

**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

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Urbis Pty Ltd
ABN 50 105 256 228

12 April 2022

Russell Hand
Principal Planning Officer
Key Sites Assessments
Department of Planning and Environment
4 Parramatta Square, 12 Darcy St,
Parramatta, NSW 2150

Dear Russell,

SECTION 4.55 (1A) APPLICATION TO AMEND SSD 104378- WATERLOO METRO QUARTER OSD BASEMENT DETAILED DESIGN

1. INTRODUCTION

This letter has been prepared by Urbis on behalf of WL Developer Pty Ltd (the applicant) with regards to a Section 4.55(1A) application to modify State Significant Development (SSD) Waterloo Metro Quarter OSD Basement Detailed Design SSD-10438.

This modification relates to the reconfiguration of the basement layout to accommodate servicing and engineering requirements, and most importantly to provide a safer arrangement for pedestrian and vehicle access within the basement. The approved number of car parking, motorbike parking, bicycle parking, and service bays remain unchanged.

In accordance with condition B7 of SSD 10438, the Planning Secretary is required to determine whether any proposed modifications to the approved architectural drawings require review by the Sydney Metro Design Review Panel (DRP) or other appropriate person(s).

In our view the modifications proposed are very minor and relate only to the further design development of the scheme completed since development consent was granted through to construction level detailing. Notably the proposed changes do not amend the key components of the scheme that were considered fundamental to the success of the Architectural Design as outlined in the Design Integrity Report submitted with the SSDA. As such, it is our view that the proposed modifications do not require review by the Sydney Metro DRP or any other person outside of the typical DPE modification application assessment.

This letter is prepared to seek the Secretary's confirmation that condition B7 has been satisfied to enable the determination of the modification application.

This letter is accompanied by the Proposed Amended Architectural Plans (Attachment A).

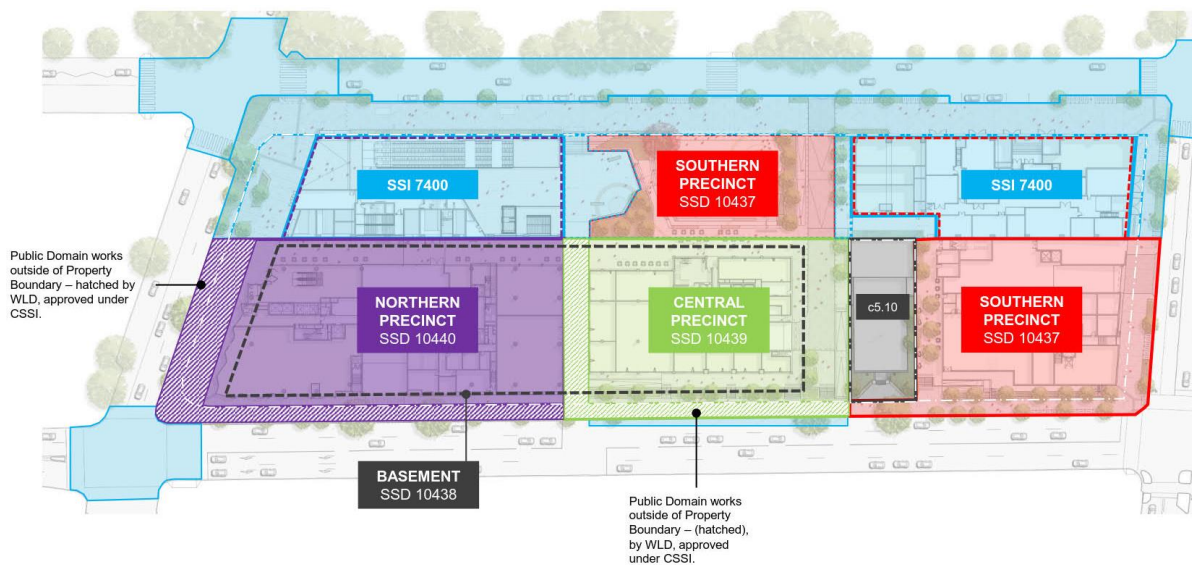
2. SITE LOCATION

The site is located within the City of Sydney Local Government Area (LGA). The site is situated approximately 3.3 kilometres south of Sydney CBD and approximately 8 kilometres northeast of Sydney International Airport within the suburb of Waterloo.

The Waterloo Metro Quarter (WMQ) site comprises land to the west of Cope Street, east of Botany Road, south of Raglan Street and north of Wellington Street (refer to Figure 1). The heritage listed Waterloo Congregational Church located at 103–105 Botany Road is within this street block but does not form a part of the Waterloo Metro Quarter site boundaries.

The WMQ site is a rectangular shaped allotment and has an overall site area of approximately 1.287 hectares. The detailed SSDA applies to the Basement (the site) of the WMQ site. The boundaries of the Basement is illustrated at Figure 1.

Figure 1 Waterloo Metro Quarter Station Site Precinct Identification (SSDA Boundaries)



Source: WL Developer Pty Ltd

3. PROPOSED MODIFICATIONS

As part of the detailed design development (for construction), basement layout have been refined and reconfigured to accommodate servicing and engineering requirements, and most importantly to provide a safer arrangement for pedestrian and vehicle access within the basement. The approved number of car parking, motorbike parking, bicycle parking, and service bays remain unchanged.

The proposed design changes are summarised below:

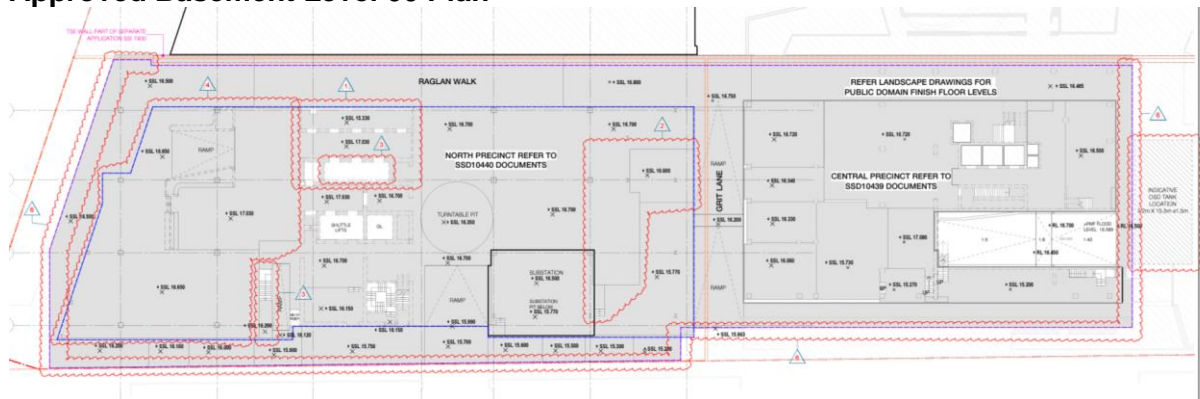
- Reduction in excavation and footprint of the basement by approx. 200 m²/1400 m³.
- Refinement and reconfigure of services elements.
- Relocation of the End of Trip Facilities to align with the Northern and Central Precinct requirements,

- Introduce one way circulation aisles in the northern section of the car park on both levels.
- Consolidate the residential parking onto B1. Reconfigure the layout of car parking spaces to provide a more logical and efficiency basement layout.
- Slab levels on ground levels adjusted to suit the requirements of the flood analysis.
- OSD tank design has been further developed by the civil engineer, and coordinated with landscape to maximise deep soil in Church Square. This has resulted in the change to the footprint of the OST tank. The OST tank can continue to comply with stormwater requirement.

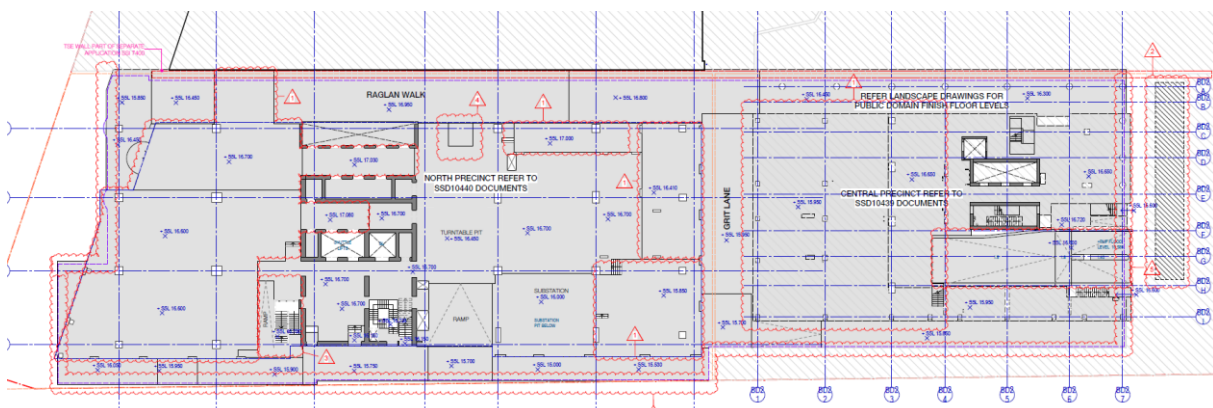
Basement layout is adequately setback to maintain landscaping and deep soil provisions within the public domain areas at ground level along the Botany Road and Raglan Street frontage.

A comparison of the basement layout is provided below.

Approved Basement Level 00 Plan



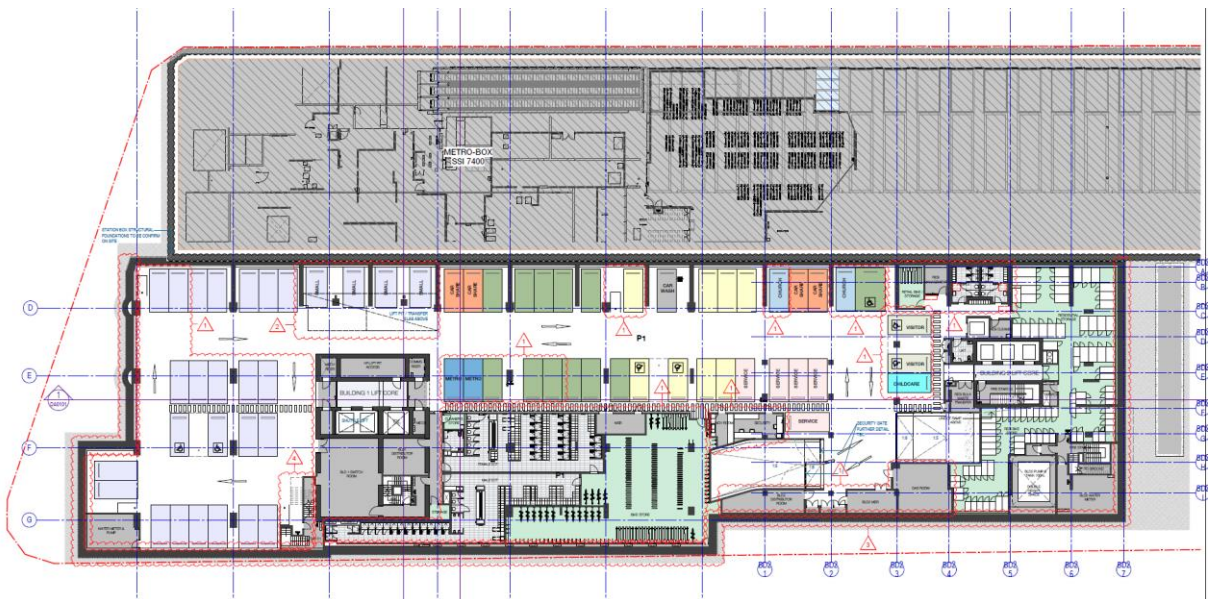
Proposed Basement Level 00 Plan (Work in progress plan)



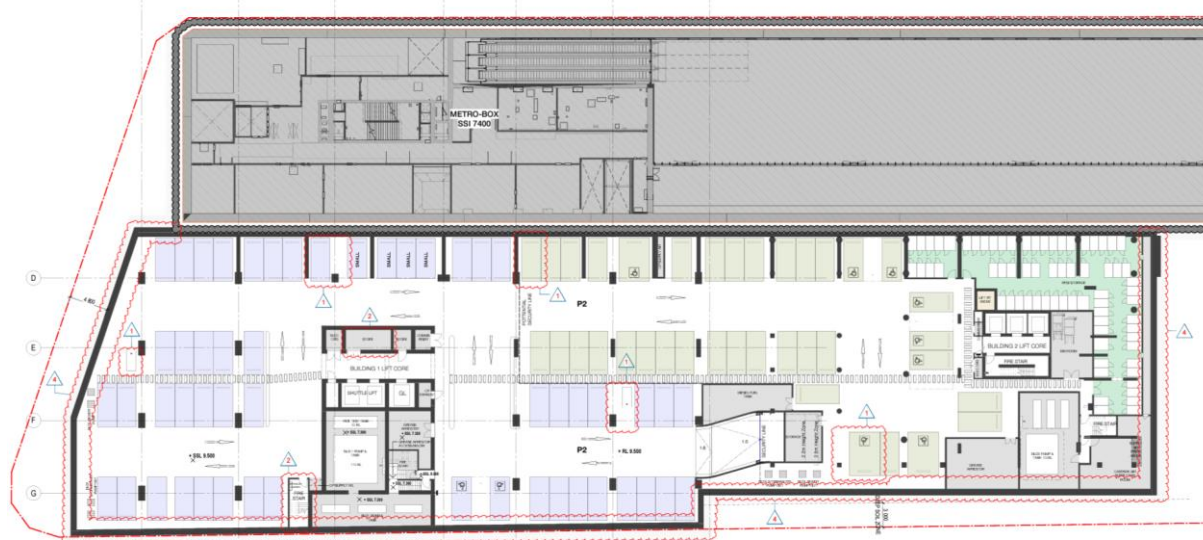
Approved Basement Level 01 Plan



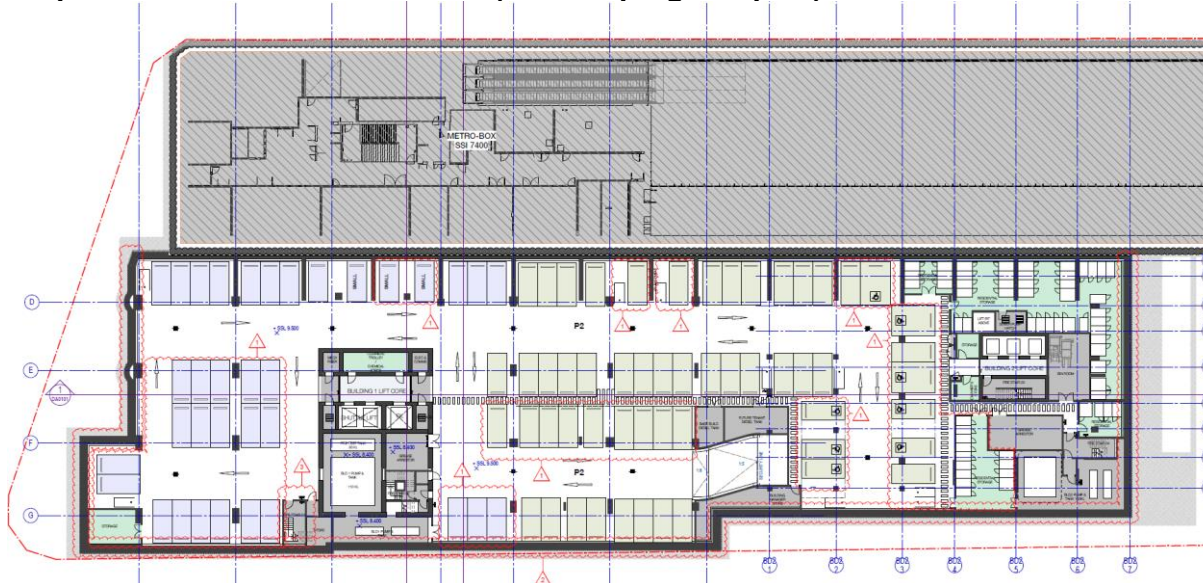
Proposed Basement Level 01 Plan (Work in progress plan)



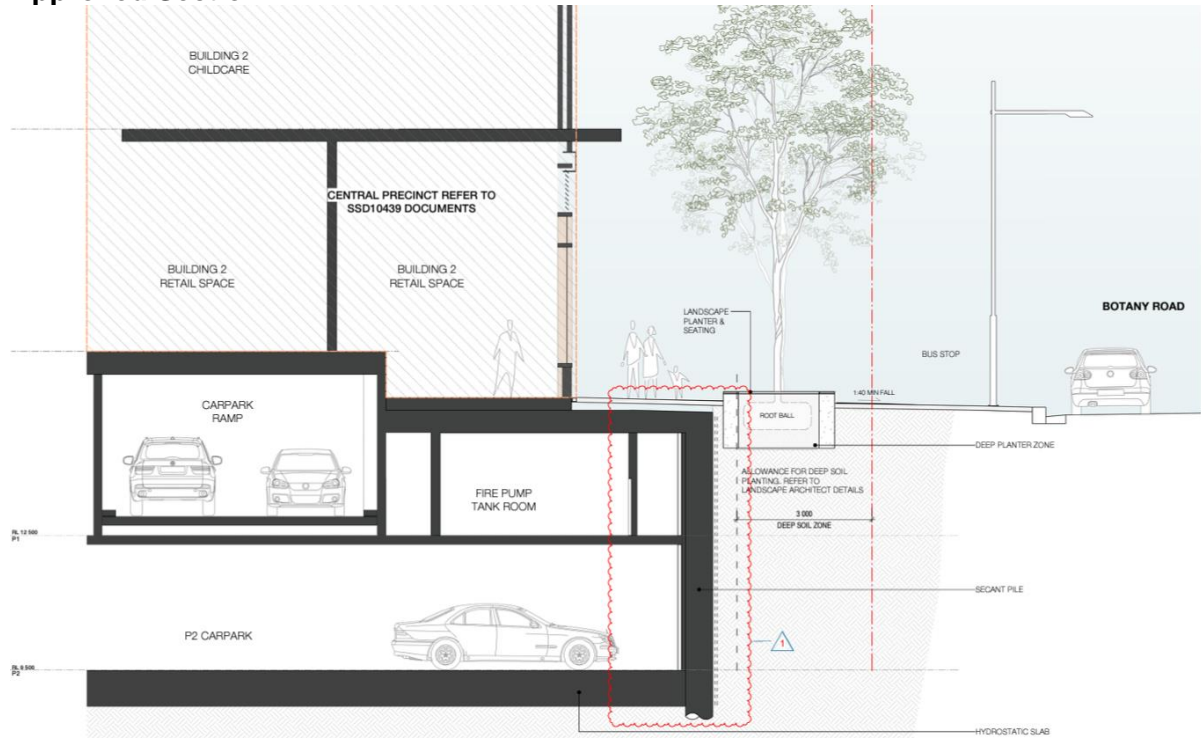
Approved Basement Level 02 Plan



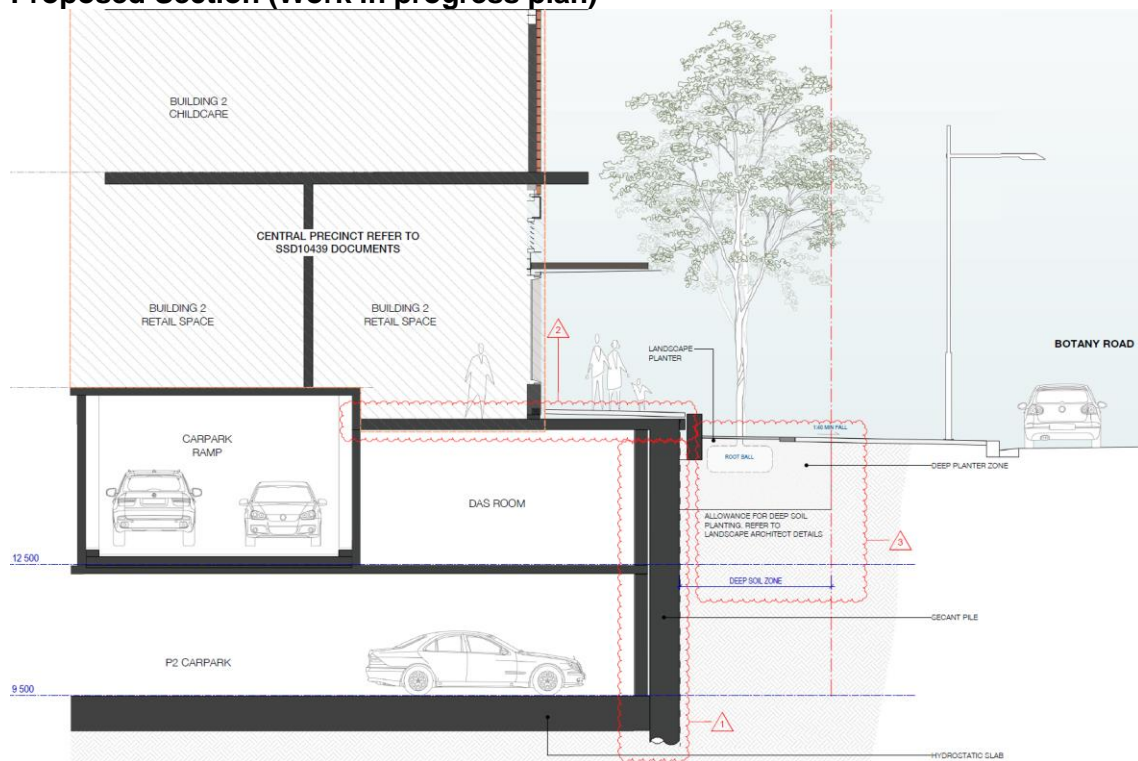
Proposed Basement Level 02 Plan (Work in progress plan)



Approved Section



Proposed Section (Work in progress plan)



4. CONSIDERATION

In support of the view that the proposed changes are minor and do not affect the quality of the architectural design and the modification application does not require referral to the Sydney Metro DRP, we note the following:

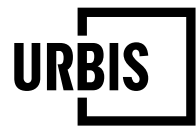
- The modification will improve the overall amenity outcome of the development, by providing a safer arrangement for pedestrian and vehicle access within the basement.
- The reduced OSD footprint also provide new opportunity to increase deep soil landscaping within Church Square.
- The modifications do not change the approved land uses of the OSD.
- Floor level have been reviewed and all the ingresses to the basement car park are located above the PMF and the 1% AEP+500mm flood level (whichever is higher).
- The development as modified will continue to comply with the relevant Design Quality Guidelines as summarised below:
 - The modification do not impact the landscaping design of the public domain. The basement footprint has been setback appropriately from the respective street frontages to Botany Road and Raglan Street, as well as towards Cope Street Plaza, to enable deep soil planting and groundwater replenishment.
 - The modification retains the approved vehicle access points to the basement.
 - The approved number of car parking, motorbike parking, bicycle parking, and service bays remain unchanged.
 - The modification ensures that all internal circulation remains compliant with relevant Australian Standards.
 - The basement abuts the western wall of the metro station box via a buttress wall system, however, it is structurally separated and does not compromise the structural design of the metro station box.

The proposed modifications have been assessed as part of the Section 4.55(1A) modification application and are considered appropriate and to result in a minimal environmental impact. Further as outlined in this letter the changes are minor and do not detract from the architectural quality of the approved development as originally assessment in the Design Integrity Report.

Having considered all relevant matters, we conclude that the proposed modifications are appropriate for the site and approval is recommended, subject to appropriate conditions of consent, without referral to the Sydney Metro DRP or other appropriate person(s).

Please do not hesitate to contact the undersigned should you require any additional information regarding this modification application.

Yours sincerely,



A handwritten signature in black ink, appearing to read "Anna Wang".

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