears to be incorrectly drawn and overlaps the basketball court	Noted and updated. Refer Appendix 4.	
	• The sections need to be reviewed for accuracy. Include the adjacent park elements, eg. entrance, steps or retaining walls for the play/sport areas for context.	This has been addressed in the revised layout. Refer Appendix 4.	Appendix 4 - PIWG Report
5.3.4 Cooper Street North	• As road alignment is proposed to be changed, include design resolution for area east of Block 2A, eg paving, trees etc. Materiality page current shows as “As existing (outside private lot)” which is incorrect.	Materiality diagram has been updated to show upgraded paving outside private lots along Cooper Street north. Refer Appendix 4.	Appendix 4 - PIWG Report

	• Trihex shared zone pavement on road and path with kerb and gutter not supported
	  • Confusing for the user especially after leaving Cooper St South. Refer to Materiality comments above.
	  • Unless the street is made an official shared zone, the traffic speed is to be a 20km/h not 10km/h as proposed.
		Noted and updated. Refer Appendix 4.	Appendix 4 - PIWG Report

	• Tree locations not supported.	Due to the relignment of Cooper Street north, below ground services do not run parallel with the proposed street alignment. As such, trees have been positioned where possible to avoid clashes with below ground services and service provider technical guidelines.	
	• Swept path out of driveway should be run with a 10.6m waste vehicle. As raised at PIWG meeting and related drawings, a 800mm overhang on a 2m footpath is significant and dangerous. Possibly widen driveway to the south such that the vehicle body remains within the carriageway (mirrors are acceptable to overhang).	Swept path analysis of 10.6m vehicle has been conducted and driveway width adjusted to accommodate turning movement without overhanging eastern footpath. Refer Appendix 4.	Appendix 4 - PIWG Report
	• Chamfer kerbs that are cut short to enable turning movements out of driveway.	Noted and updated. Refer Appendix 4.	Appendix 4 - PIWG Report
	• Option to move the southern portion of the street further to the west, this slows traffic and aligns better with Cooper Street South over John Street.	Noted and updated. Refer Appendix 4.	Appendix 4 - PIWG Report
	• Planting on the eastern side of the road just north of the driveway entrance, extends the narrow 2m path for longer than needed. It is suggested that the planter narrows to run parallel with the kerb.	Noted and updated. Refer Appendix 4.	Appendix 4 - PIWG Report
5.3.5 West Street	• Kerb alignment is crooked. Align with Mead Street.	Alignment is not possible between West and Mead Streets due to the differences in the cross section. In order for the streets to align, the cross section for either Mead or West Street would need to be amended, resulting in an asymmetrical footpath width.	Appendix 4 - PIWG Report
	• Stagger trees in plan so that one side is half offset to the other to maximise canopy cover.	Noted and updated. Refer Appendix 4.	Appendix 4 - PIWG Report
5.3.6 Mead Street	• Additional canopy cover is required.	Tree planting on the western side of Mead Street is not possible due to below ground services constraints. The design does not preclude the City of Sydney planting additional trees in this area at a future date in planting areas provided along the western footpath.	
	• Resolve circulation around retained existing tree in footpath at the turn around near McEvoy Street.	Extent of softscape in street closure has been amended to allow circulation around existing retained tree.	Appendix 4 - PIWG Report
	• Ensure furniture is min 600mm offset from kerb.	Noted and updated. Refer Appendix 4.	Appendix 4 - PIWG Report

Section	Comment	Response	Supporting Documentation
5.3.7 Cooper Street South	• As per PIWG comments, move road reservation or make the street a shared zone without a kerb and gutter and design as per shared zone guidelines. Refer to Materiality section comments. • Review the proposed planting on the interface between public and private lots to ensure appropriate pedestrian circulation. • The road paving is shown as a different colour/material to the footpath paving. This would not be the case if it was a shared zone.	Noted. The detail of Cooper Street South and Cooper Place is being developed to respond to these comments as part of the Stage 1 SSDA and will be provided concurrent with that submission.	
5.3.8 Cooper Place	• The City requires 3m for the colonnade section as 2m is too narrow when factoring column width. The proposed 2m is an unacceptable departure from the original Design Guide which shows 3m. • Loading dock and carpark locations are to be addressed during RTS. • Swept paths need to be run with 10.6m service vehicle. • The overland flow path from George Street running westwards along the northern boundary of the Ausgrid substation is blocked as no site through link is proposed. This is an unacceptable departure from the Design Guide. Flooding would be pushed onto Ausgrid substation land which is unacceptable. The proposed substation in this area further blocks the overland flow. • The design of Cooper Place is to follow shared zone guidelines.	Noted. The detail of Cooper Street South and Cooper Place is being developed to respond to these comments as part of the Stage 1 SSDA and will be provided concurrent with that submission.	
5.3.9 John Street	• Add the John Street Section to the Design Guide.	Noted and updated.	
	• As per PIWG discussions, the City has requested the road is narrowed from 8.3m closer to 6.2m, to address vehicles passing too quickly, and to bring trees closer to the centre of the road. Current carriageway proposal aligns with the Design Guide. One option to do this would be to add WSUD between parking and footpath.	The carriageway of John Street is not proposed to be narrowed from 8.3m, noting that this is consistent with the Design Guide. The introduction of raingardens in between parking bays, as well as raised crossings at the intersections of Cope, Cooper and George Streets, enable a reduction in crossing distance as well as help to provide environmental cues to slow traffic.	
	• Refer to previous comments on raised platform intersections. • A raised crossing at the intersection of John and Cope streets is preferred.	Crossing strategy has been provided in the PIWG Report at Appendix 4.	Appendix 4 - PIWG Report
	• The WSUD zone is shown on both sides of the section, but not on the WSUD plan in the Design Guide.	This has been updated in the Design Guide.	Appendix 4 - PIWG Report
	• The number of street trees is to be increased once rain gardens are rationalised.	Noted and updated. Refer Appendix 4.	Appendix 4 - PIWG Report
	• The Design Guide Compliance table makes no reference to the addition of a bioswale/raingardens to John Street.	Noted and updated. Refer Appendix 4.	Appendix 4 - PIWG Report
	• A continuous footpath treatment crossing over Mead Street to access John Street closure stairs is preferred.	Crossing strategy has been provided in the PIWG Report at Appendix 4.	Appendix 4 - PIWG Report
5.3.10 Boundary Streets	• Furniture zones are not shown – furniture zones and parking signage are to be co-located with the parking/kerb extension lane due to non-complaint width of the footpath if furniture is installed.	Furniture zones are shown in plans provided in Appendix 4.	Appendix 4 - PIWG Report
Figure 214 Proposal Access and Circulation Diagram	• Cooper Street is to be 20km/h not 10km/h unless converted to a shared zone.	Noted and updated. Refer Appendix 2.	Appendix 2 Section 3.3
	• The publicly accessible north-south connections provided at south-west and south-east corner of Block 8 should be shown on the Access and Circulation diagram.	The south-west connection has been added as a through-site link.	Appendix 2 Section 3.3
	• Remove 'no right turn' ban on Botany and Wellington streets. i.e. allow right turn as per the existing condition. This is as agreed with TfNSW in discussions with the City.	Noted and updated. Refer Appendix 2.	Appendix 2 Section 3.3

	• Several items are not shown on the plan but are listed in the legend
	  • Public access elevator
	  • Signalised intersection
	  • The legend/line colours are inverted for the "Cycleway – existing / future"
		The colours for cycleway have been checked and adjusted.
		Public access elevators and signalised intersections are not shown, consistent with representation in the 2022 Design Guide. Requirements for public access elevators and ramping is provided in the Design Guide through-site link table. Refer to PTC traffic report for signalised intersections.
			Appendix 2
			Section 3.3

	• Show pedestrian ramps in proposed John Street closure	Note has been added to clarify that the John Street closure will include AS1428.1 compliant ramping. More detail on the proposed ramping has been included in Appendix 4.	Appendix 4 - PIWG Report

Section	Comment	Response	Supporting Documentation
5.8 WSUD	• The term “bioswale” is used, this is incorrect. The proposed WSUD areas will be rain gardens and a mix of passively irrigated garden beds.	Noted and updated. Refer Appendix 2.	Appendix 2 Section 3.5
	• The City has provided background information and requirements regarding the design of WSUD for Waterloo Estate (South) as per the original planning proposal supporting documentation, i.e. Water Quality, Flooding and Stormwater Reports. • The City has requested in technical meetings discussions with the proponent that the calculations in in the submitted reports (e.g. 2-4%) are applied to the public domain WSUD. Further water quality assessments and modelling need to occur. • The proponent and the City have agreed that the WSUD requirements can be achieved via a dispersed series of rain gardens. Additional detailed work is to be completed with optimal locations.	Detailed analysis of the raingardens has been conducted by WSce and the summary included in the PIWG package, which is included as an appendix to this response to submissions.	Appendix 4 - PIWG Report
	• Southern end of George Street – The north-westerly overland flow path is blocked as no site through link is proposed (unlike the Design Guide). Flooding pushed onto the Ausgrid substation land is unacceptable.	Refer to Appendix A of the RtS report where this matter has been addressed	Beam Planning - Response to Submissions Report
	• The proposed substation in this area further blocks the overland flow.	Refer to Appendix A of the RtS report where this matter has been addressed	Beam Planning - Response to Submissions Report
	• The proposed substation In Mead Street should be set back in line with the façade of the podium, outside path of travel.	Noted and updated. Refer Appendix 3.	Appendix 3 Landscape Plans
5.9 Awning Strategy	• 2-3m Colonnade width is noted. The City requires 3m. 2m is too narrow when factoring in columns widths.	A response has been provided by SJB and Beam Planning in respective response to submission reports.	SJB Response to Submissions Report Beam Planning - Response to Submissions Report
	• Add requirements for any other street awnings to reflect similar controls in the SDCP 2012, particularly in relation to setbacks from kerbs, trees and light poles.	A response has been provided in the Beam Planning - Response to Submissions report.	Beam Planning - Response to Submissions Report

Appendix 1 - Public Domain Approach Diagram Updates

2.1 Streets



Figure 73: Street Typology Diagram

2.2 Active Edges

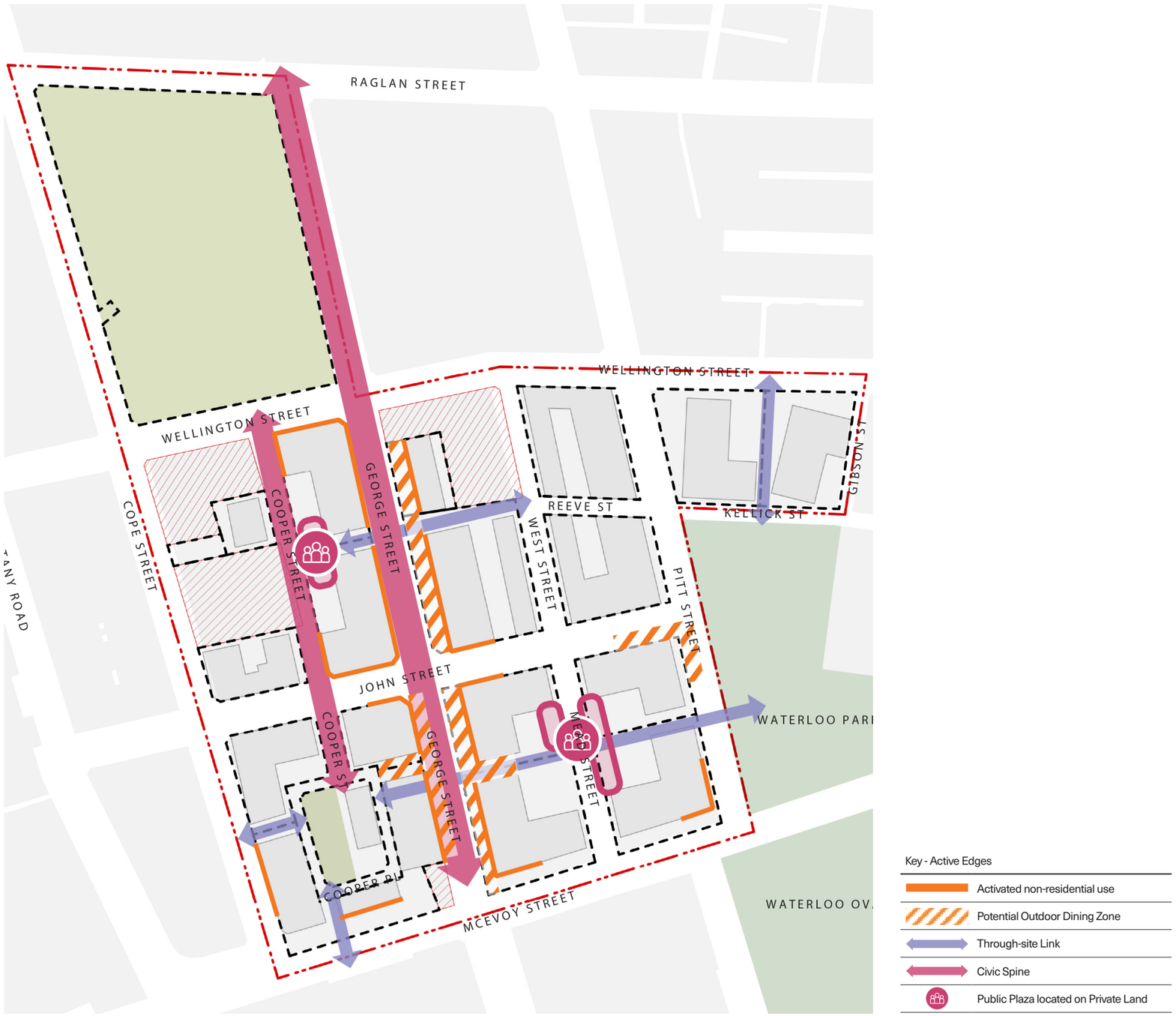


Figure 77: Active Edges Diagram

2.3 Materiality



Figure 78: Materiality Diagram

2.4 Connections and Nodes

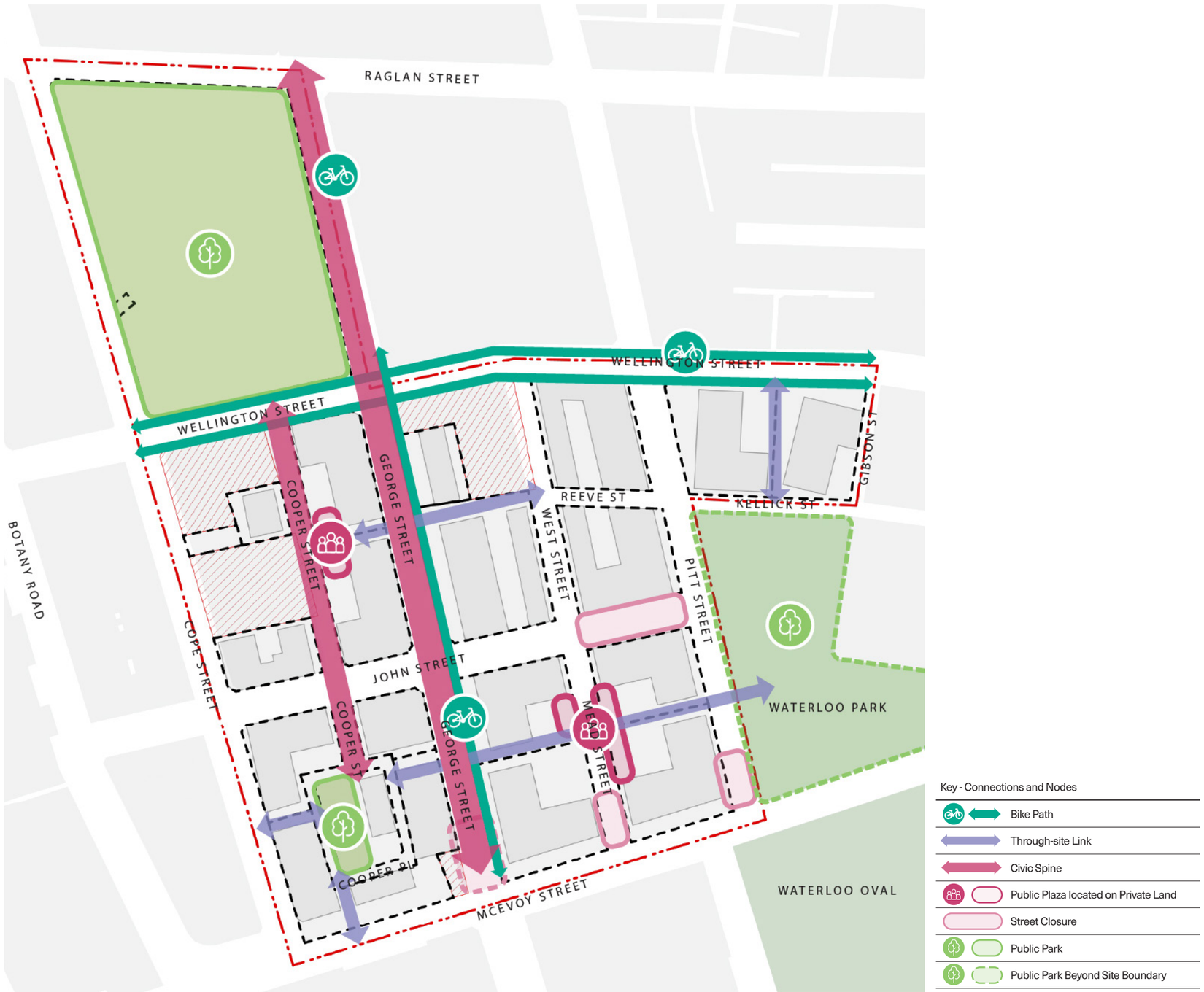


Figure 79: Connections and Nodes Diagram

2.5 Accessibility

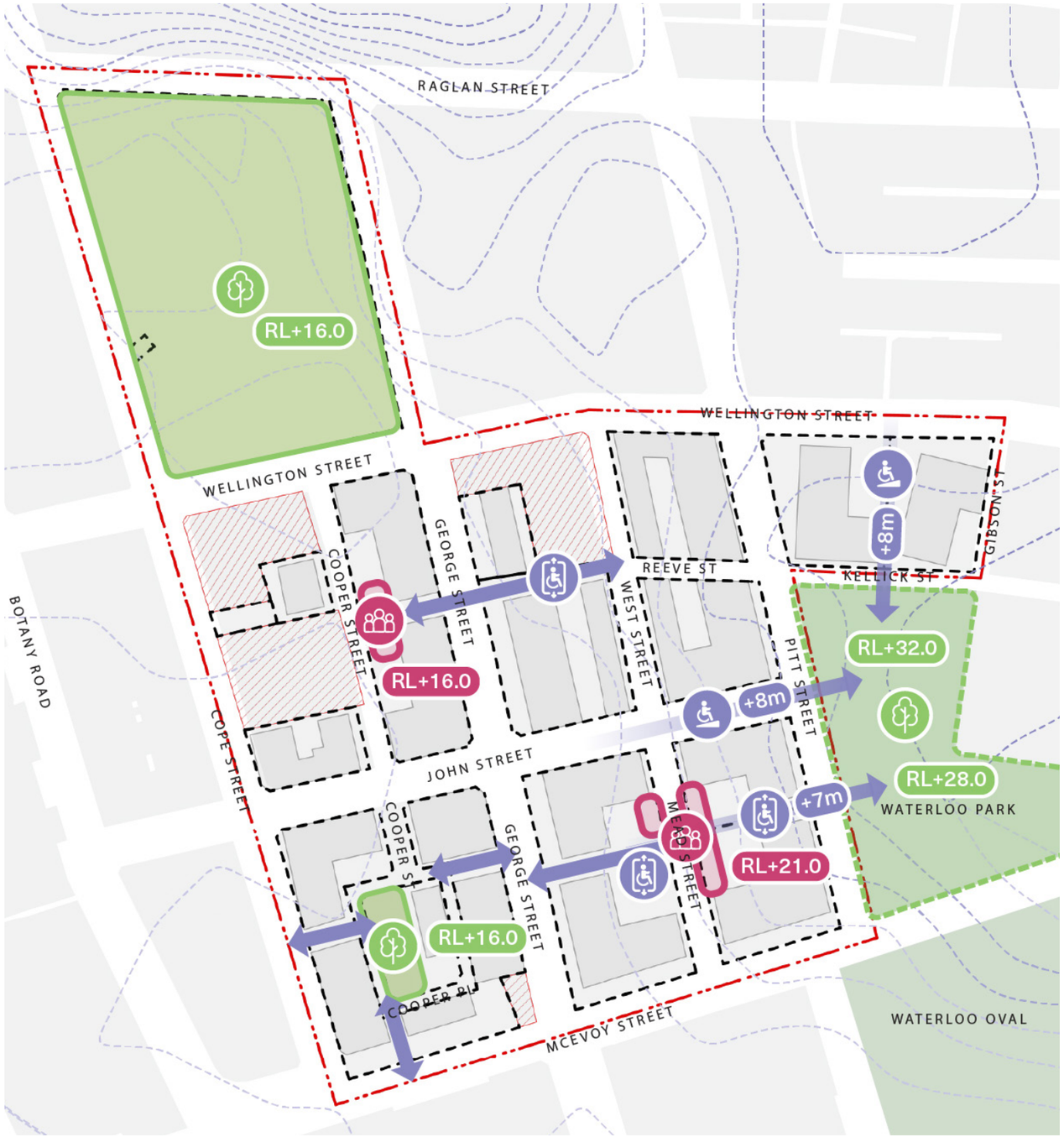


Figure 80: Accessibility Diagram

2.6 Through-site Links

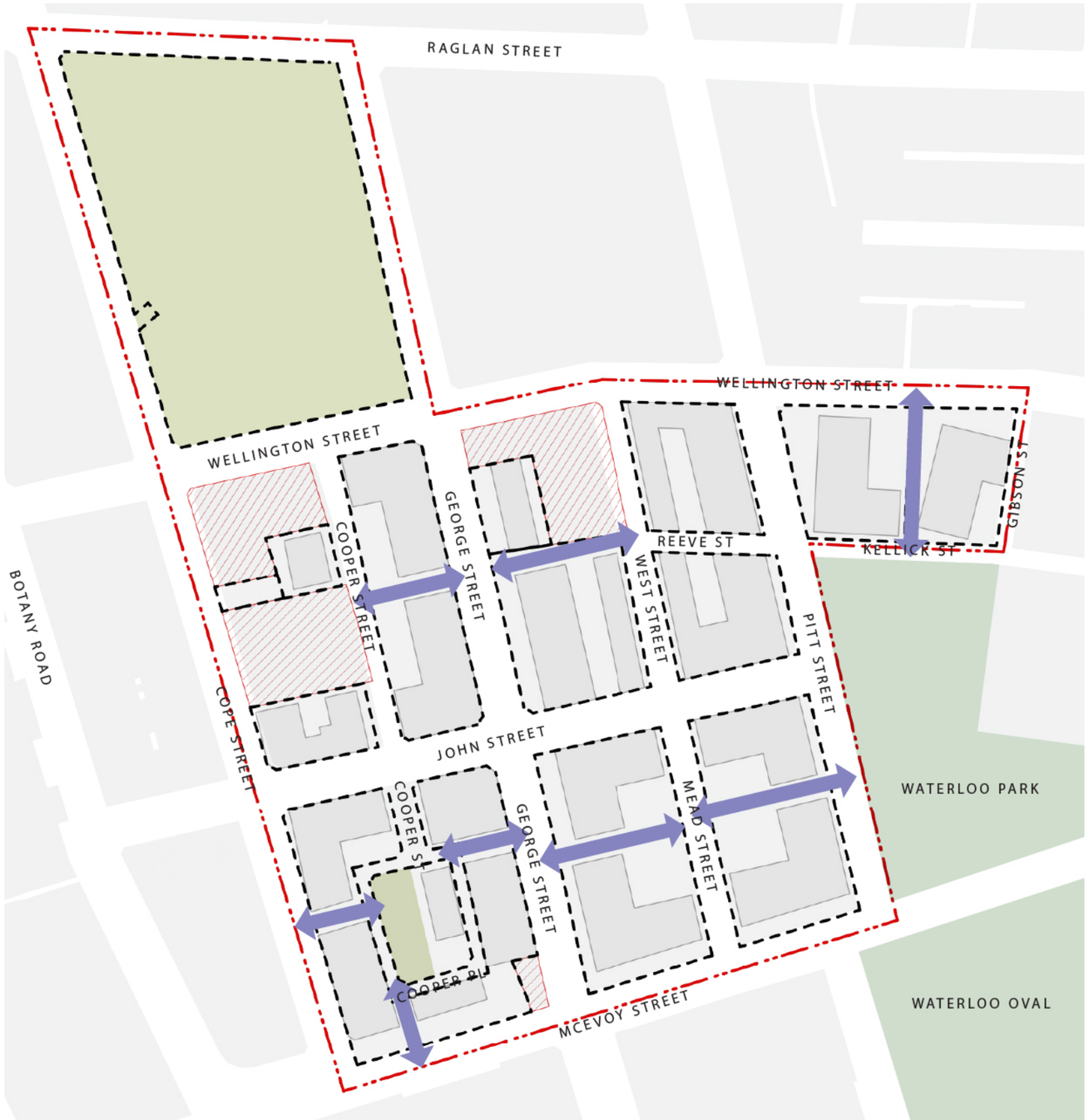


Figure 100: Through Site Links Diagram

2.7 Open Space



Figure 112: Open Space

2.8 Communal Open Space



Figure 128: Courtyards Diagram

Communal Open Space

Block	Site Area	Private Communal Space Allocation (incl. Courtyard / Ground Floor and Rooftop Spaces)
Block 2	3,005	14%
Block 2 (Excl. 2B)	1,740	25%
Block 3	5,697	24%
Block 4	6,195	34%
Block 5	3,444	42%
Block 6	3,302	33%
Block 7	6,679	28%
Block 8 (Excl. 8D)	8,522	16%
Block 9	7,249	15%
Block 10	6,583	29%
Total	**50,690**	**25%**

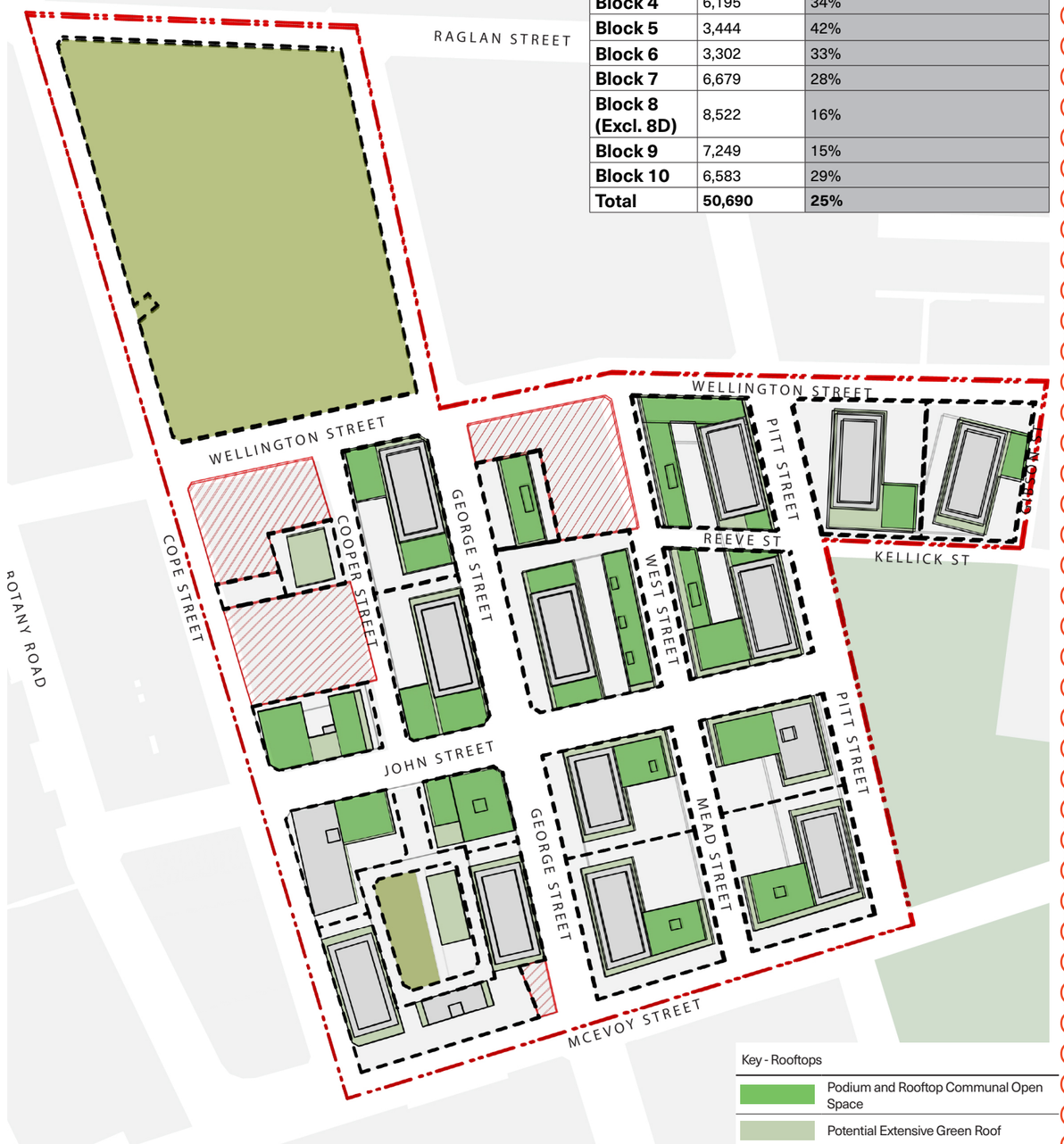


Figure 139: Podium and Rooftop Spaces

2.9 Safety and Security



Figure 146: Primary Thresholds from Public to Private Space

Section 3

Appendix 2 - Design Guidelines Diagram Updates

3.1 Land Dedication and Easements

Updated Design Guide Proposal

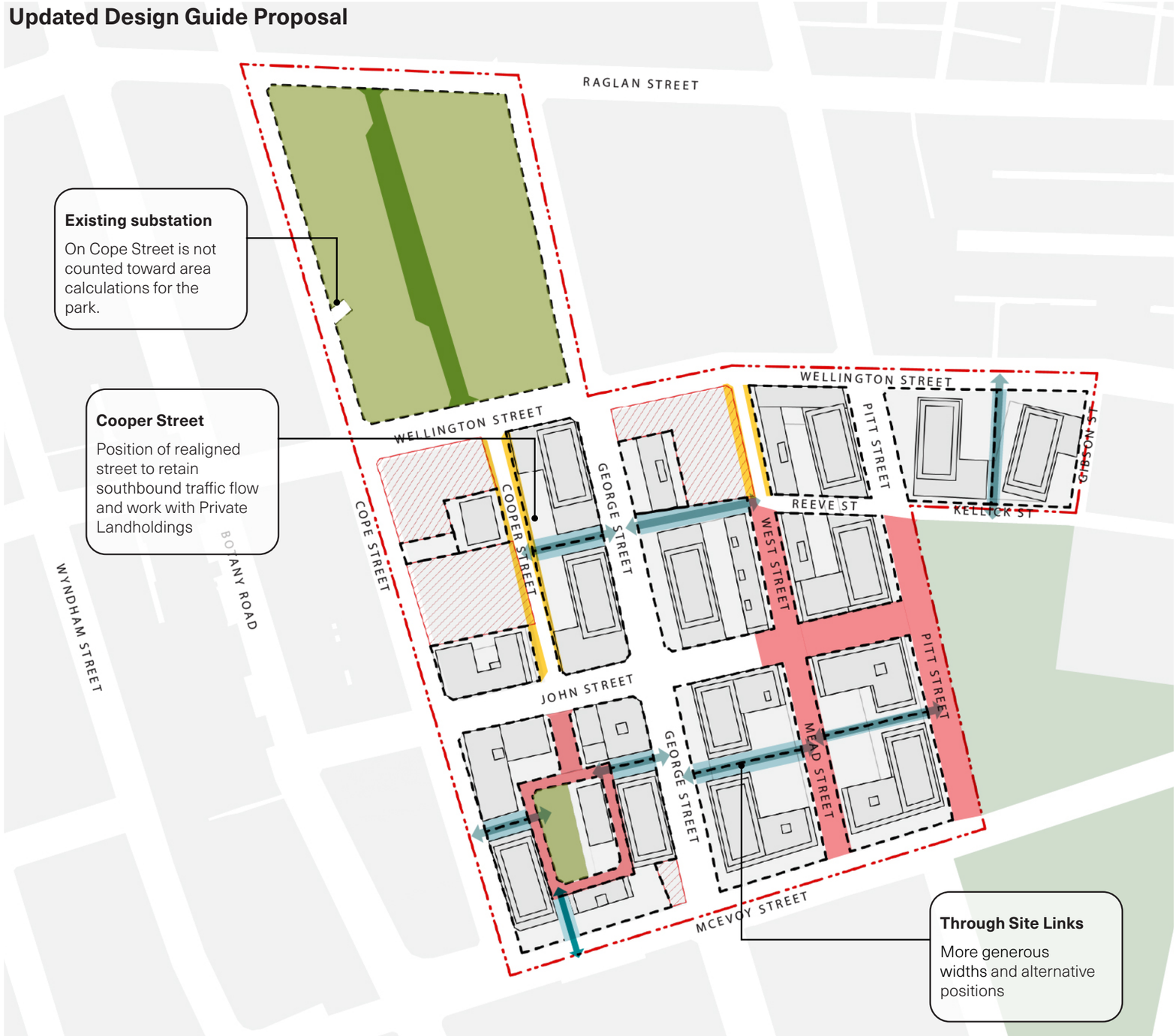


Figure 151: Proposal Land Dedication and Easements Diagram

3.2 Street Network

Updated Design Guide Proposal

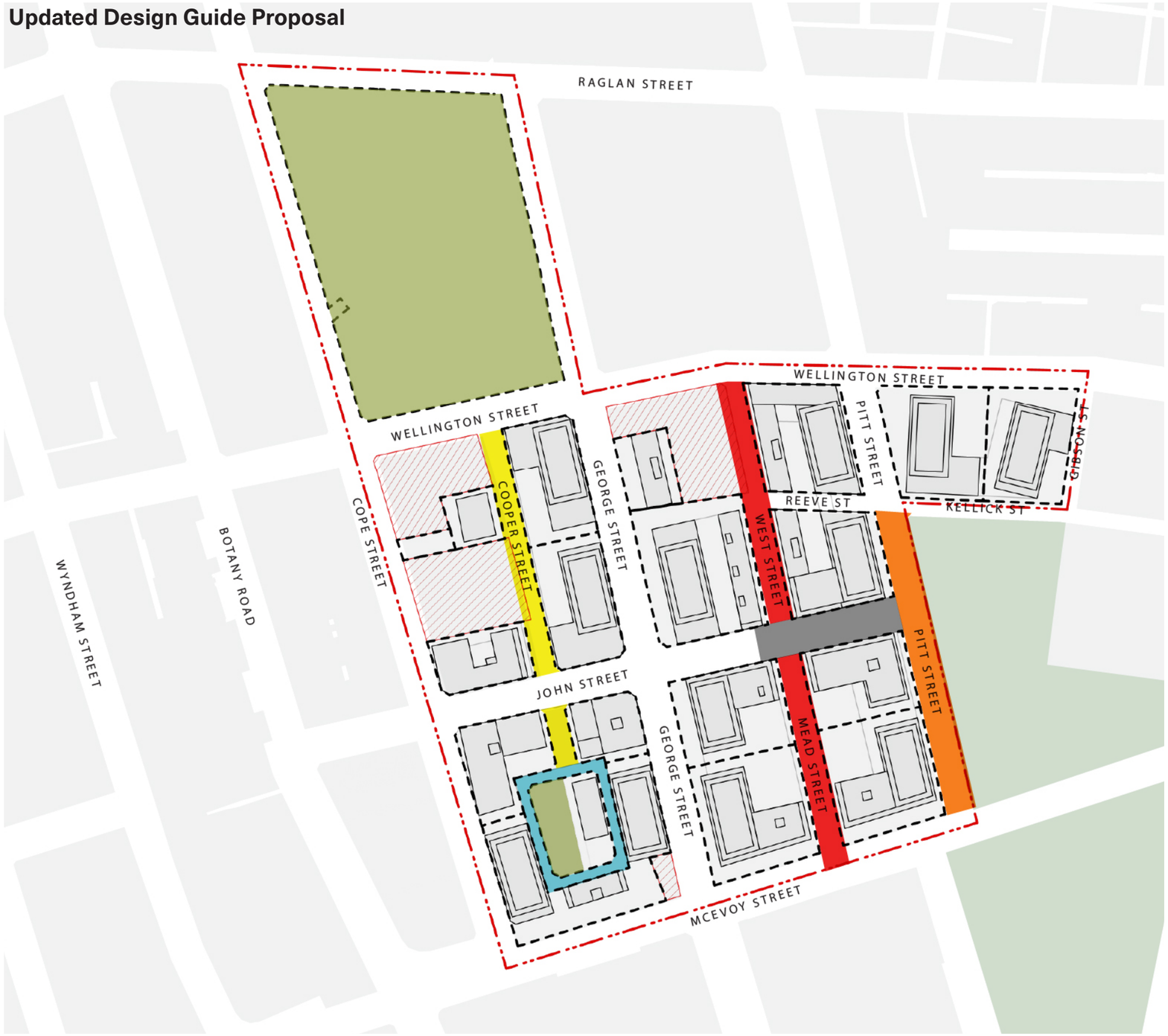
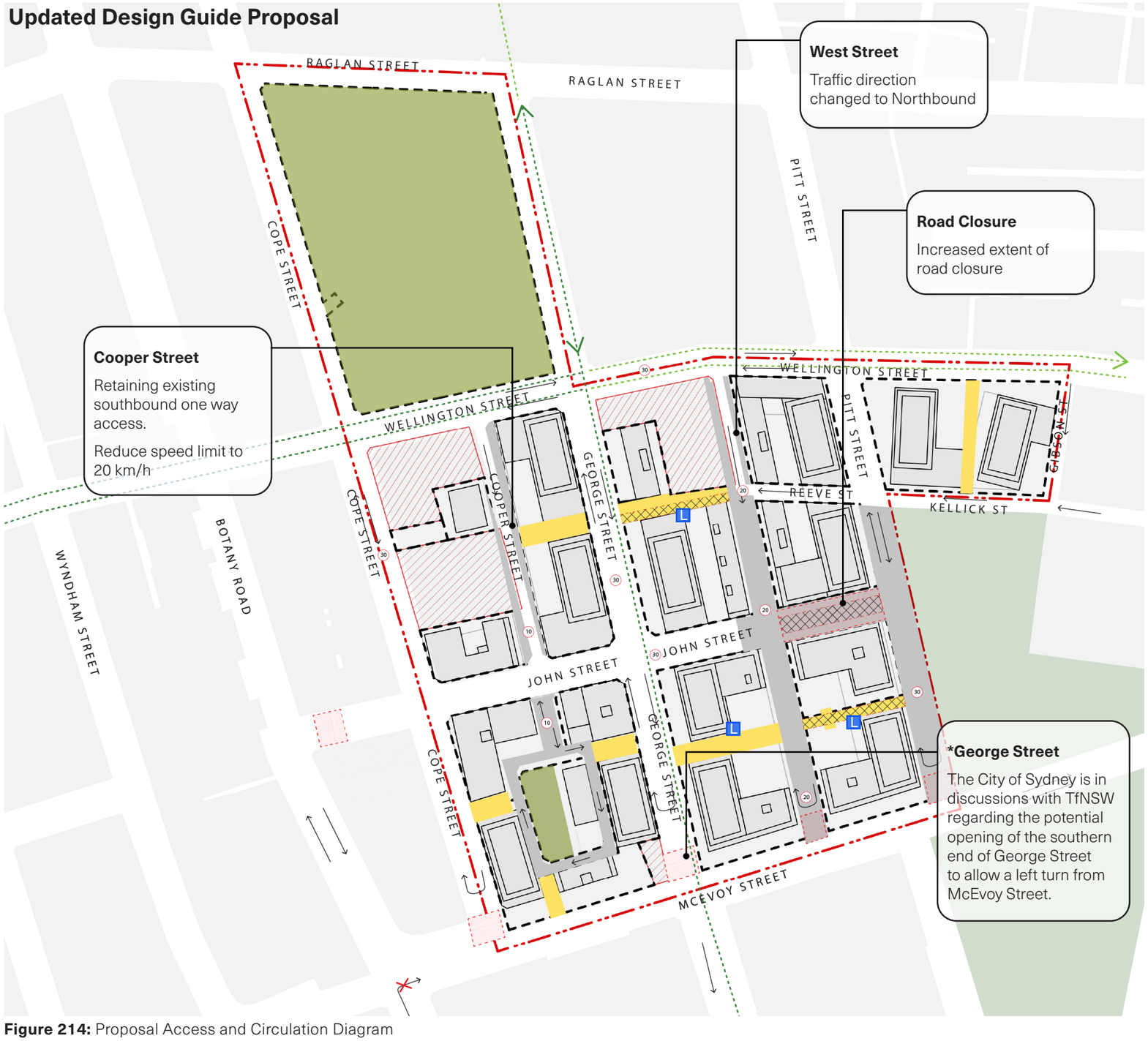


Figure 153: Proposal Street Network Diagram

3.3 Access and Circulation

Updated Design Guide Proposal



West Street

Traffic direction changed to Northbound

Road Closure

Increased extent of road closure

Cooper Street

Retaining existing southbound one way access.

Reduce speed limit to 20 km/h

***George Street**

The City of Sydney is in discussions with TfNSW regarding the potential opening of the southern end of George Street to allow a left turn from McEvoy Street.

Key

- Cycleway - existing
- Cycleway - future
- New Streets
- Through site links
- Traffic Flow
- Yield traffic flow
- Prohibited right turn
- Speed limit
- No vehicle access
- Pedestrian Ramp or Potential public access elevator or lift

Figure 214: Proposal Access and Circulation Diagram

3.4 Tree Retention

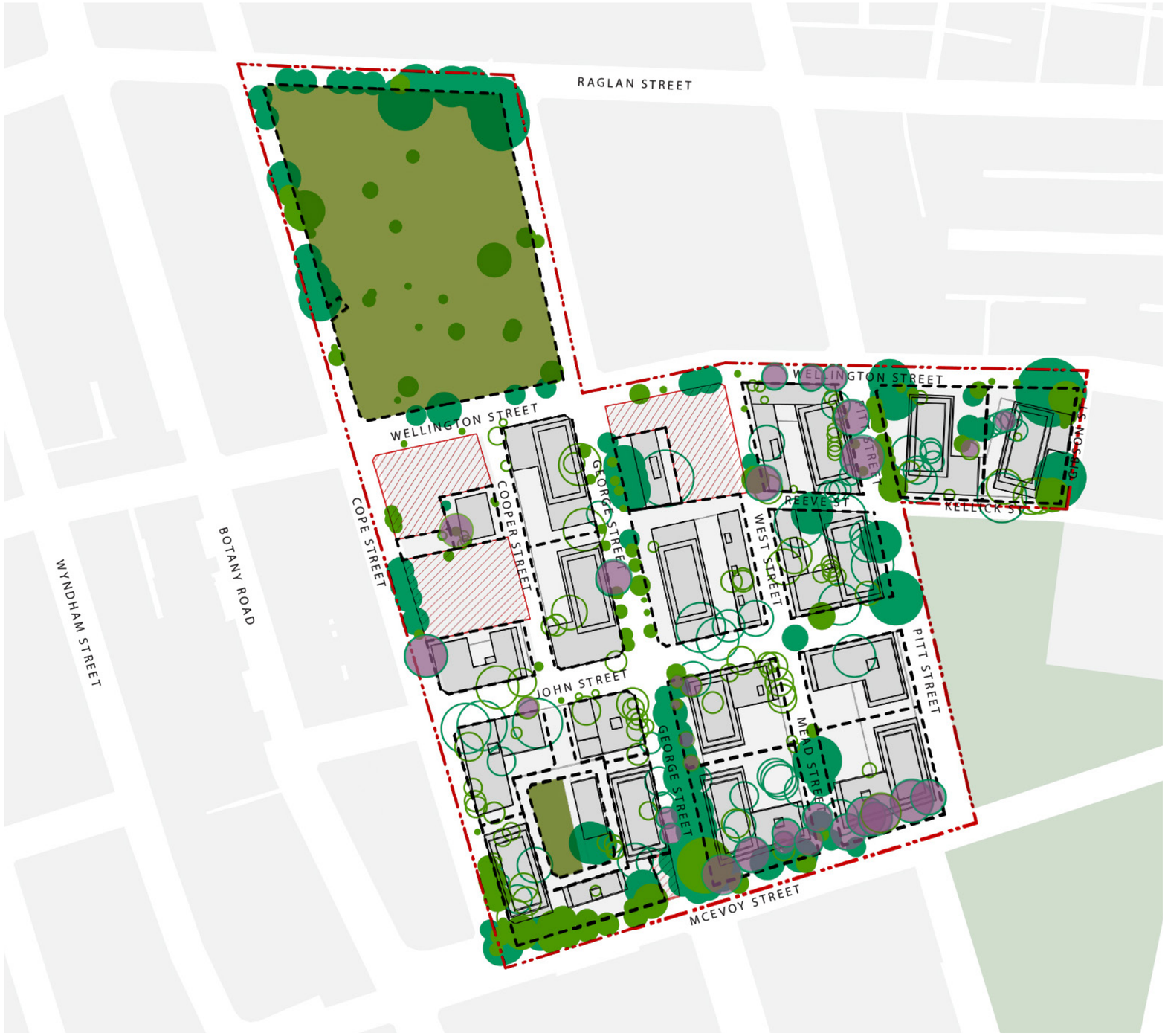


Figure 218: Proposal Tree Retention Diagram

3.5 WSUD

Updated Design Guide Proposal

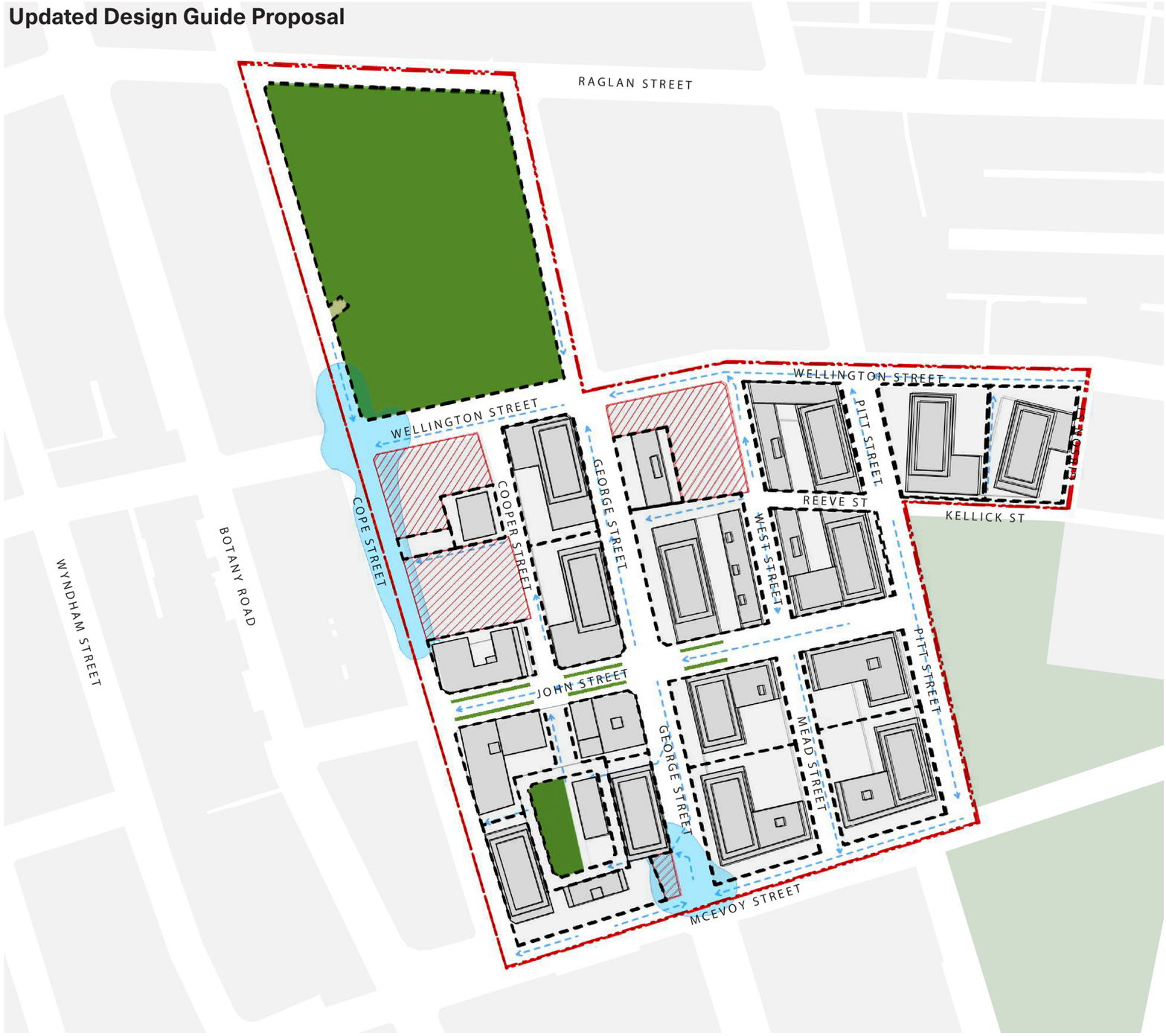


Figure 225: Proposal WSUD Diagram

The WSUD strategy is generally consistent with the 2022 Design Guide, with the exception of the bioswale, which has been relocated to John Street in the form of rain gardens. This allows for the rain gardens to be located to both sides of the street and increase their effective area.

Section 4

Appendix 3 - Landscape Plans



WARNING

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Services shown on this drawing are approximate only. The exact location is to be confirmed on site by contractor prior to commencement of work.

These coloured drawings shall be read in digital format or colour hardcopy.

These drawings shall be read in conjunction with all relevant information (not limited to legends, schedules, specifications).

These drawings shall be read in conjunction with any Engineers, Architects or other consultant information (not limited to drawings, legends, schedules, specifications).

Check all dimensions and site conditions prior to commencement of any work or procurement or fabrication of any services, materials, fittings or equipment.

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NOTES / KEY PLAN

DATE	REV	AMENDMENTS
17/02/2026	A	FOR ISSUE
22/07/2026	B	RESPONSE TO SUBMISSIONS

CONSULTANTS

SJB
Level 2, 490 Crown Street
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+61 2 9380 9911

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IGS
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2015
+61 2 8488 4600

NGULUWAY DESIGN INC
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Sydney NSW 2000
+61 2 8905 7100

ASPECT Studios
ASPECT Studios Pty Ltd
Level 1, 78-80 George Street
Redfern NSW 2016
Australia
T 02 9699 7182
www.aspect-studios.com
sydney@aspect-studios.com
ABN 11 120 219 561

PROJECT **SYD25010**

WATERLOO SOUTH
WATERLOO, NSW 2017

CLIENT

NSW GOVERNMENT Homes NSW Stockland

NORTH	SCALE A1	SCALE A3	DRAWN	CHECKED
	–	1250	JK / BM	LN

Do not scale - use dimensions & callouts on drawings & schedules. Refer discrepancies to Landscape Architect for clarification.

STATUS

PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING

GENERAL ARRANGEMENT PRECINCT

FOR INFORMATION

DRAWING NO. **REVISION**

PR-LS-1050 A

T:\L_CAD\CAD Management\05_PRODUCTION\02_Vectorworks Template\01_CAD PR-LS-1000_GENERAL ARRANGEMENT.vwx

JOINS PREVIOUS SHEET



Key

- Site boundary
- Privately owned properties excluded from the development
- Indicative substation zones subject to detailed design

WARNING

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Services shown on this drawing are approximate only. The exact location is to be confirmed on site by contractor prior to commencement of work.

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ABN 11 120 219 561

PROJECT SYD25010

WATERLOO SOUTH
WATERLOO, NSW 2017

CLIENT

NSW GOVERNMENT Homes NSW Stockland

NORTH	SCALE A1 | SCALE A3	DRAWN	CHECKED
	-- | 1250	JK / BM	LN

Do not scale - use dimensions & callouts on drawings & schedules. Refer discrepancies to Landscape Architect for clarification.

STATUS

PRELIMINARY

NOT FOR CONSTRUCTION

DRAWING

GENERAL ARRANGEMENT PRECINCT

FOR INFORMATION

DRAWING NO.	REVISION
PR-LS-1051	A

Section 5

Appendix 4 - Public Infrastructure Working Group (PIWG) Report

Review Process

PIWG Technical Workshop 01

20th November 2025

- Cooper Street North
- West Street

PIWG Technical Workshop 02

24th November 2025

- John Street
- Mead Street
- Cooper Street South & Cooper Place

PIWG Technical Workshop 03

3rd December 2025

- John Street (Further discussion and eastern closure)
- Mead Street (revised)
- Pitt Street
- Reeve, Kellick and Gibson Streets
- Wellington Street

PIWG Technical Workshop 04

10th December 2025

- Cooper Street North (Further discussion)
- George Street
- Services (WSce)
- Flooding (WSce)

PIWG

15th December 2025

- Summary of decisions made to date and ongoing items for resolution across all streets

PIWG Technical Workshop 05

21st January 2026

- Review of all streets
- Outline of Concept CSSDA submission strategy

PIWG Technical Workshop 06

25th February 2026

- Cooper Street North
- John Street strategy

Final PIWG

10th March 2026

Post CSSDA Technical Workshop 06

30th June 2026

- Target resolution of CSSDA-design related items

Overall Precinct Plan

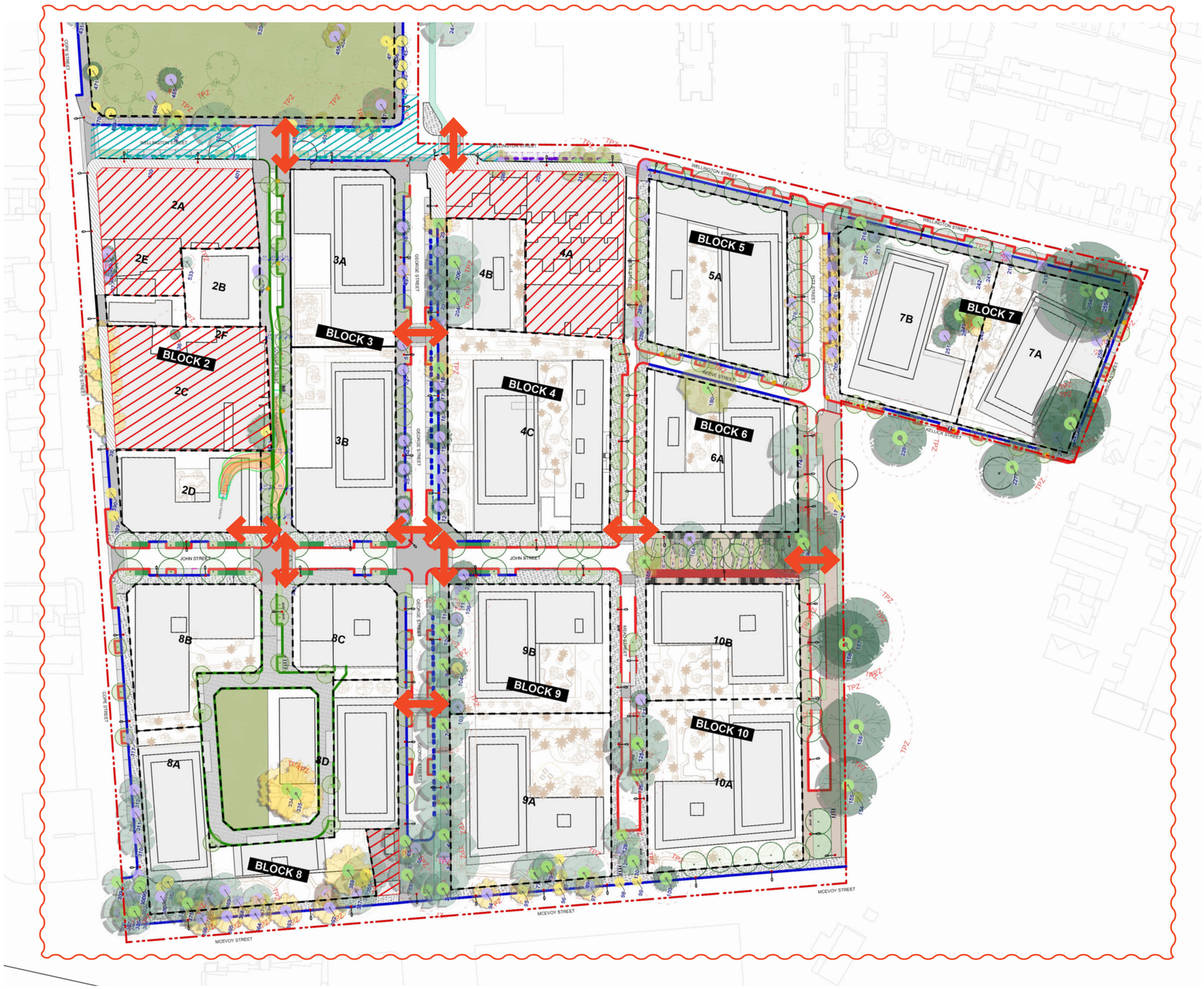


LEGEND

- PRECINCT BOUNDARY
- LOT BOUNDARY
- PRIVATE LOT
- PRIVATE LOT - NO PUBLIC DOMAIN WORKS
- UNDER CONSTRUCTION BY CITY OF SYDNEY
- HIGH RETENTION VALUE
- MEDIUM RETENTION VALUE
- LOW RETENTION VALUE
- STRUCTURAL ROOT ZONE (SRZ)
- PROPOSED TREE - 10m CANOPY
- PROPOSED TREE - 7m CANOPY TREE
- EXISTING TREES NOT ON TMS PAIA SURVEY
- LOCATION OF EXISTING KERB RETAINED (BACK OF KERB LINE)
- PROPOSED KERB (BACK OF KERB LINE)
- PROPOSED SHARED ZONE
- UNDER CONSTRUCTION BY CITY OF SYDNEY
- EXISTING KERB (BACK OF KERB LINE)
- BIKE LANE
- ASPHALT PARKING BAY 2.1M X 6.3M (ADJACENT KERB EXTENSION OR TREE PIT)
- TRIHEX PARKING BAY 2.1M X 6.3M (ADJACENT KERB EXTENSION OR TREE PIT)
- ASPHALT PARKING BAY 2.1M X 6M (BETWEEN OTHER PARKING BAYS)
- TRIHEX PARKING BAY 2.1M X 6M (BETWEEN OTHER PARKING BAYS)
- TRIHEX LOADING ZONE 2.5M X 12M
- CONCRETE UNIT PAVING
- IN SITU CONCRETE PAVING
- TRIHEX PAVING
- BRICK PAVING
- PROPOSED KERB BUILDOUT AND PEDESTRIAN CROSSING
- TREE PLANTING IN BIOSWALE
- TREE PLANTING IN-ROAD BLISTER
- TREE PLANTING IN PAVED VERGE
- BASEMENT ENTRY

/ updated items updated from previous issue

Crossing Strategy



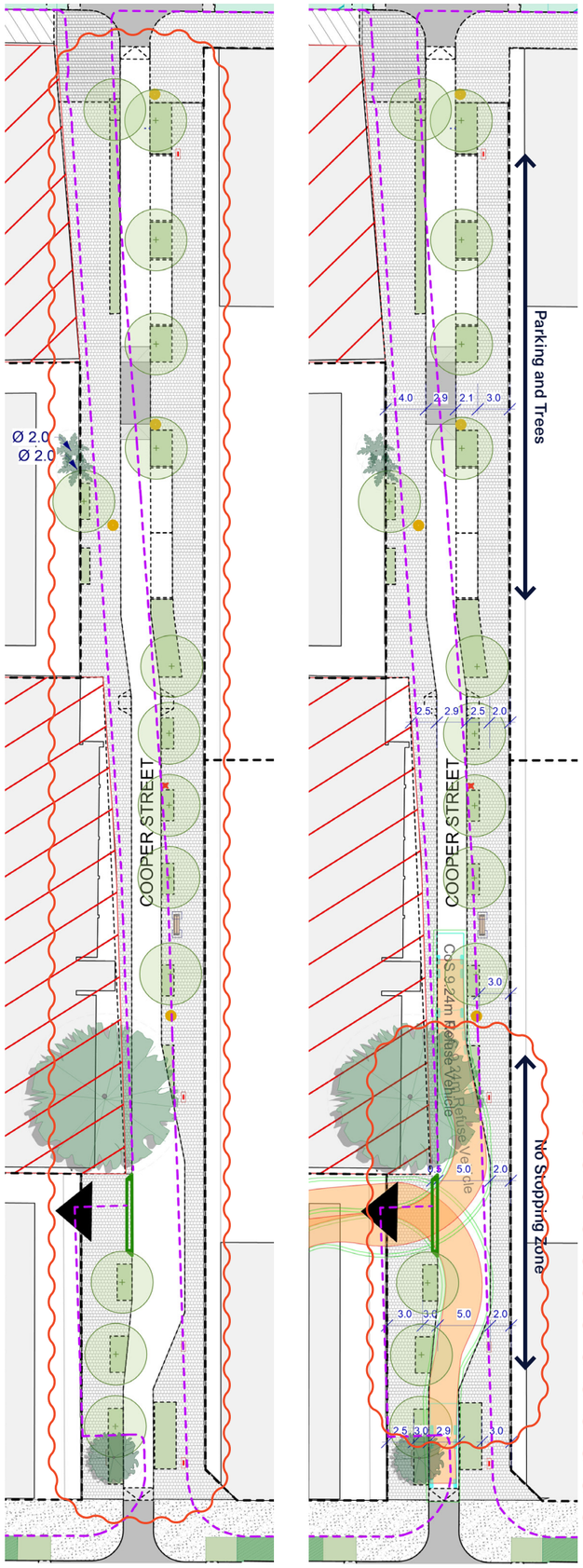
Proposed zebra markings to support safe pedestrian travel movements

Cooper Street North

Design Guide Compliance			
	Design Guide	Proposal	Consistent / Updated
Traffic	One -way	One-way	Consistent
Direction	Northbound	Southbound	Departure
Reservation width	12m	12m	Consistent
Vehicle Lane Width	2.9m travel 2.1m parking	2.9m travel 2.1m parking	Consistent
Cycle Path	N/A	N/A	Consistent
Footpath width	3m (West) 3m (East)	0.7-3.5m (West) 2-3.5m (East)	Departure - increase to east
Furniture Zone	2.1m (West) 1.0m (East)	1.0 (West) 2.1m (East)	Departure
Traffic Speed	20km/h	20km/h	Consistent

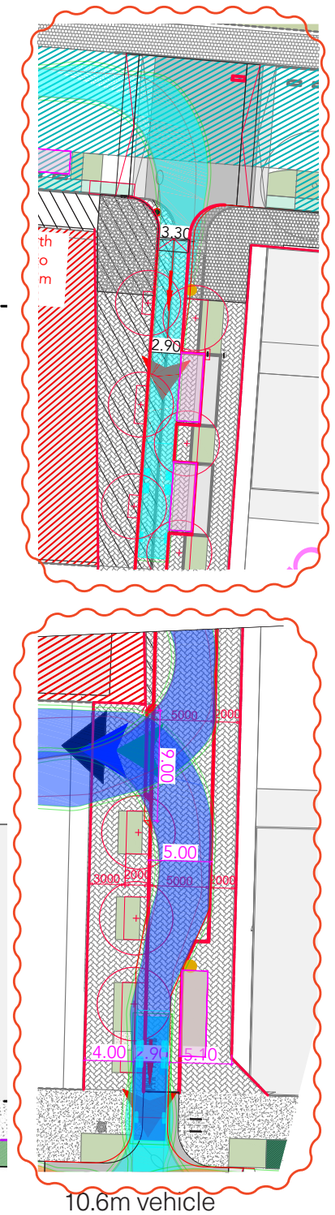
Key

- Raingarden planting
- Planting
- Cycleway
- Raised pedestrian crossing
- Car Parking Space
- Vehicle access point
- Lot Boundary
- Building footprint
- Existing Kerb Line
- Bike Rack
- Furniture
- Bin
- Traffic sign
- Electrical Pillar
- Light Pole

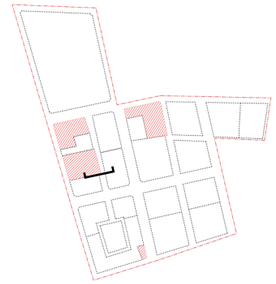


Proposed Design

9.25m vehicle

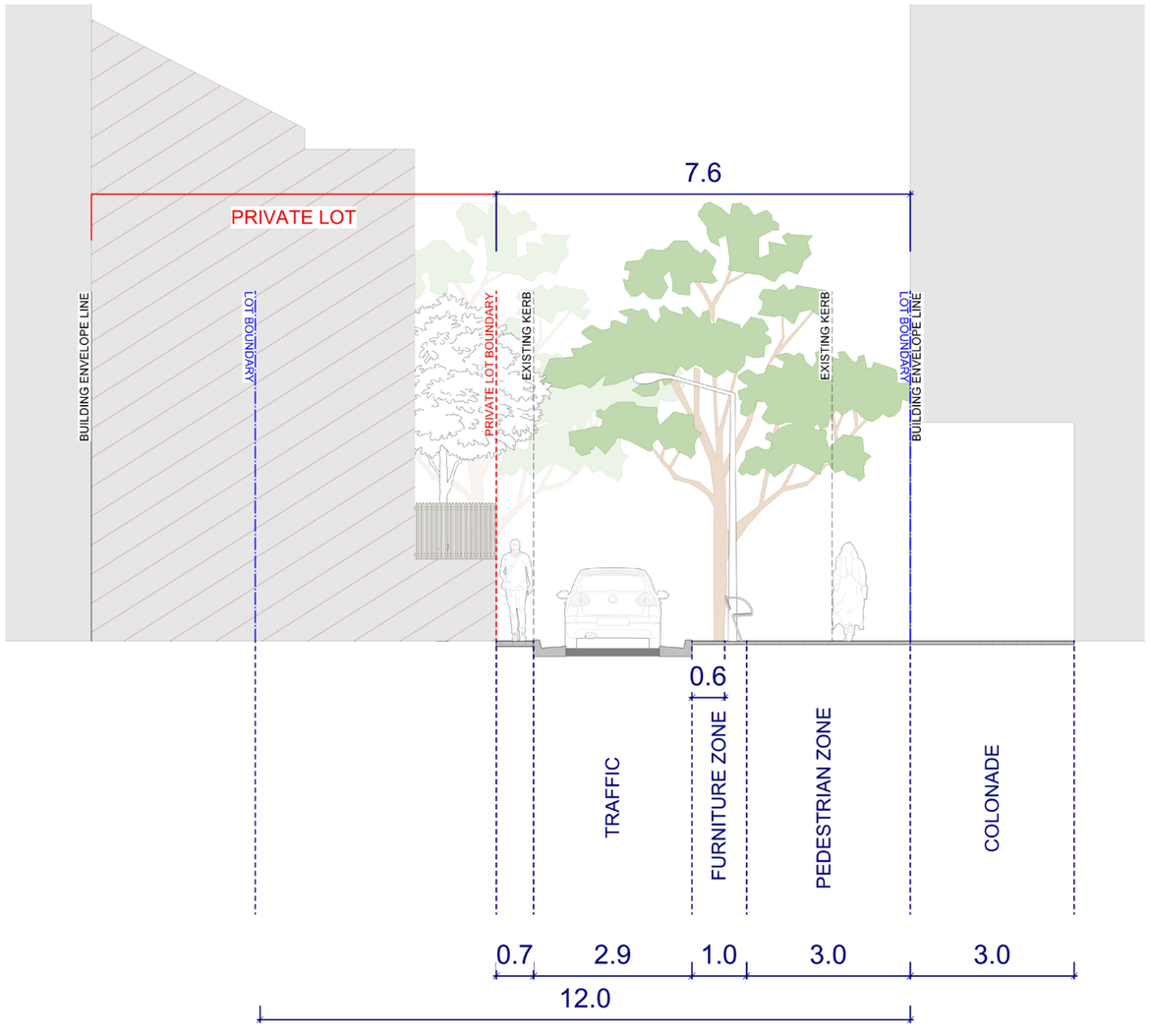


10.6m vehicle

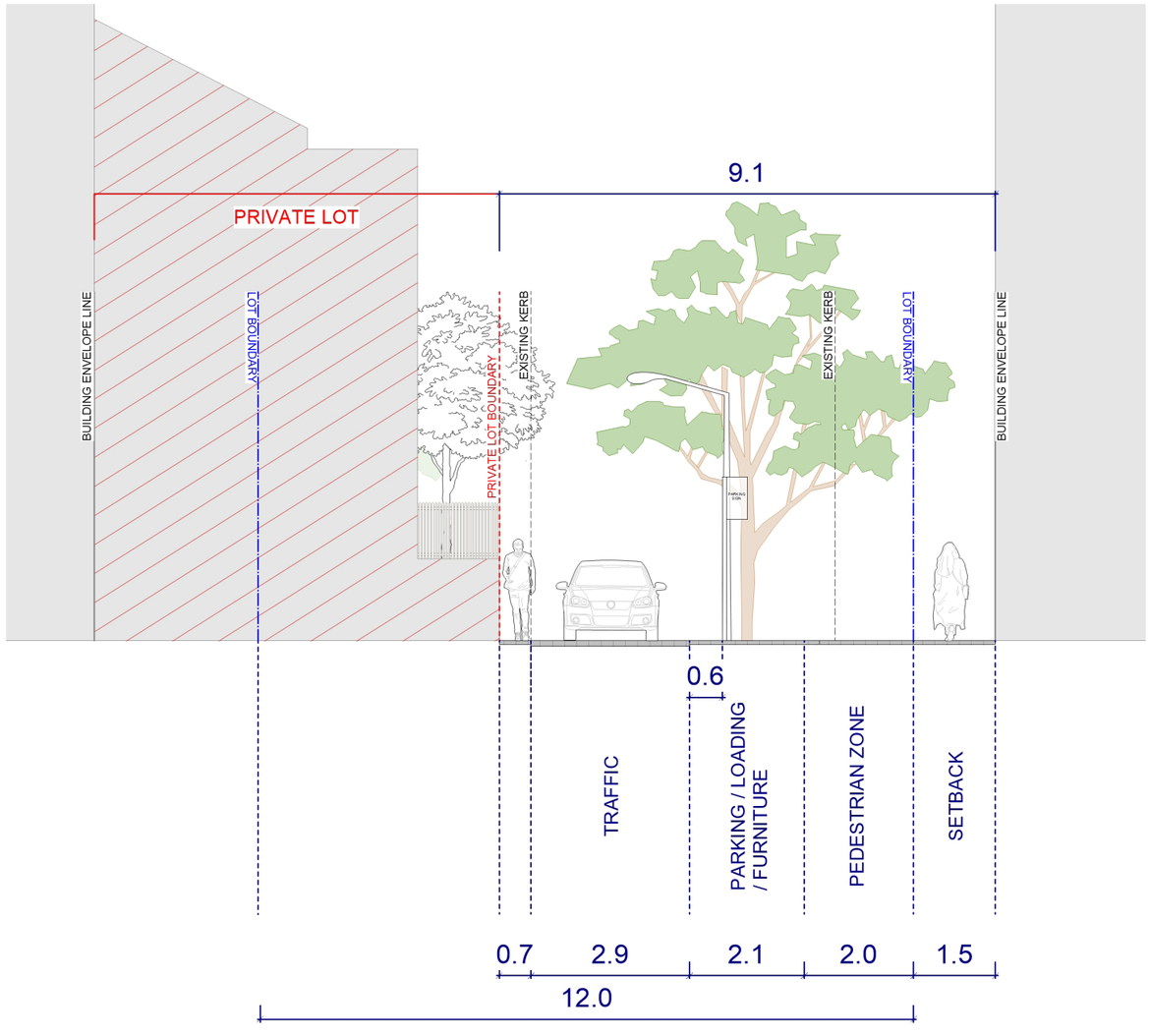


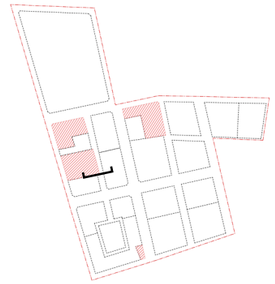
Cooper Street North

Current State - Private Lot interface



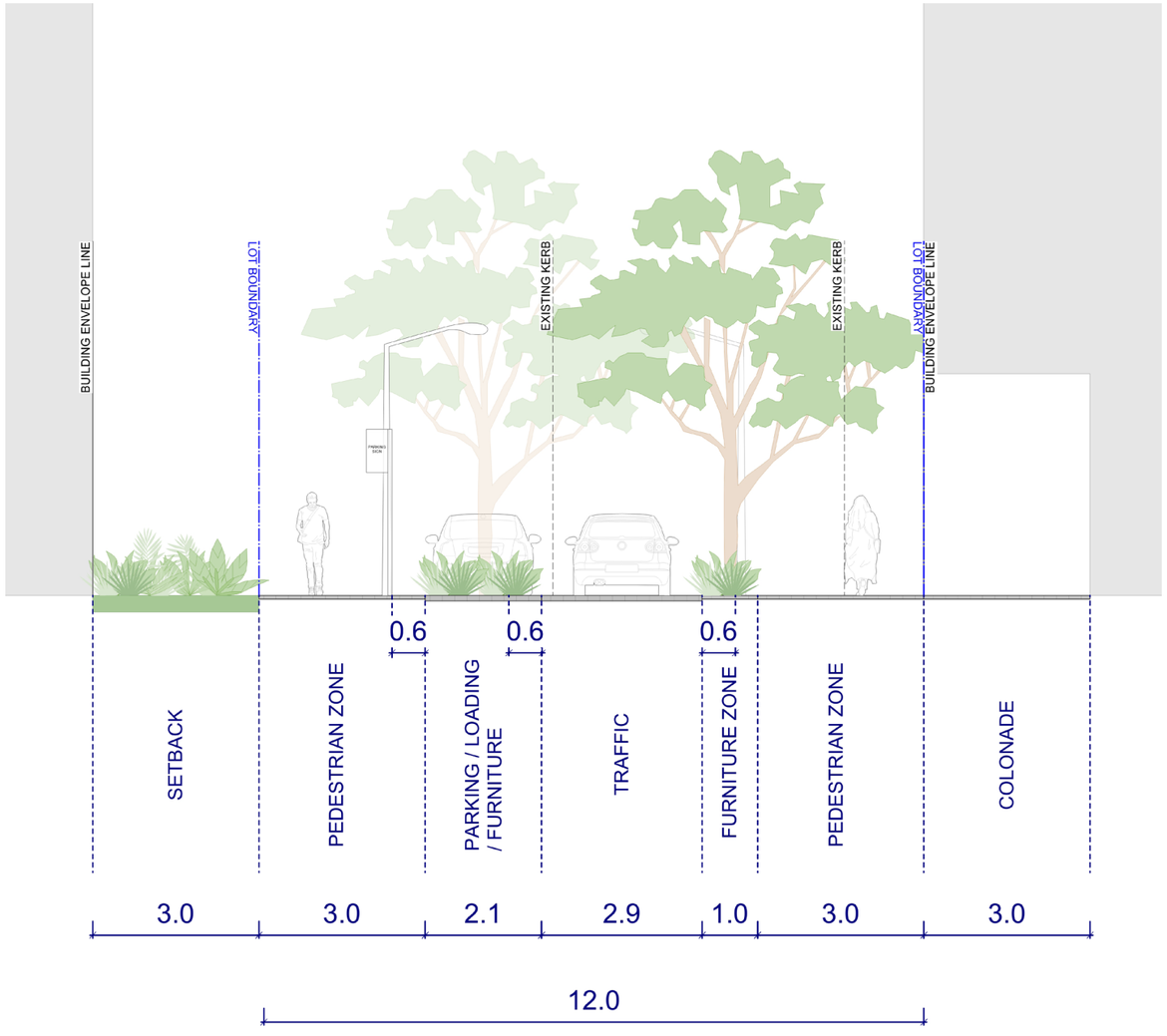
Proposal - Private Lot interface



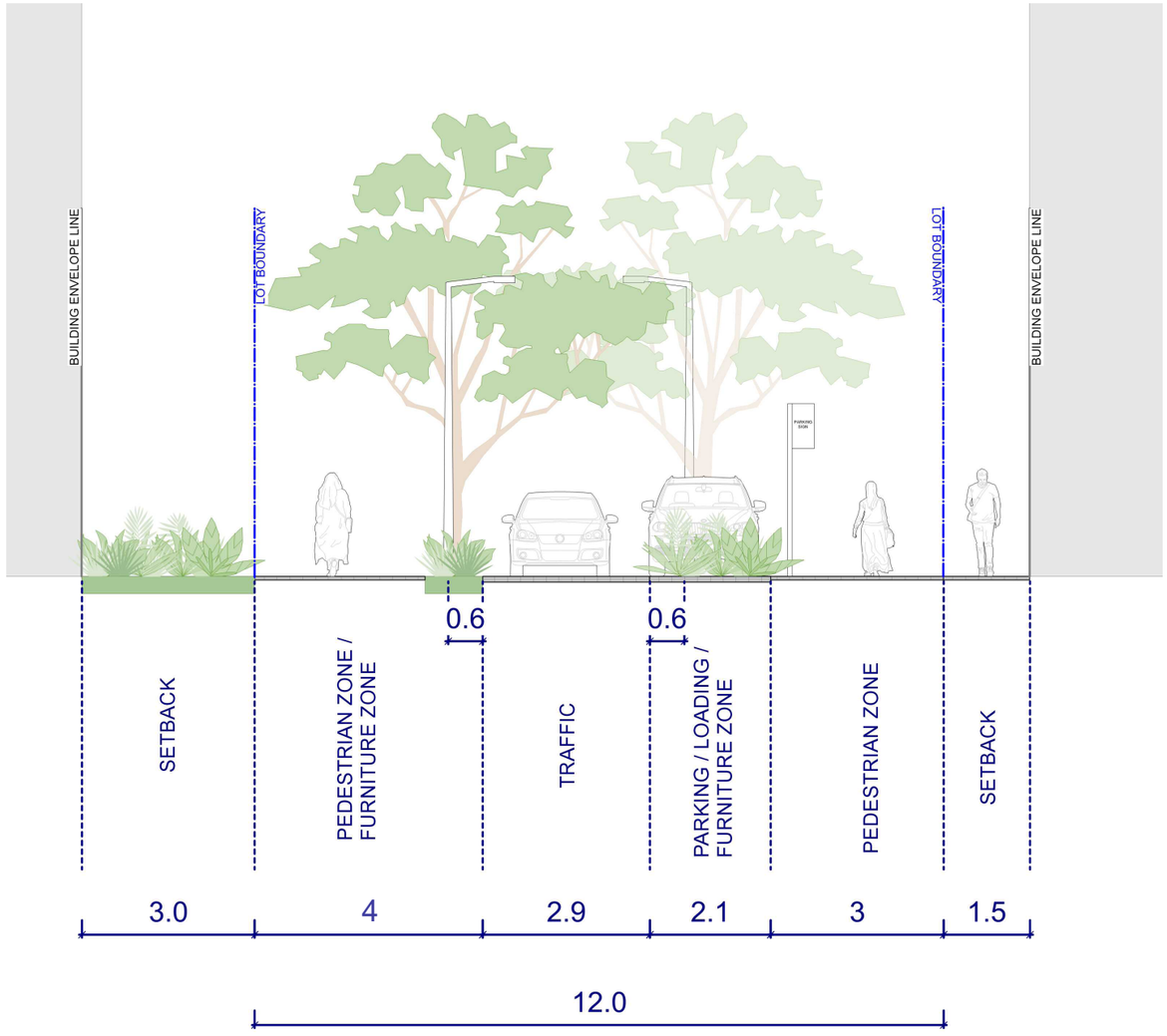


Cooper Street North

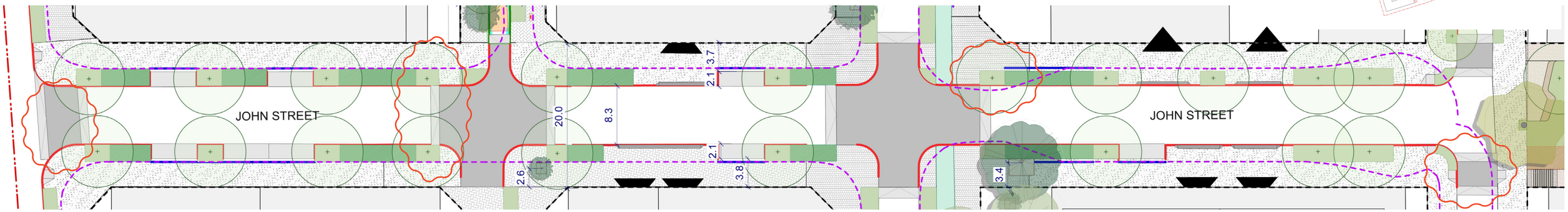
Design Guide



Proposal



John Street



MUSIC modelling undertaken, testing effectiveness of proposed Rain Gardens on John Street.

Design Guide Information:

240m length of bioswale (as measured in plan)

800mm bioswale width (assumed width based on City of Sydney Standard Drawings 7.2.2 and 7.2.5)

Bioswale Area (assumed) = 240m x 0.8m = 192m^2

CSSDA Bioswale Proposed Design:

80m cumulative length of rain gardens proposed to John Street

2,100mm proposed Rain Garden Width

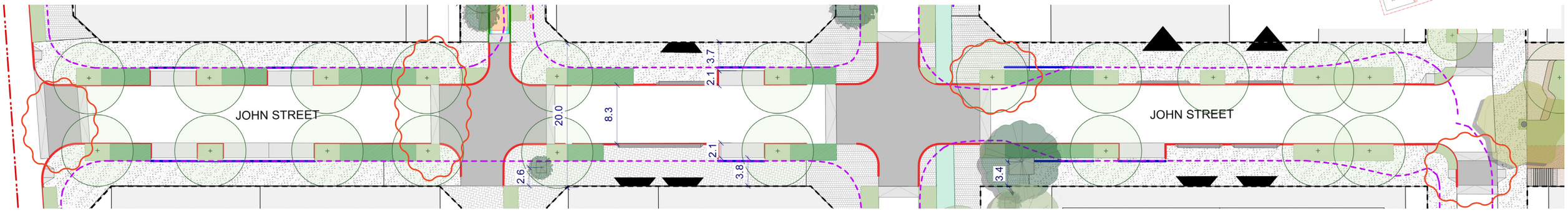
Proposed Rain Garden Area = 202m^2

TOTAL CATCHMENT AREA (BASE CASE): 3908.1 m^2

TOTAL SWALE AREA (BASE CASE): 202.2 m^2

WATER QUALITY ANALYSIS (MUSIC RESULTS)				
	SOURCES	RESIDUAL LOADS	REDUCTION (BASE CASE) %	COS REDUCTION TARGETS %
TOTAL SUSPENDED SOLIDS (kg/yr)	818	70	91.4	85
TOTAL PHOSPHORUS (kg/yr)	1.31	0.2	82.8	65
TOTAL NITROGEN (kg/yr)	9.69	3.68	62	45
GROSS POLLUTANTS	107	0	100	90

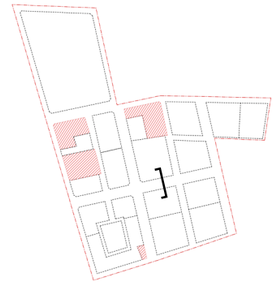
John Street



Design Guide Compliance			
	Design Guide	Proposal	Consistent / Updated
Traffic	Two-way	Two-way	Consistent
Direction	North / South	North / South	Consistent
Reservation width	As Existing	As Existing	Consistent
Vehicle Lane Width	As Existing	As Existing	Consistent
Cycle Path	N/A	N/A	Consistent
Footpath width	As Existing	As Existing	Consistent
Furniture Zone	As Existing	As Existing	Consistent
Traffic Speed	30km/h	30km/h	Consistent
Bioswale	None	Raingardens	Departure

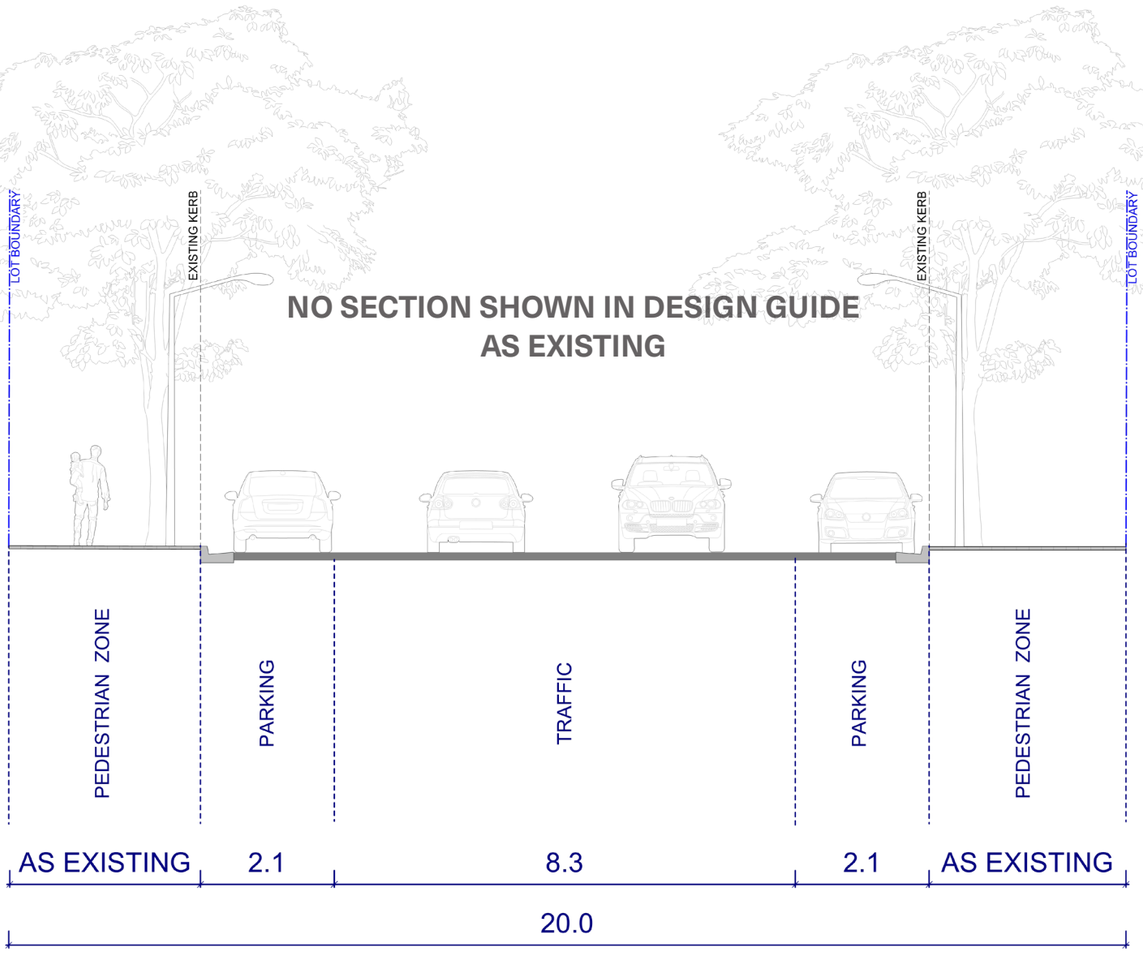
Key

- Raingarden planting
- Planting
- Cycleway
- Raised pedestrian crossing
- Car Parking Space
- Vehicle access point
- Lot Boundary
- Building footprint
- Existing Kerb Line
- Bike Rack
- Furniture
- Bin
- Traffic sign
- Electrical Pillar
- Light Pole

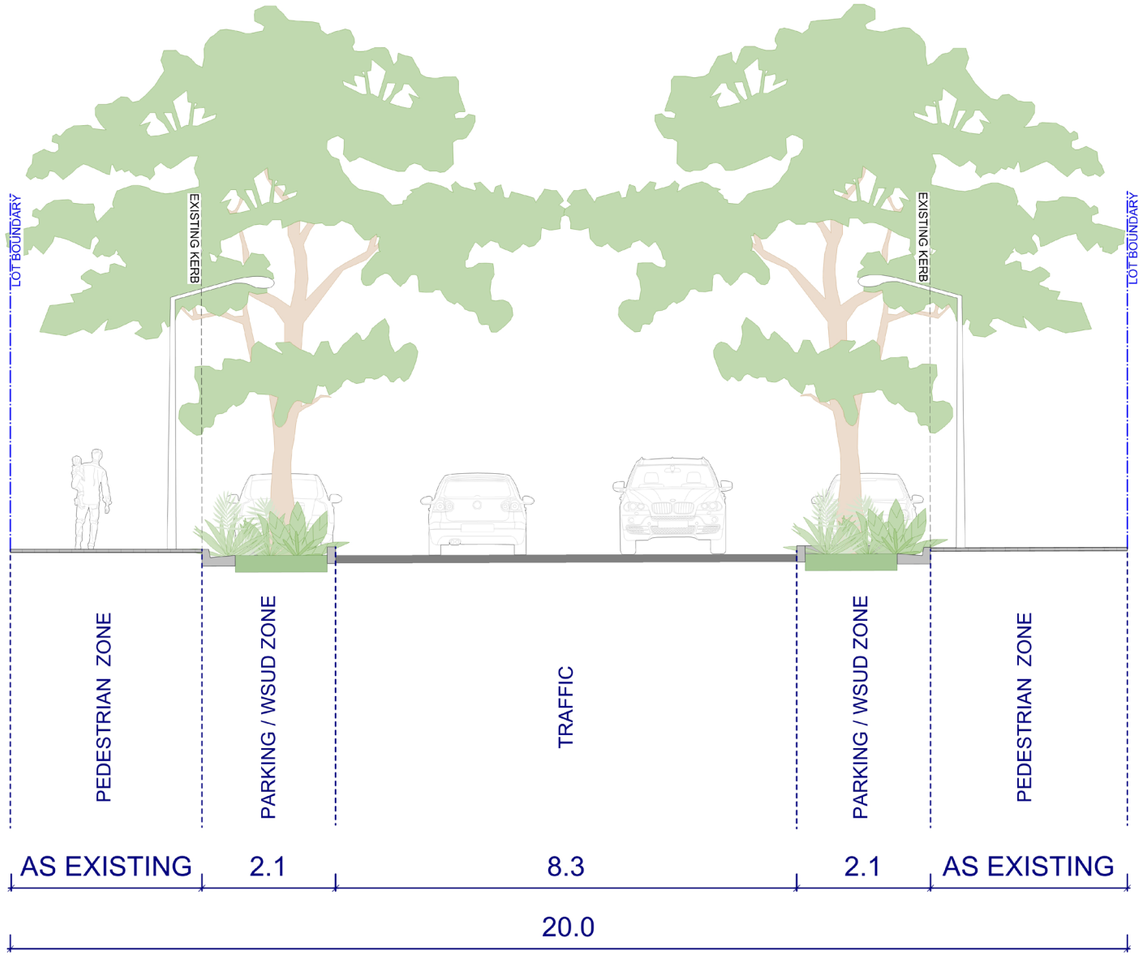


John Street

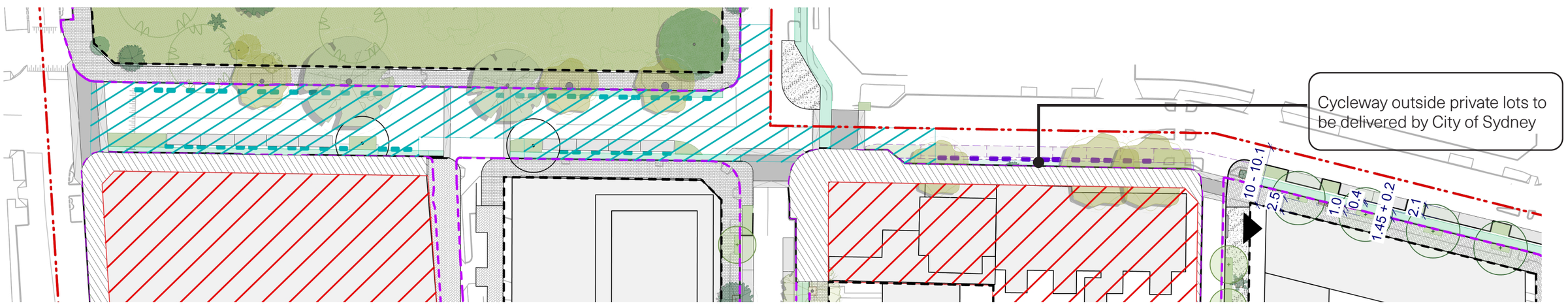
Design Guide



Proposal



Wellington Street - West

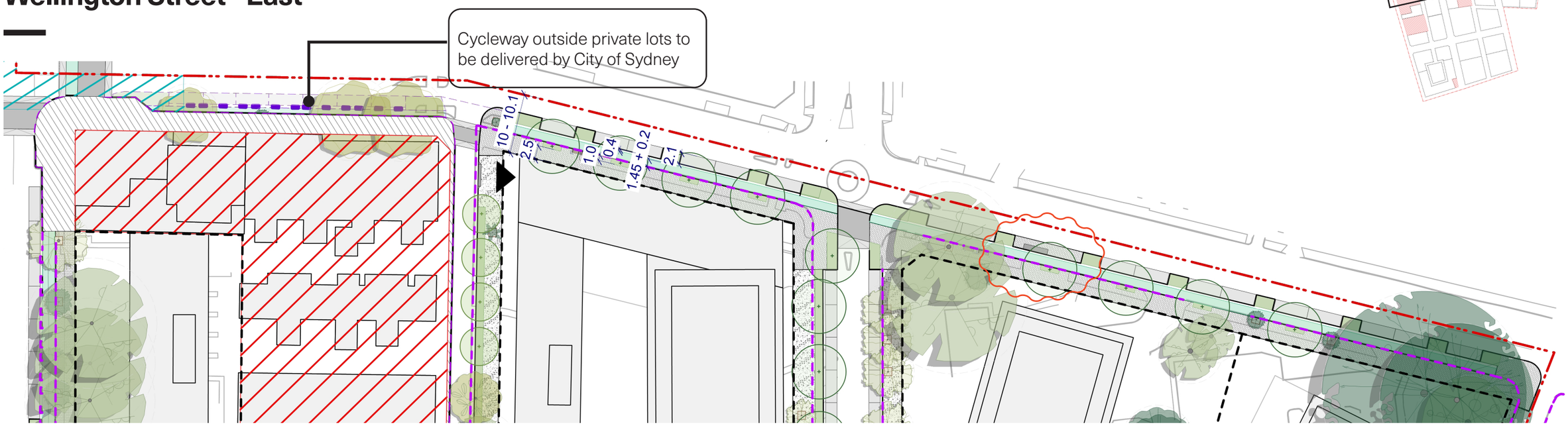


Key

- Under construction by City of Sydney
- Raingarden planting
- Planting
- Cycleway
- Raised pedestrian crossing
- Car Parking Space
- Vehicle access point
- Lot Boundary
- Building footprint
- Existing Kerb Line
- Bike Rack
- Furniture
- Bin
- Traffic sign
- Electrical Pillar
- Light Pole

Design Guide Compliance			
	Design Guide	Proposal	Consistent / Updated
Traffic	Two-way	Two-way	Consistent
Direction	East/West	East/West	Consistent
Reservation width	20.2m	20 - 20.2m	Consistent
Vehicle Lane Width	As existing	6.4m travel 2.1m parking	Consistent
Cycle Path	1.3m single lane	1.45m single lane with 0.2m painted separation and 0.4m median.	Updated - increased.
Footpath width	As existing	2.5m (West) 2.5m (East)	Consistent
Furniture Zone	As existing	1.0m (West) 1.0m (East)	Consistent

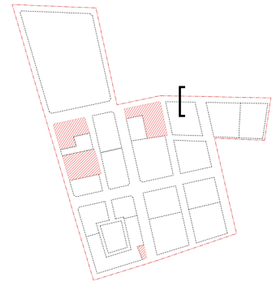
Wellington Street - East



Key

- Under construction by City of Sydney
- Raingarden planting
- Planting
- Cycleway
- Raised pedestrian crossing
- Car Parking Space
- Vehicle access point
- Lot Boundary
- Building footprint
- Existing Kerb Line
- Bike Rack
- Furniture
- Bin
- Traffic sign
- Electrical Pillar
- Light Pole

Design Guide Compliance			
	Design Guide	Proposal	Consistent / Updated
Traffic	Two-way	Two-way	Consistent
Direction	East/West	East/West	Consistent
Reservation width	20.2m	20 - 20.2m	Consistent
Vehicle Lane Width	As existing	6.4m travel 2.1m parking	Consistent
Cycle Path	1.3m single lane	1.45m single lane with 0.2m painted separation and 0.4m median.	Updated - increased.
Footpath width	As existing	2.5m (West) 2.5m (East)	Consistent
Furniture Zone	As existing	1.0m (West) 1.0m (East)	Consistent



Wellington Street

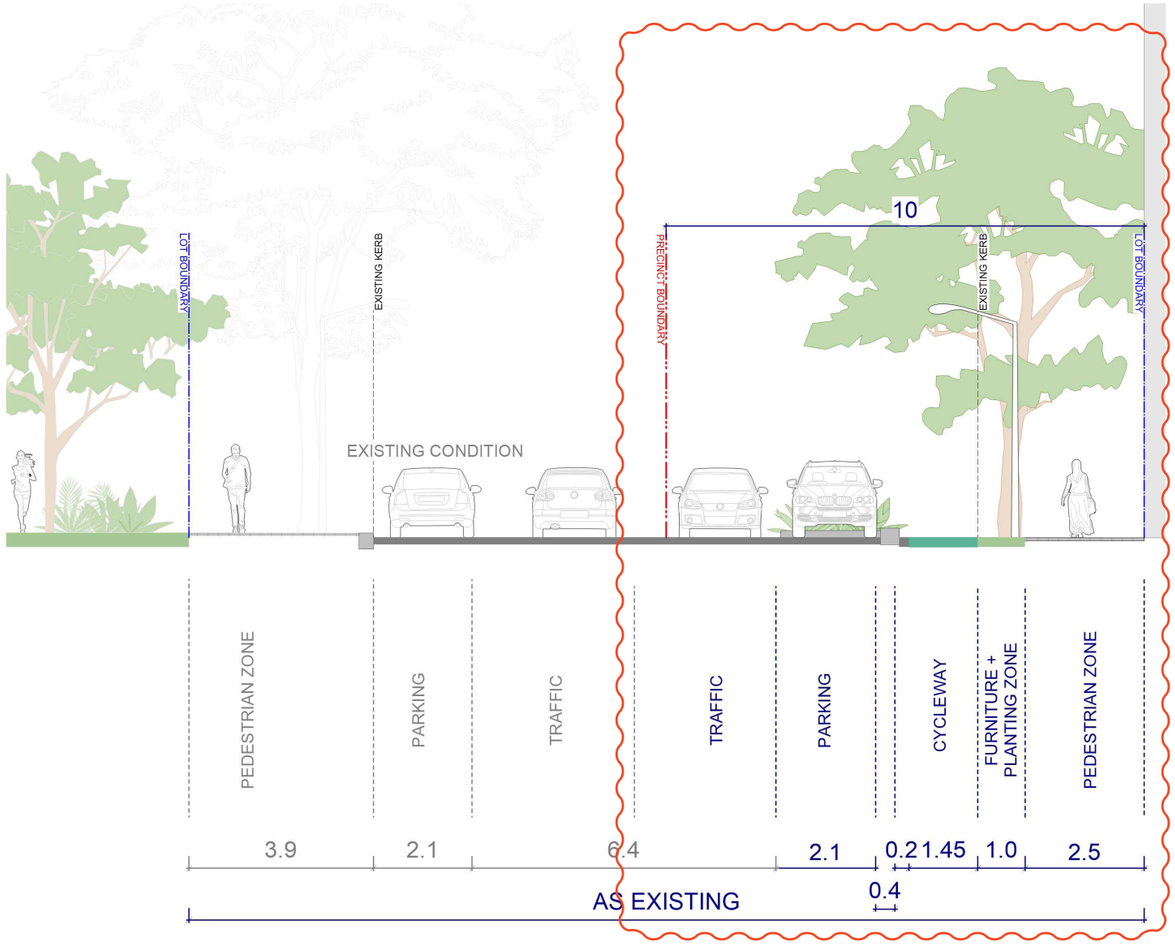
Design Guide

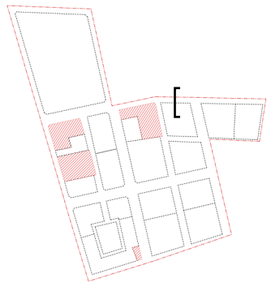
NO SECTION PROVIDED IN DESIGN GUIDE

AS EXISTING TO

ACCOMODATE CYCLE WAYS

Proposal - Existing to North





Wellington Street

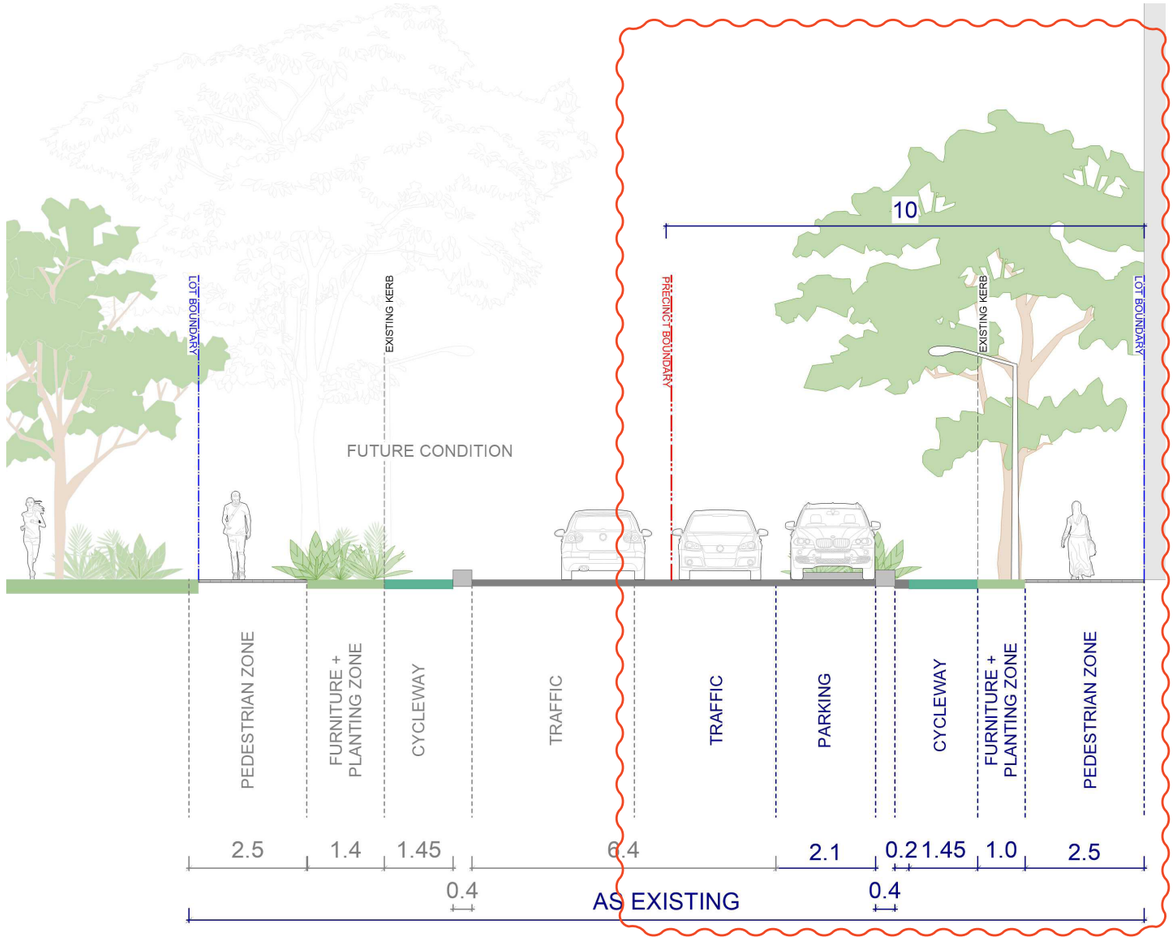
Design Guide

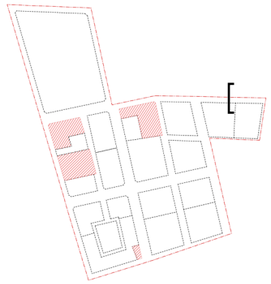
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AS EXISTING TO

ACCOMODATE CYCLE WAYS

Proposal - Proposed to North





Wellington Street

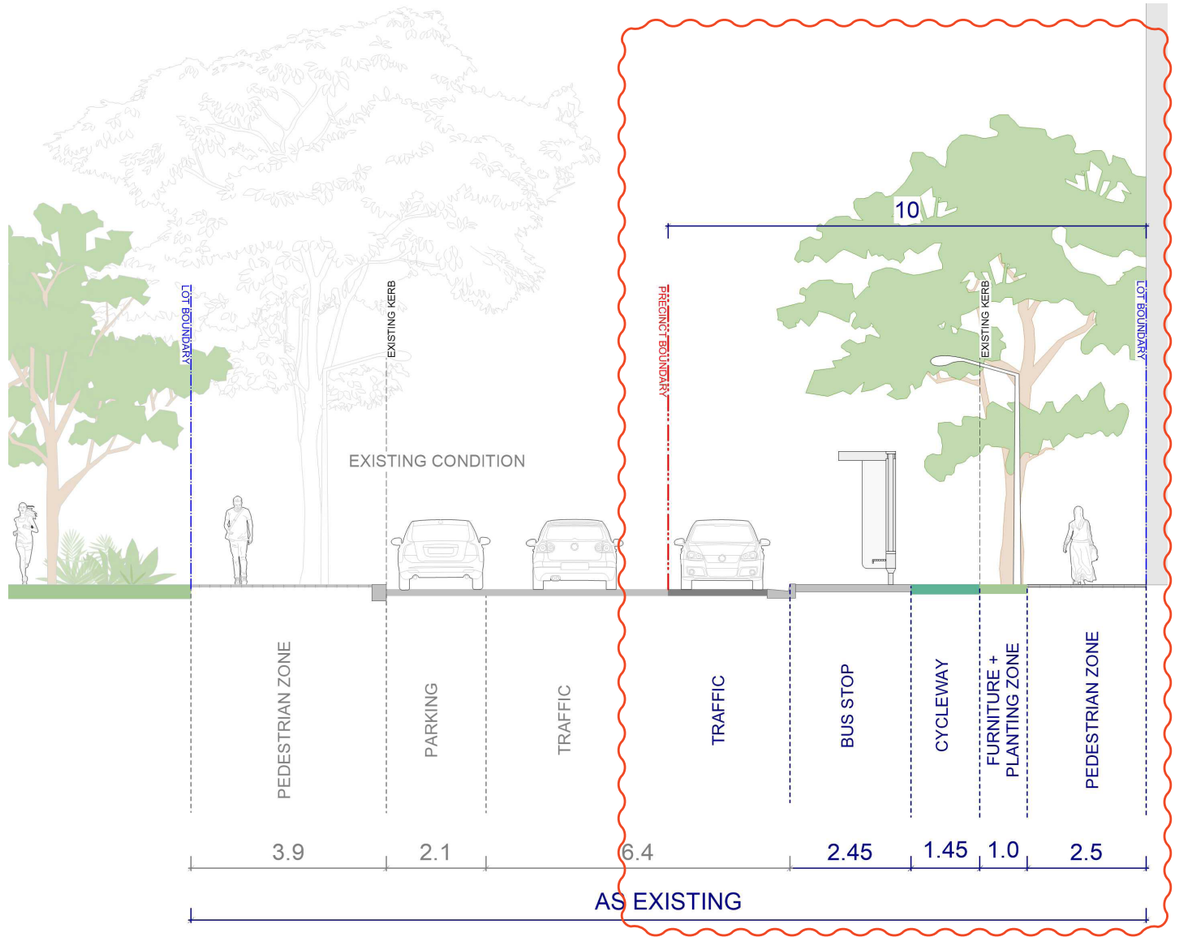
Design Guide

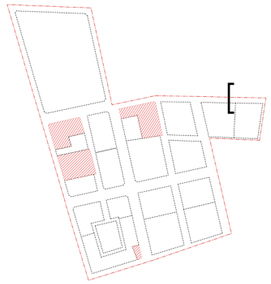
NO SECTION PROVIDED IN DESIGN GUIDE

AS EXISTING TO

ACCOMODATE CYCLE WAYS

Proposal - Bus Stop, Existing to North





Wellington Street

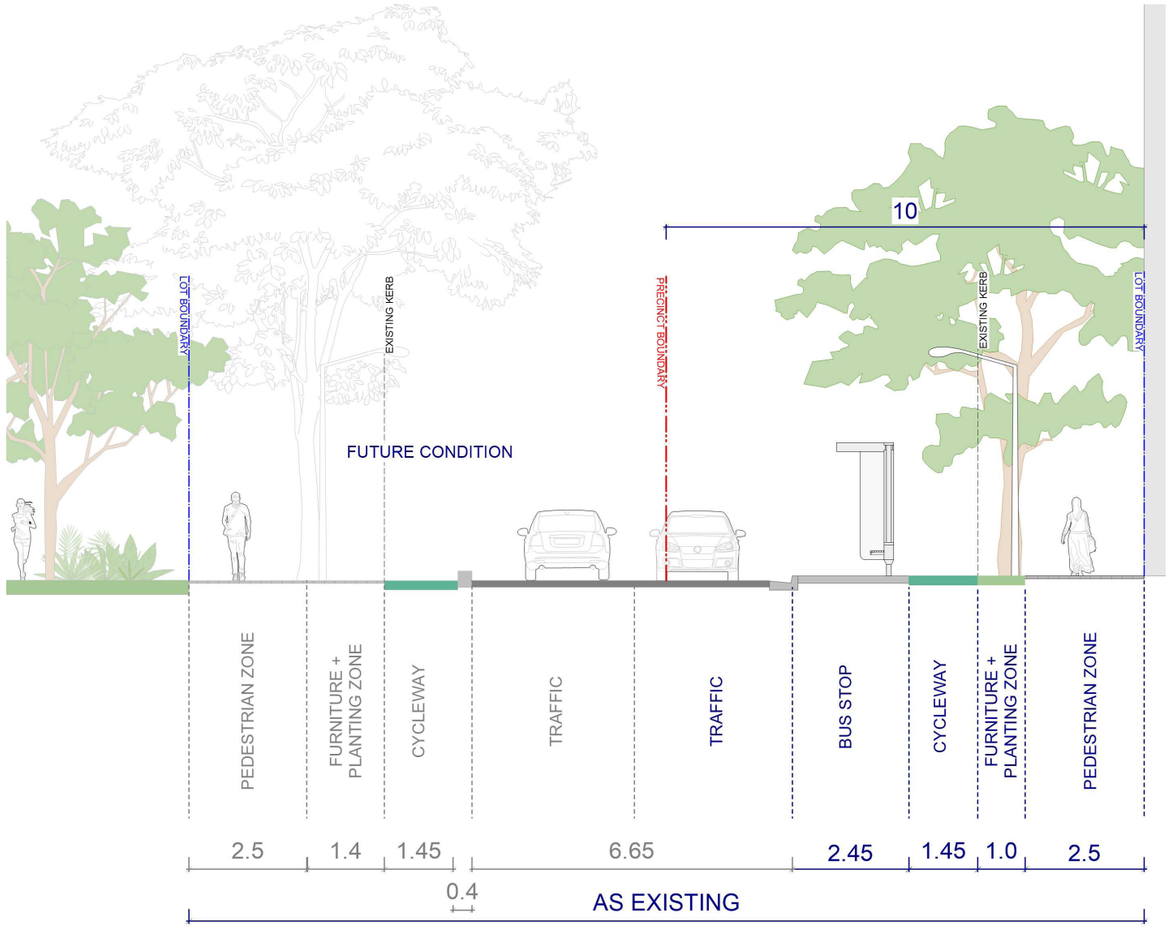
Design Guide

NO SECTION PROVIDED IN DESIGN GUIDE

AS EXISTING TO

ACCOMODATE CYCLE WAYS

Proposal - Bus Stop, Proposed to North



George St

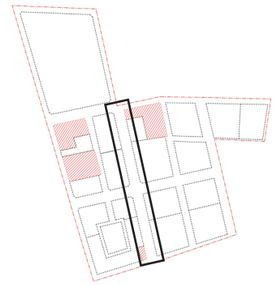
Design Guide Compliance			
	Design Guide	Proposal	Consistent / Updated
Traffic	Two-way	Two-way	Consistent
Direction	North/South	North/South	Consistent
Reservation width	20m	20m	Consistent
Vehicle Lane Width	5.8m travel 2.1m parking	5.8m travel 2.1m parking	Consistent
Cycle Path	2.2m double lane	2.2m double lane	Consistent
Footpath width	2.7m (West) 2.7m (East)	2.7m (West) 2.7m (East)	Consistent
Furniture Zone	1.0m (West) 1.0m (East)	1.0m (West) 1.0m (East)	Consistent



Make good interface with existing

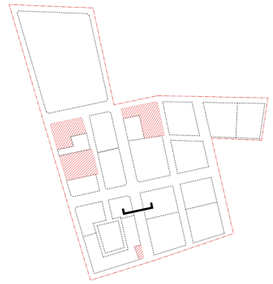
Retention of trees subject to adjustment to awning strategy - incursion of basement on root zone is within acceptable threshold

Retention will be further investigated in Stage 01 subject to detailed root mapping



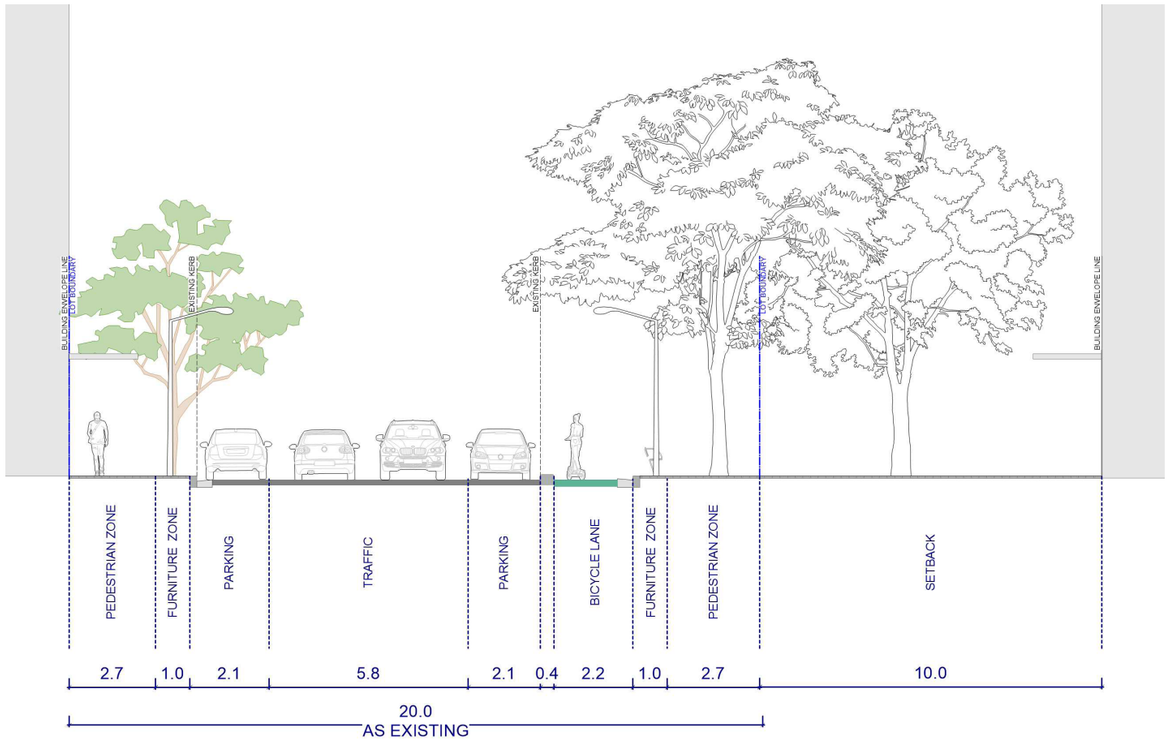
Key

- Raingarden planting
- Planting
- Cycleway
- Raised pedestrian crossing
- Car Parking Space
- Vehicle access point
- Lot Boundary
- Building footprint
- Existing Kerb Line
- Bike Rack
- Furniture
- Bin
- Traffic sign
- Electrical Pillar
- Light Pole

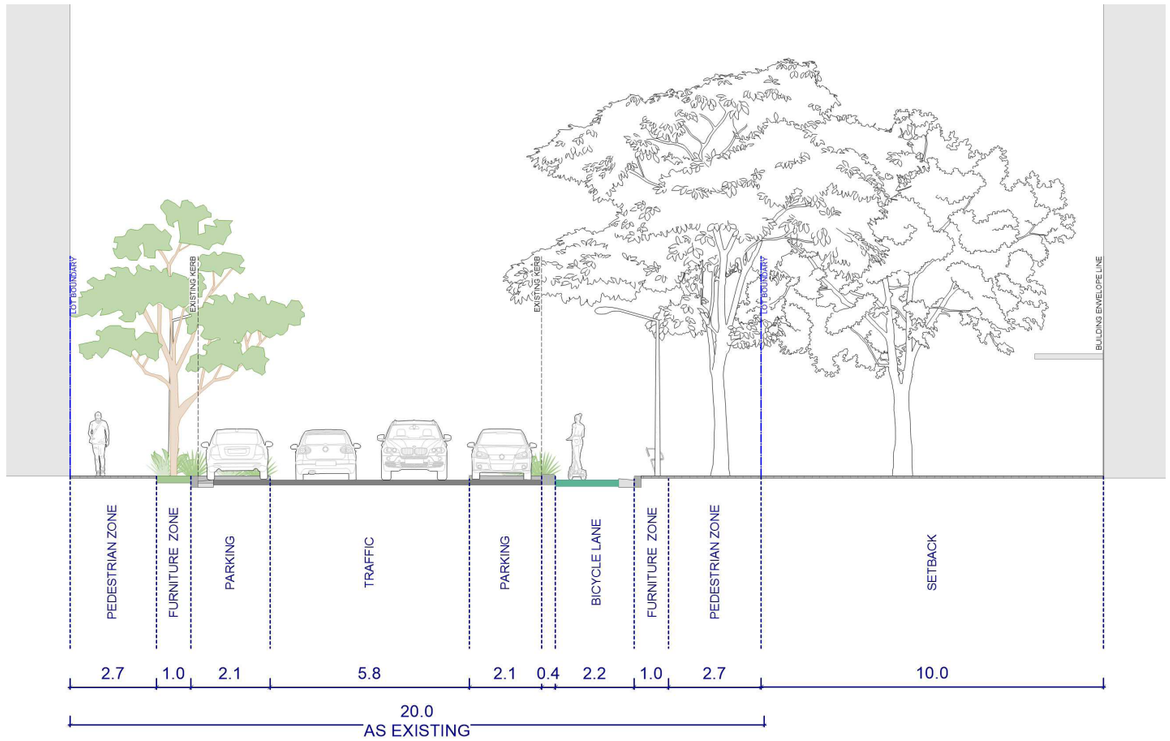


George St

Design Guide



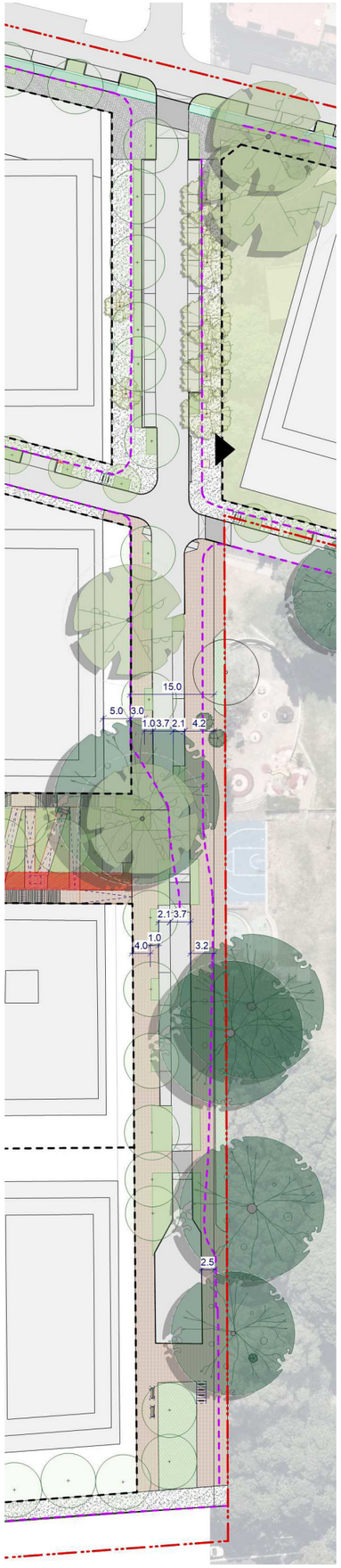
Proposal

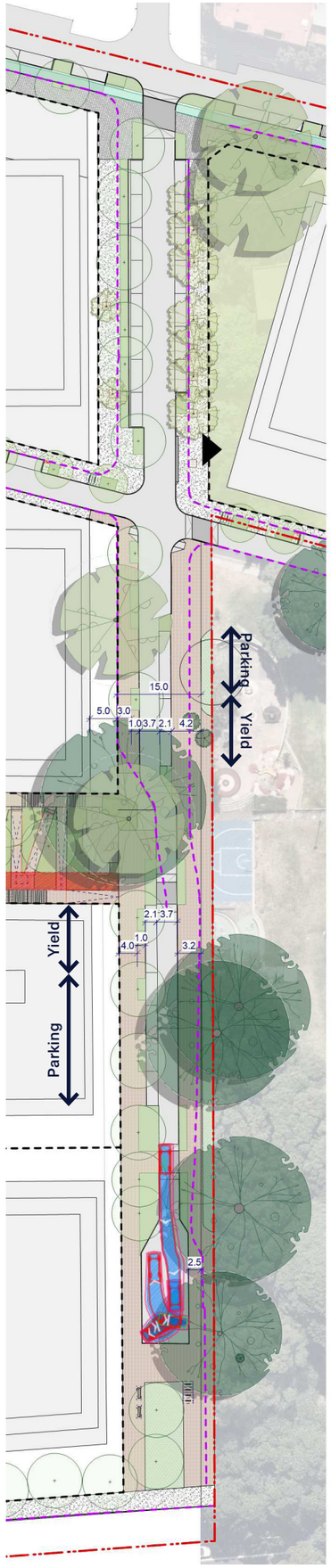


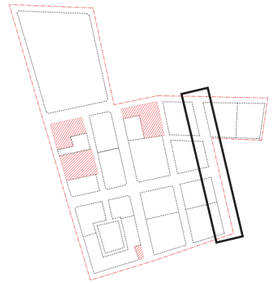
Pitt Street

Pitt Street Extension

Design Guide Compliance			
	Design Guide	Proposal	Consistent / Updated
Traffic	Two-way	Two-way yield street	Departure
Direction	North / South	North / South	Consistent
Reservation width	15m	15m	Consistent
Vehicle Lane Width	5.8m travel 2.2m parking	5.8m travel 2.2m parking	Consistent
Cycle Path	N/A	N/A	Consistent
Footpath width	3m (West) 2m (East)	3m (West) 4.2m (East)	Departure
Furniture Zone	1.0m (West) 1.0m (East)	1.0m (West) 1.0m (East)	Consistent

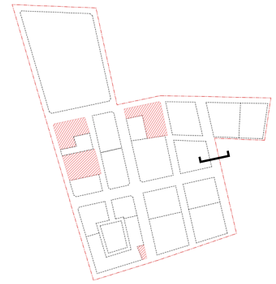






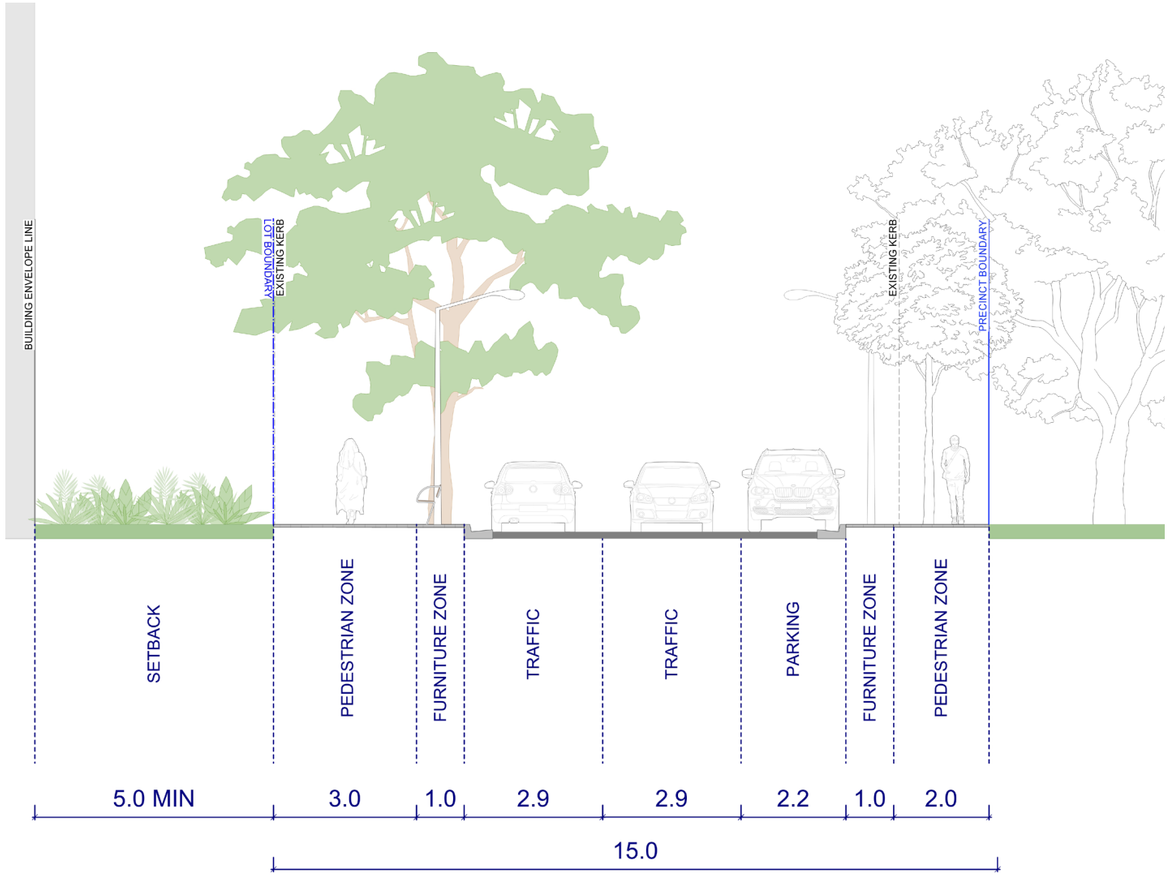
Key

- Raingarden planting
- Planting
- Cycleway
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- Bin
- Traffic sign
- Electrical Pillar
- Light Pole

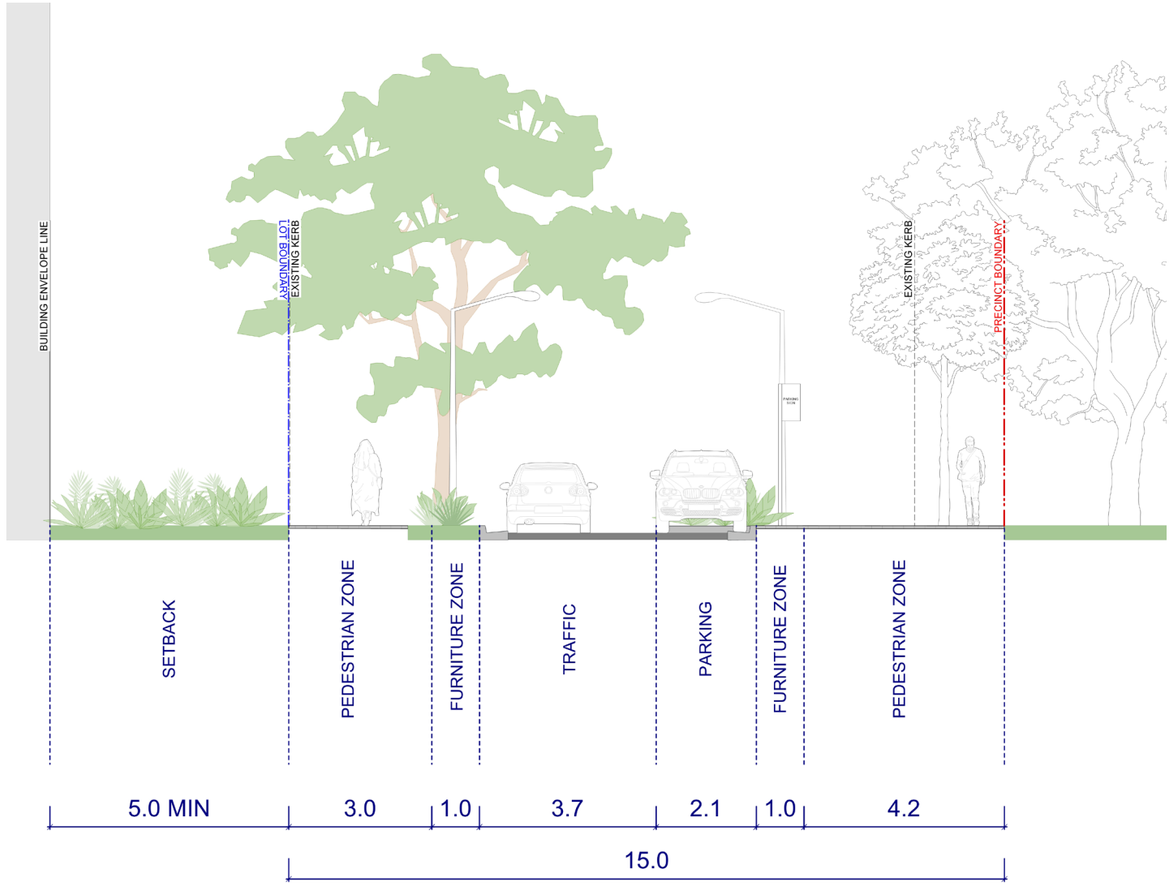


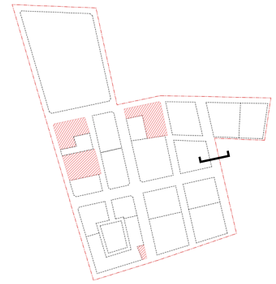
Pitt Street - South

Design Guide



Proposal





Pitt Street - North

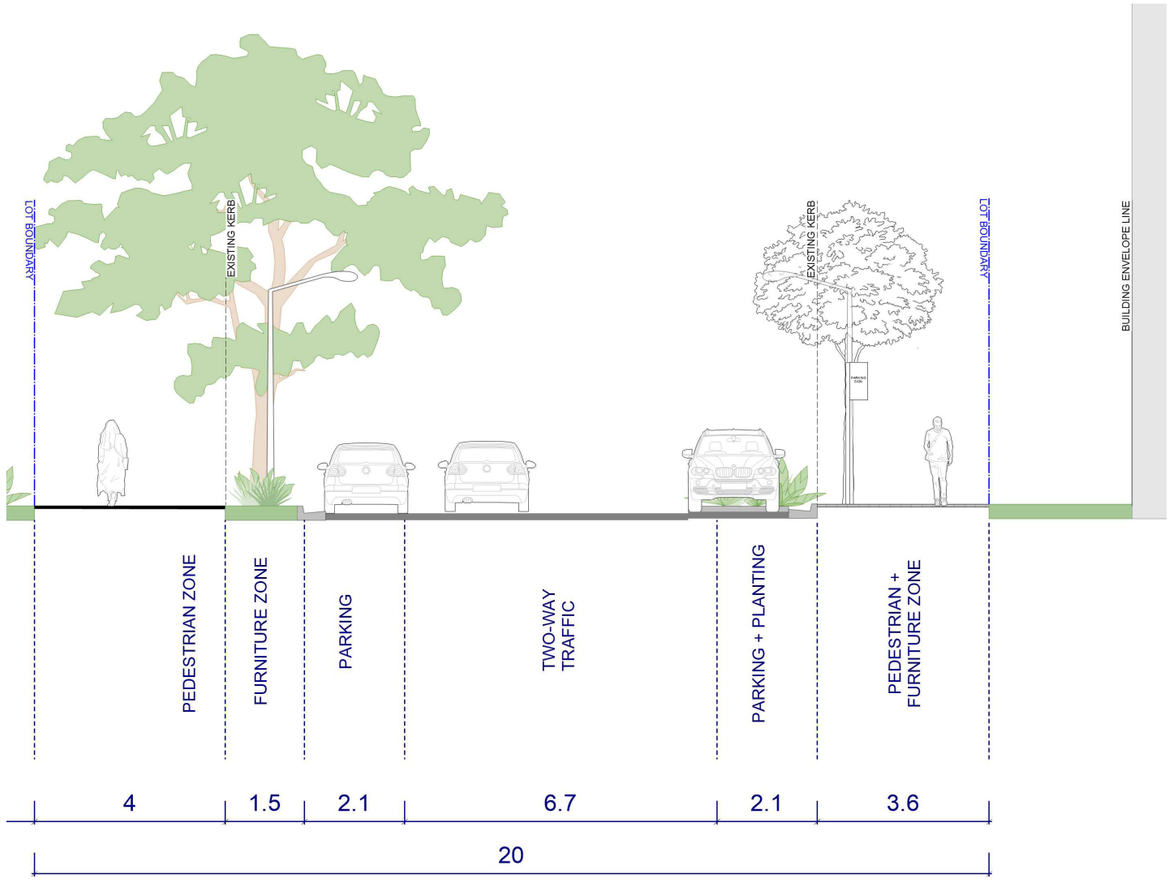
Design Guide

NO SECTION PROVIDED IN DESIGN GUIDE

AS EXISTING TO

ACCOMODATE CYCLE WAYS

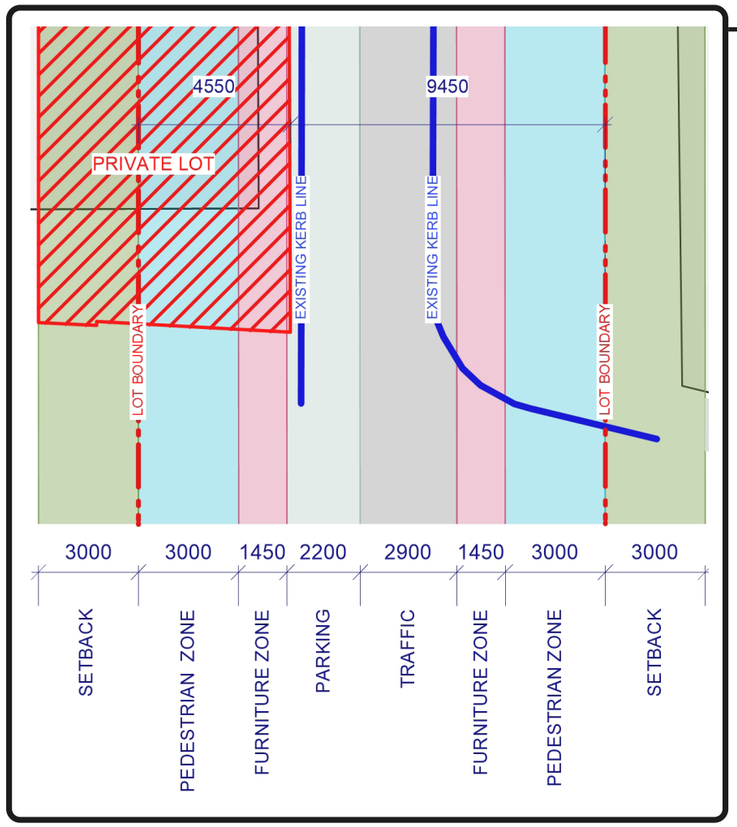
Proposal

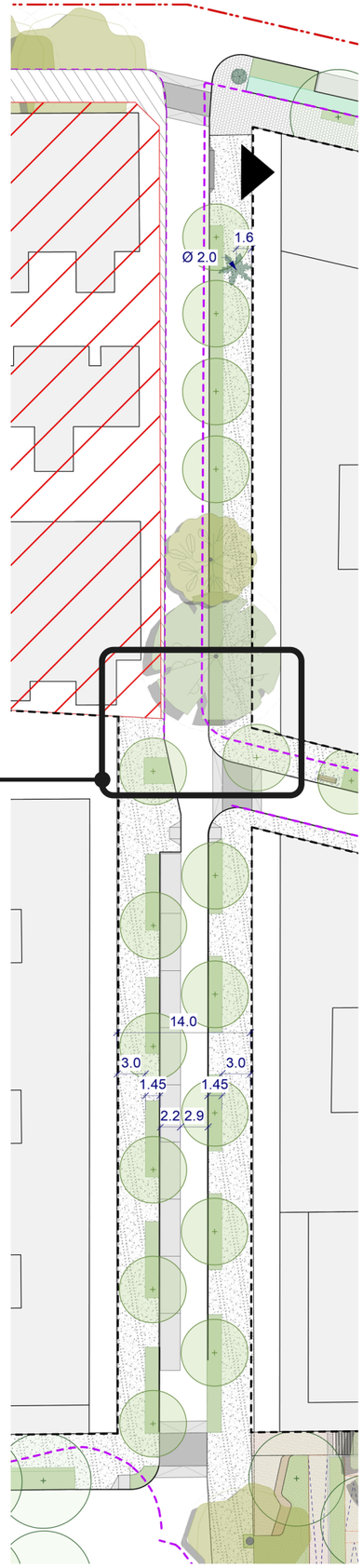


West Street

Design Guide - Adopted

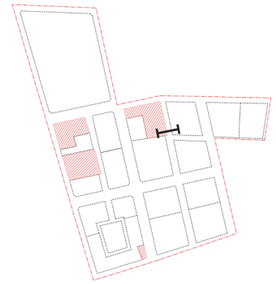
Design Guide Compliance			
	Design Guide	Proposal	Consistent / Changed
Traffic	One -way	One-way	Consistent
Direction	Northbound	Northbound	Consistent
Reservation width	14m	14m	Consistent
Vehicle Lane Width	2.9m travel 2.2m parking	2.9m travel 2.2m parking	Consistent
Cycle Path	N/A	N/A	Consistent
Footpath width	3m (West) 3m (East)	3m (West) 3m (East)	Consistent
Furniture Zone	1.45m (West) 1.45m (East)	1.45 (West) 1.45m (East)	Consistent





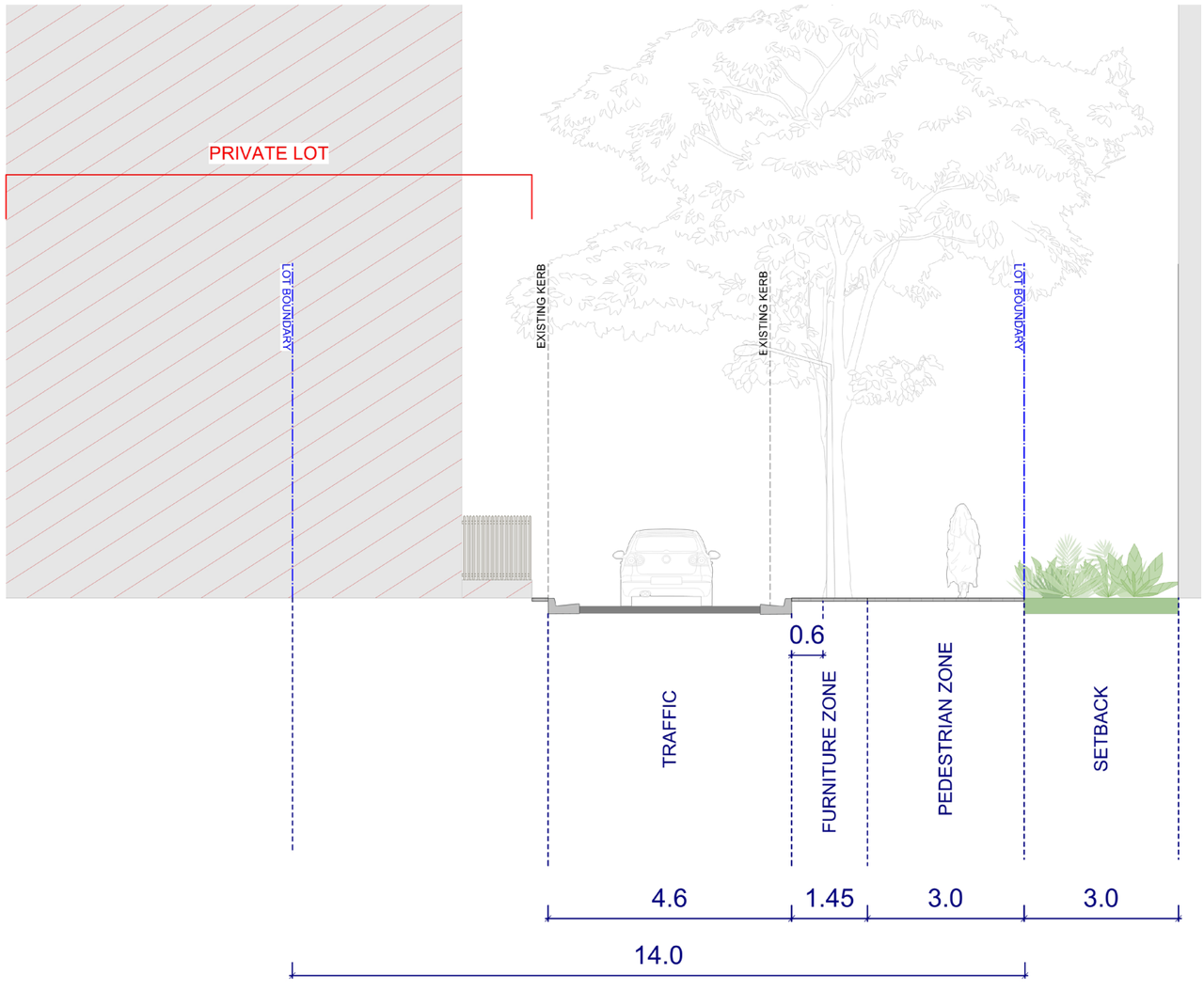
Key

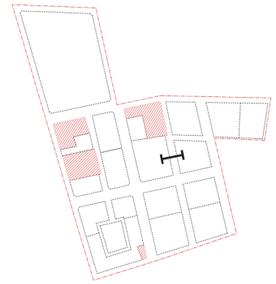
- Raingarden planting
- Planting
- Cycleway
- Raised pedestrian crossing
- Car Parking Space
- Vehicle access point
- Lot Boundary
- Building footprint
- Existing Kerb Line
- Bike Rack
- Furniture
- Bin
- Traffic sign
- Electrical Pillar
- Light Pole



West Street - North

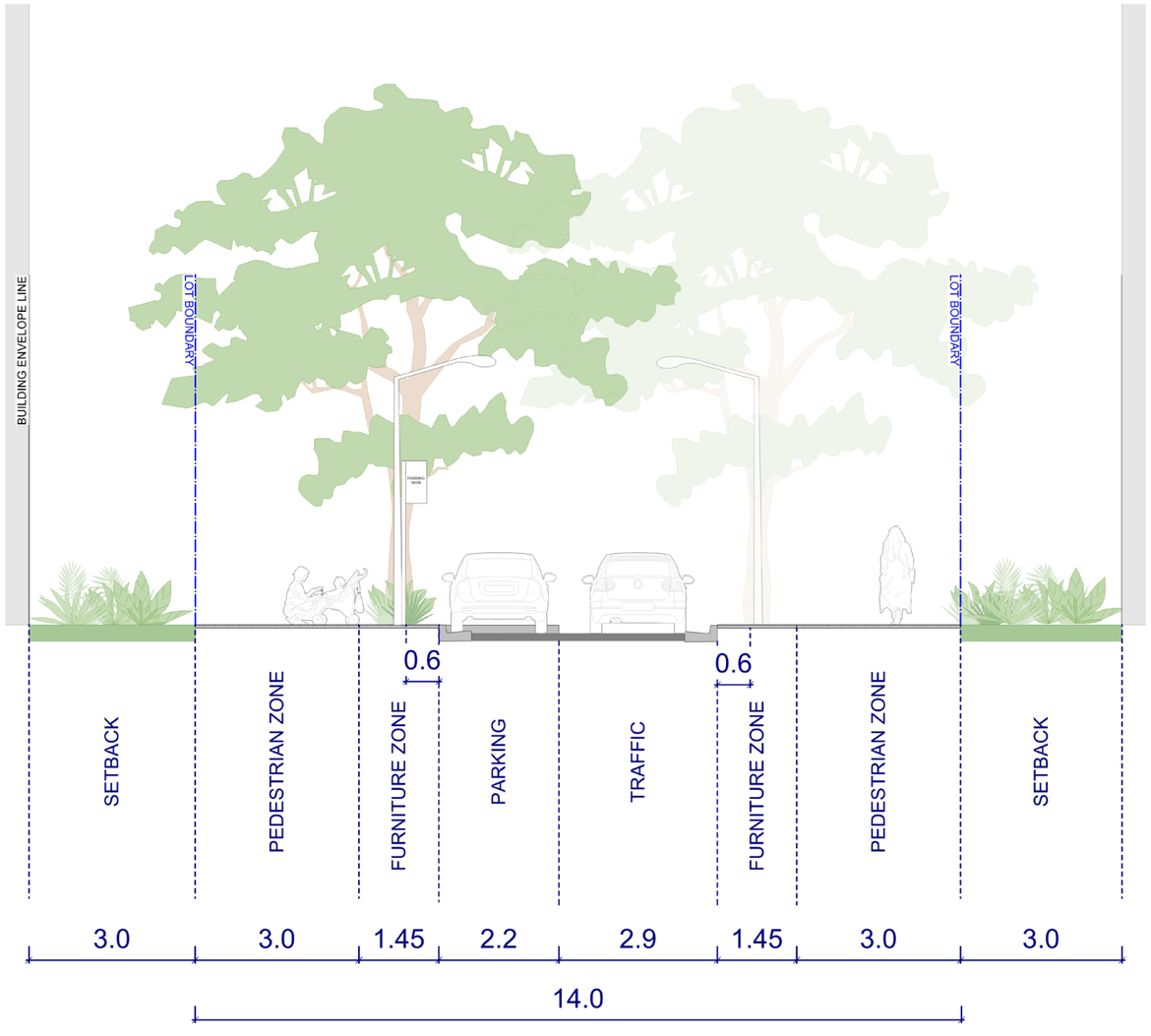
Design Guide - Adopted



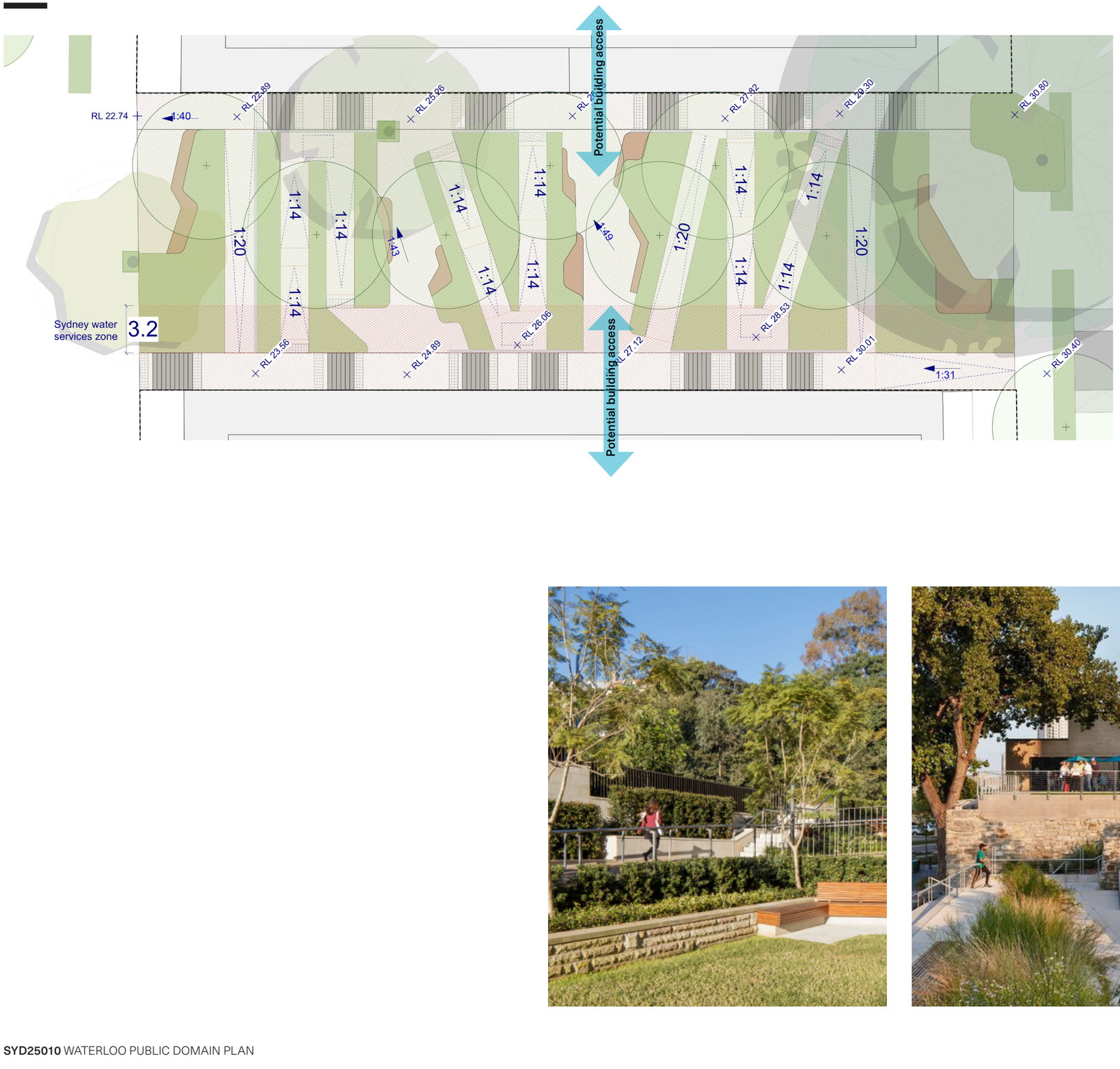


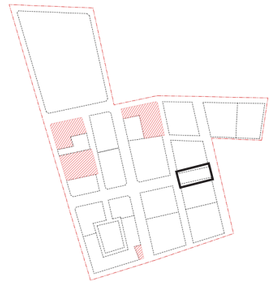
West Street - South

Design Guide - Adopted



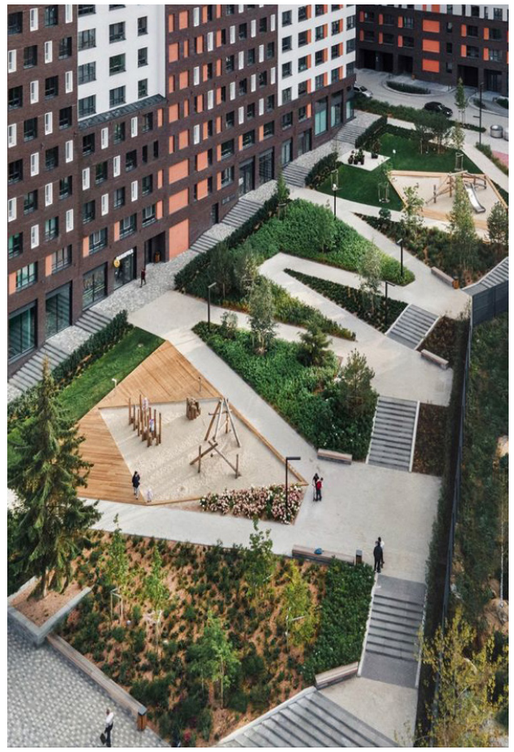
John Street East Closure - Option 1





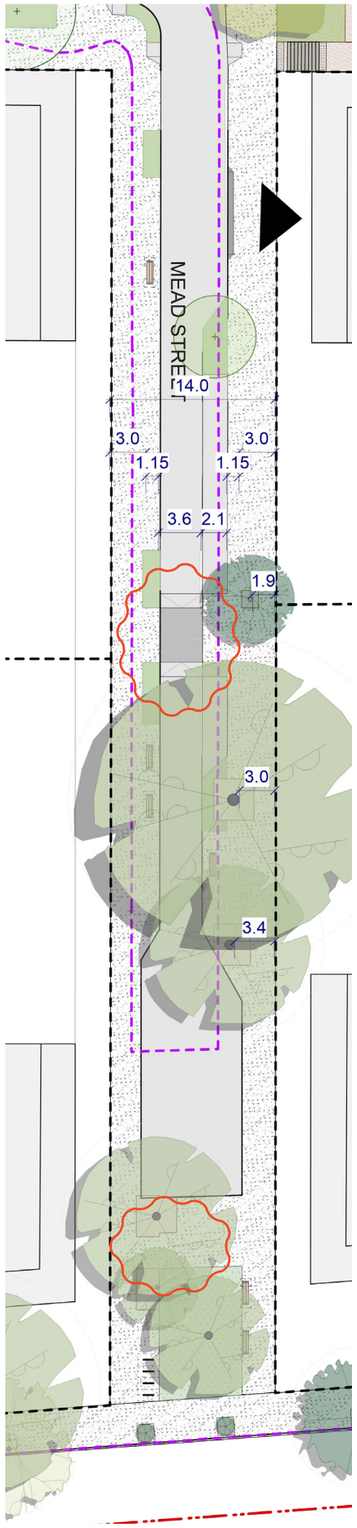
- Sequence of 4 small destination spaces created to break up vertical level change
- Opportunity for increased canopy coverage - proposed tree locations subject to finalisation of coordination with Sydney Water services
- Opportunity to create outlook spaces with clear views to the west
- John Street west footpath alignment continues through space.
- Allows opportunity to activate space via adjacent buildings.

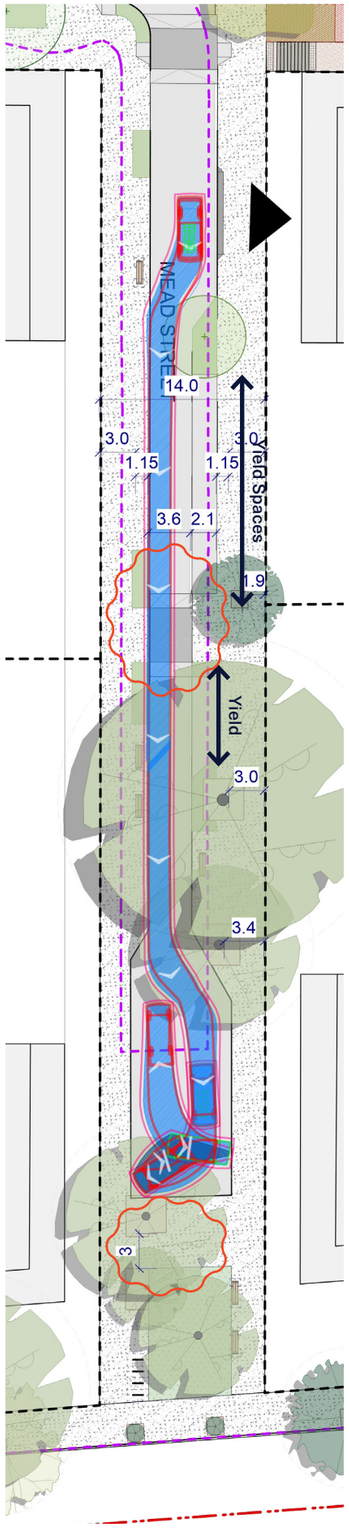




Mead Street

Design Guide Compliance			
	Design Guide	Proposal	Consistent / Updated
Traffic	Two-way yield street	Two-way yield street	Consistent
Direction	North / South	North / South	Consistent
Reservation width	14m	14m	Consistent
Vehicle Lane Width	3.1m travel 2.2m parking	3.6m travel 2.1m parking	Departure
Cycle Path	N/A	N/A	Consistent
Footpath width	3m (West) 3m (East)	3m (West) 3m (East)	Consistent
Furniture Zone	1.35m (West) 1.35m (East)	1.15m (West) 1.15m (East)	Departure

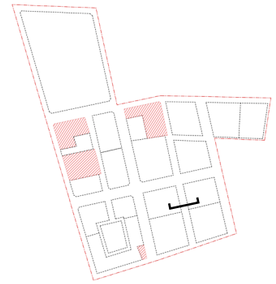




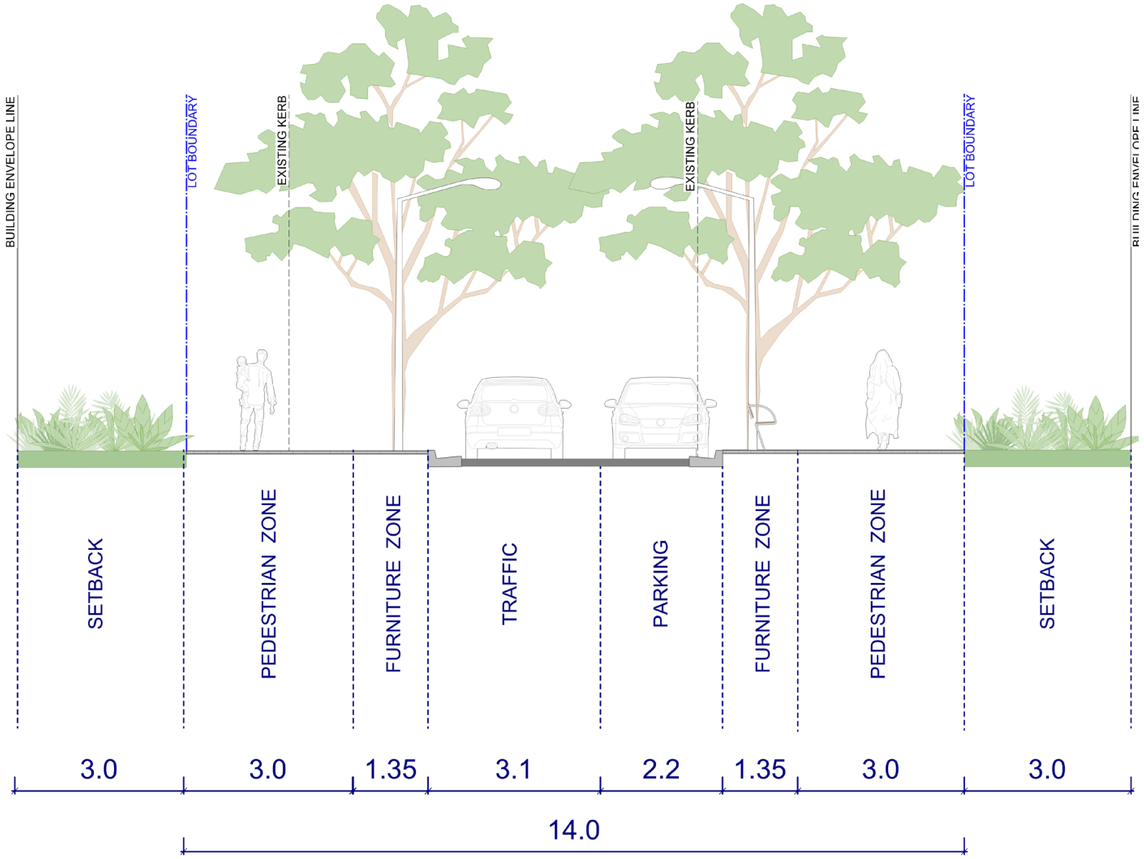
Key

- Raingarden planting
- Planting
- Cycleway
- Raised pedestrian crossing
- Car Parking Space
- Vehicle access point
- Lot Boundary
- Building footprint
- Existing Kerb Line
- Bike Rack
- Furniture
- Bin
- Traffic sign
- Electrical Pillar
- Light Pole

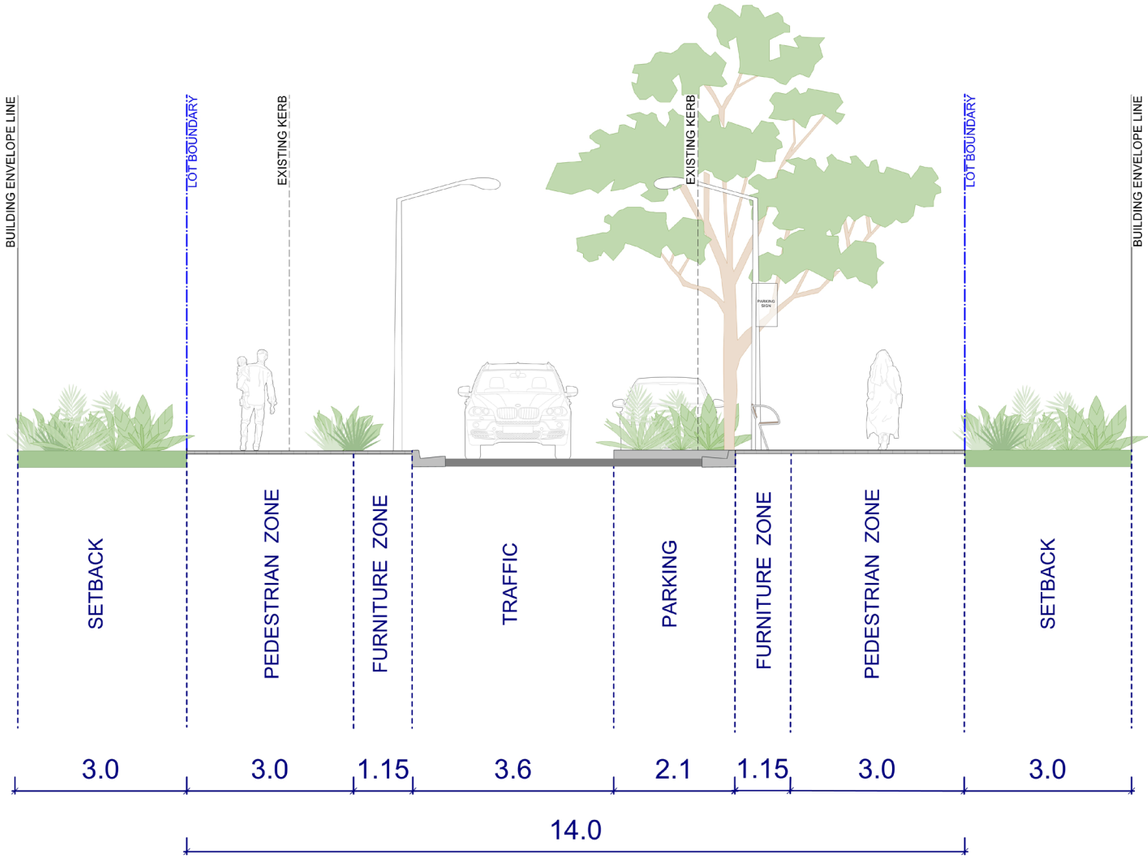
Mead Street

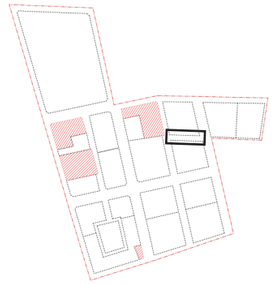


Design Guide



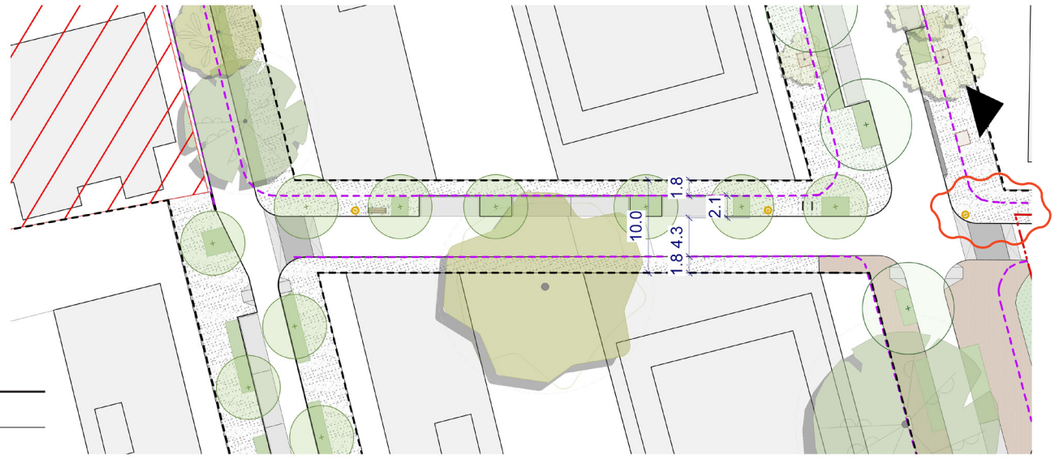
Proposal





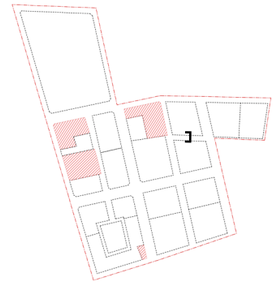
Reeve Street

Design Guide Compliance			
	Design Guide	Proposal	Consistent / Updated
Traffic	One-way	One-way	Consistent
Direction	Westbound	Westbound	Consistent
Reservation width	As Existing	As Existing	Consistent
Vehicle Lane Width	As Existing	As Existing	Consistent
Cycle Path	N/A	N/A	Consistent
Footpath width	As Existing	As Existing	Consistent
Furniture Zone	As Existing	As Existing	Consistent



Key

- Raingarden planting
- Planting
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- Car Parking Space
- Vehicle access point
- Lot Boundary
- Building footprint
- Existing Kerb Line
- Bike Rack
- Furniture
- Bin
- Traffic sign
- Electrical Pillar
- Light Pole



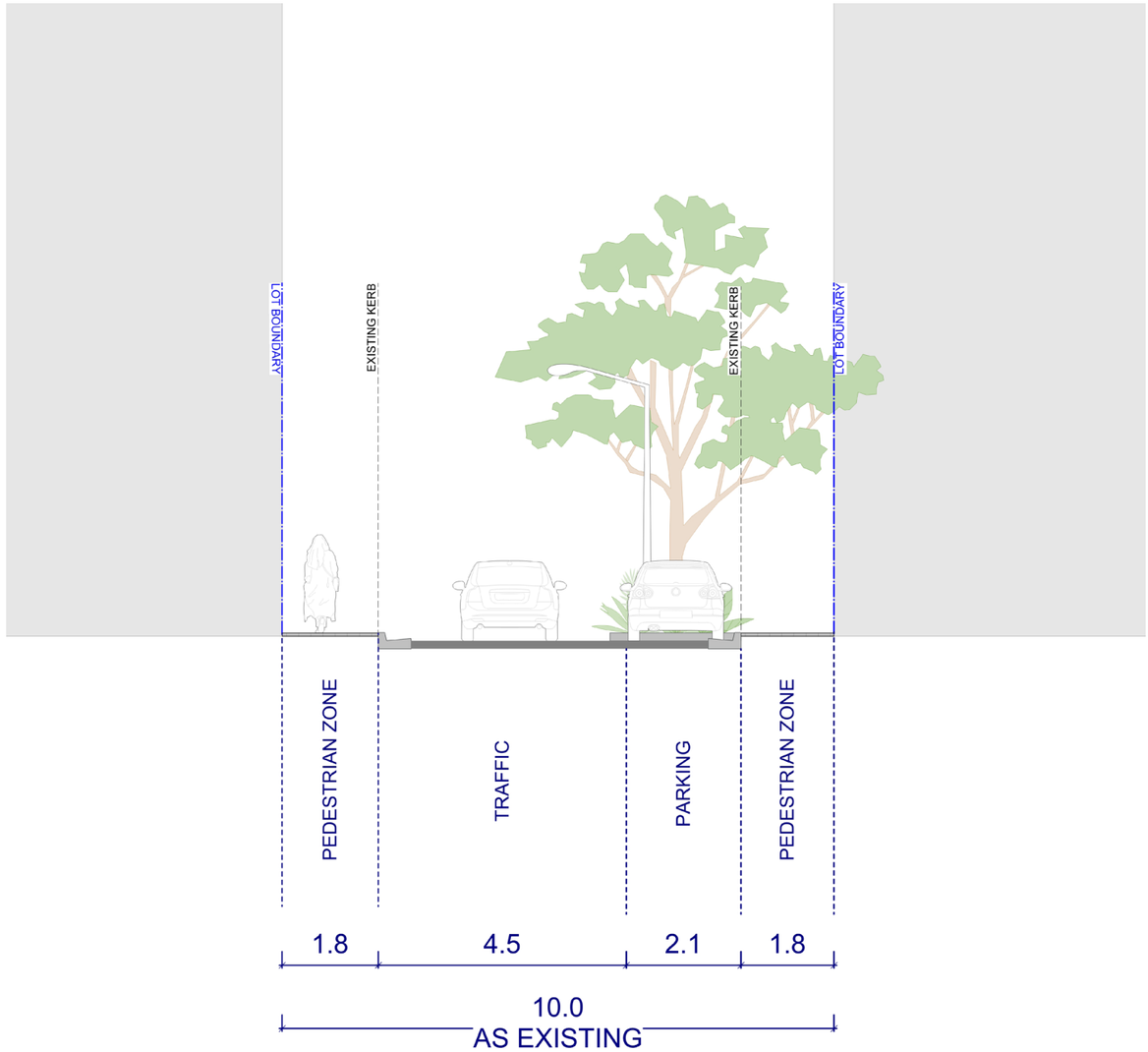
Reeve Street

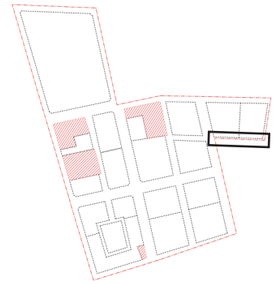
Design Guide

NO SECTION PROVIDED IN DESIGN GUIDE

AS EXISTING

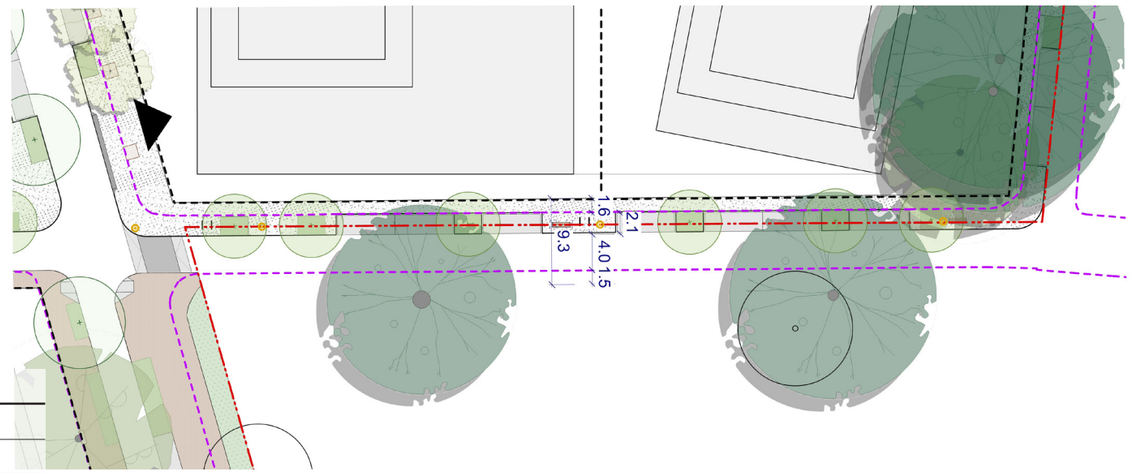
Proposal





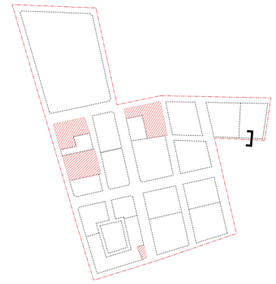
Kellick Street

Design Guide Compliance			
	Design Guide	Proposal	Consistent / Updated
Traffic	One-way	One-way	Consistent
Direction	Westbound	Westbound	Consistent
Reservation width	As Existing	As Existing	Consistent
Vehicle Lane Width	As Existing	As Existing	Consistent
Cycle Path	N/A	N/A	Consistent
Footpath width	As Existing	As Existing	Consistent
Furniture Zone	As Existing	As Existing	Consistent



Key

- Raingarden planting
- Planting
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- Vehicle access point
- Lot Boundary
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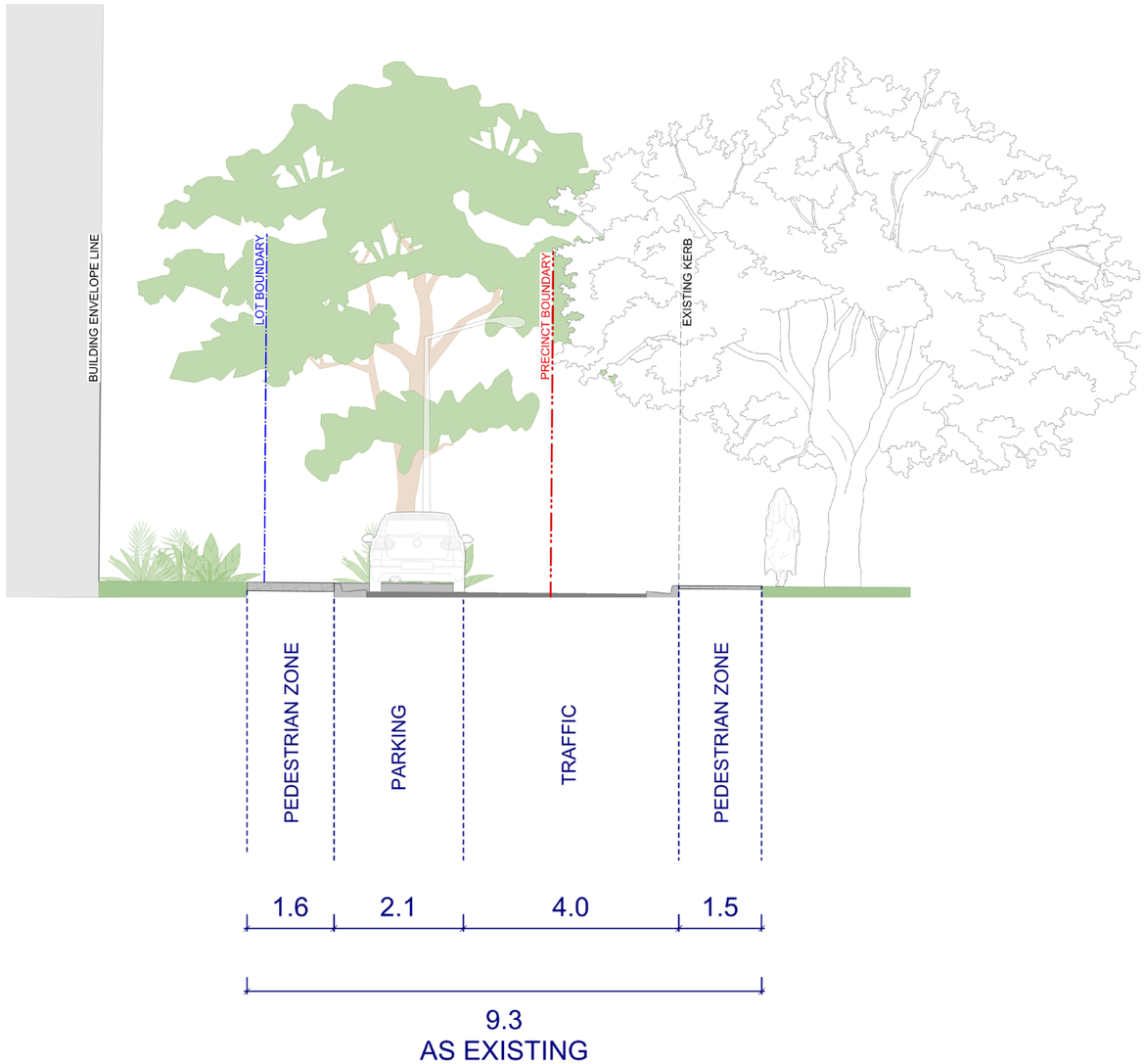
Kellick Street

Design Guide

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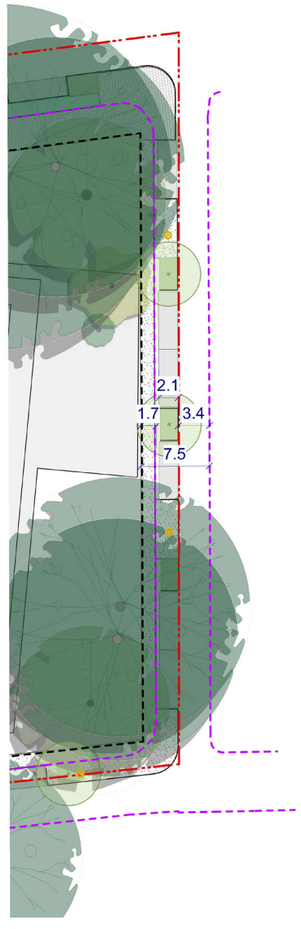
AS EXISTING

Proposal



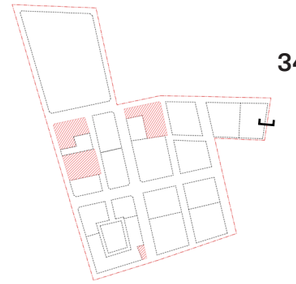
Gibson Street

Design Guide Compliance			
	Design Guide	Proposal	Consistent / Updated
Traffic	One-way	One-way	Consistent
Direction	Southbound	Southbound	Consistent
Reservation width	As Existing	As Existing	Consistent
Vehicle Lane Width	As Existing	As Existing	Consistent
Cycle Path	N/A	N/A	Consistent
Footpath width	As Existing	As Existing	Consistent
Furniture Zone	As Existing	As Existing	Consistent



Key

- Raingarden planting
- Planting
- Cycleway
- Raised pedestrian crossing
- Car Parking Space
- Vehicle access point
- Lot Boundary
- Building footprint
- Existing Kerb Line
- Bike Rack
- Furniture
- Bin
- Traffic sign
- Electrical Pillar
- Light Pole



Gibson Street

Design Guide

NO SECTION PROVIDED IN DESIGN GUIDE

AS EXISTING

Proposal

