

WATERLOO METRO QUARTER OVER STATION DEVELOPMENT

**Environmental Impact Statement
Appendix C – Design Integrity Report**

**SSD-79307765 Second Amending Concept
SSD-79307758 Northern Precinct
SSD-79307746 Central Precinct**

Detailed State Significant Development
Development Application

Prepared for **WL Developer Pty Ltd**

September 2025

The logo for URBIS, featuring the word "URBIS" in a bold, white, sans-serif font. The text is contained within a white square frame that is partially open on the right side. A white vertical line extends from the top of the frame down to the top of the page, and a white horizontal line extends from the right side of the frame across the top of the page.

URBIS

WATERLOO METRO QUARTER OVER STATION DEVELOPMENT

Design Integrity Report

Prepared for
WL DEVELOPER PTY LTD
24 September 2025

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director Peter Strudwick
Associate Director Danielle Blakely, Anna Wang
Senior Consultant Sarah Noone
Project Code P0056227
Report Number 24.09.2025 - Final



Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

urbis.com.au

CONTENTS

Acknowledgement of Country	2
1. Introduction	1
1.1. Project Overview	1
1.2. Site Location and Description	2
1.3. Background	3
1.3.1. Sydney Metro	3
1.3.2. Alternative Scheme	5
1.4. Purpose of this Report	6
2. Design Objectives of Concept Approval	8
3. Consistency with Concept Approval	10
4. Endorsed Design Excellence Strategy	14
5. Waterloo Metro Quarter Design and Amenity Guideline	15
6. State Design Review Panel Advice and Recommendations	24
6.1. Key Issues	24
6.2. Response to SDRP Feedback.....	26
Disclaimer	29

Appendix A Updated Design Excellence Strategy	
Appendix B Schedule of SDRP Presentations	
Appendix C SDRP Feedback Register	

FIGURES

Figure 1 Waterloo Metro Quarter Site Plan	3
Figure 2 Land subject of the Second Amending Concept.....	3
Figure 3 Sydney Metro Network	5
Figure 4 Approved and Proposed Building Envelopes.....	6

TABLES

Table 1 Conditions of SSD-9393 Development Consent	10
Table 2 Conditions of SSD-10441 Development Consent	12
Table 3 WMQ Design and Amenity Guideline – Design Objectives.....	15
Table 3 SDRP 4 Feedback Responses	26

1. INTRODUCTION

This Design Integrity Report (DIR) has been prepared on behalf of WL Developer Pty Ltd (**the Applicant**) to accompany the second amending concept DA and two detailed State Significant Development (SSD) development applications (DAs) for an Over Station Development (OSD) at the Waterloo Metro Quarter site.

1.1. PROJECT OVERVIEW

The Waterloo Metro Quarter site comprises the approved new Metro station at Waterloo, which includes a station box at the north-eastern corner of Raglan Street and Cope Street and a station services box at the south-eastern corner of Wellington Street and Cope Street.

A concept SSDA (SSD 9393) which sought consent for multiple buildings on the site primarily for the purposes of social and affordable housing, residential accommodation, and commercial premises was approved by the Minister for Planning on 10 December 2019. The concept SSDA included the approval of a Design Excellence Strategy to inform the detailed design of the OSD.

Following the completion of a competitive tendering process, the WL Developer Pty Ltd was nominated as the preferred development partner for the construction of the Integrated Station Development (ISD) and relevantly for the delivery of the OSD. In further developing the detailed design of the OSD, the applicant followed the requirements of the approved Design Excellence Strategy, including independent review by the Sydney Metro Design Review Panel (Sydney Metro DRP).

Following DRP review, in late 2020 one amending concept SSDA seeking modification to the approved OSD building envelopes, and four detailed SSDAs for the construction and operation of the OSD were submitted to the then NSW Department of Planning, Industry and Environment (DPIE) and approved by the Minister for Planning on:

- 17th June 2021 (Amending Concept DA),
- 23rd September 2021 (Northern Precinct Detailed Design SSDA),
- 24th November 2021 (Central Precinct Detailed Design SSDA)
- 16th August 2022 (Southern Precinct Detailed Design SSDA and Basement Car Park Detailed Design SSDA),

The approved applications included:

- 17-storey (15-storey habitable) commercial building (**Building 1**) comprising approximately 34,500sqm commercial and retail floor space, with an approximate capacity of 4,000 workers;
- Three residential buildings comprising:
 - 24-storey residential building (**Building 2**) comprising approximately 126 market residential and 24 affordable housing apartments, to be delivered as a mixture of 1 bedroom, 2 bedroom and 3 bedroom apartments;
 - 25-storey residential building (**Building 3**) comprising student accommodation, to be delivered as a mixture of studio and twin apartments with approximate capacity of 474 students;
 - 9 storey residential building (**Building 4**) above the southern station box to accommodate 70 social housing dwellings;
- Ground and podium level non-residential uses including commercial premises, retail tenancies, community facilities (minimum 2,000sqm), a gym, and communal uses.
- New public open space including the delivery of the Cope Street Plaza, Raglan Street Plaza, Church Square, and through-site links;
- 2-level shared basement carpark.

Due to a shift in Sydney's commercial, housing and construction markets, the Applicant is seeking to make changes to the OSD as follows:

- Amend the approved Concept Development Application (SSD-9393) including amendments to the approved building envelopes (to be known as the Second Amending Concept DA)

- Prepare two new detailed development applications to replace the Northern Precinct Detailed Design SSDA (SSD-10440) and the Central Precinct Detailed Design SSDA (SSD-10439). Broadly, the new Northern Precinct SSDA seeks to replace the approved commercial building with two residential apartment towers above a non-residential podium. The residential towers will include market housing and provision of a minimum of 5% affordable housing. The new Central Precinct SSDA seeks to replace the existing residential apartment tower with a co-living tower, still above a non-residential podium, including community facilities, a childcare centre and retail tenancies.
- Modification Application to the Basement Car Park Detailed Design SSDA to modify the basement levels to buildings within the Northern and Central Precinct to align with the new Second amending concept approval and detailed SSDAs for the site.
- No changes are proposed to the Southern Precinct Detailed Design SSDA (SSD-10437), which includes Cope Street Plaza.

Collectively, the new applications are referred to as the Alternative Scheme.

The design of each of the key components of the Alternative Scheme have been informed by the inputs of a multi-disciplinary design team including but not limited to:

- Bates Smart
- Woods Bagot
- Aileen Sage Architects
- Aspect Studios
- Murawin

The new applications are subject to an updated Design Excellence Strategy which has included transitioning design reviews of the proposal from the Sydney Metro DRP to the State Design Review Panel (**SDRP**).

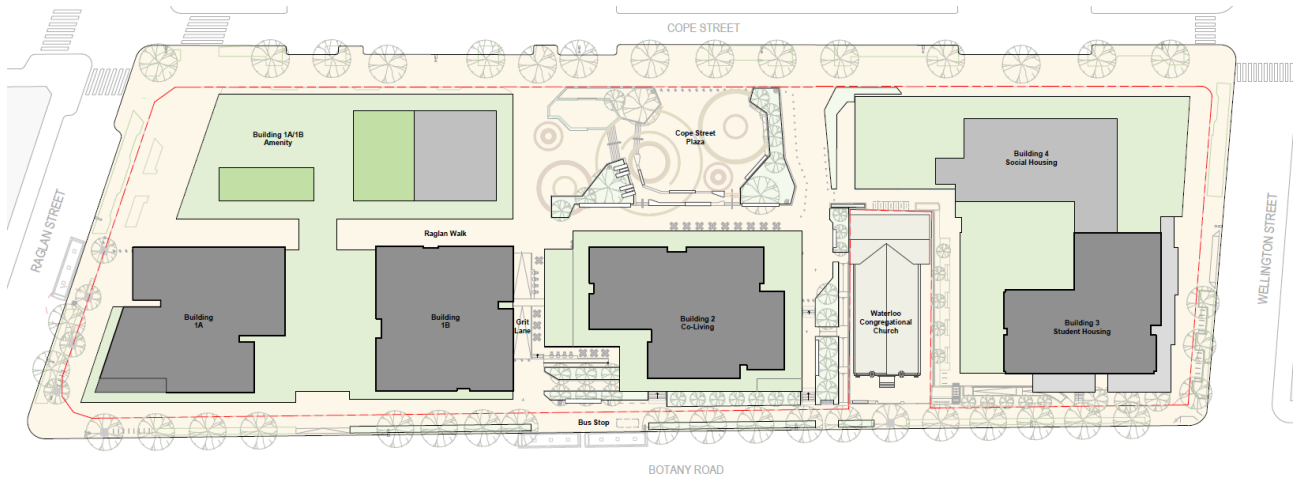
1.2. SITE LOCATION AND DESCRIPTION

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 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 the Waterloo Metro Quarter street block but does not form a part of the Waterloo Metro Quarter site boundaries.

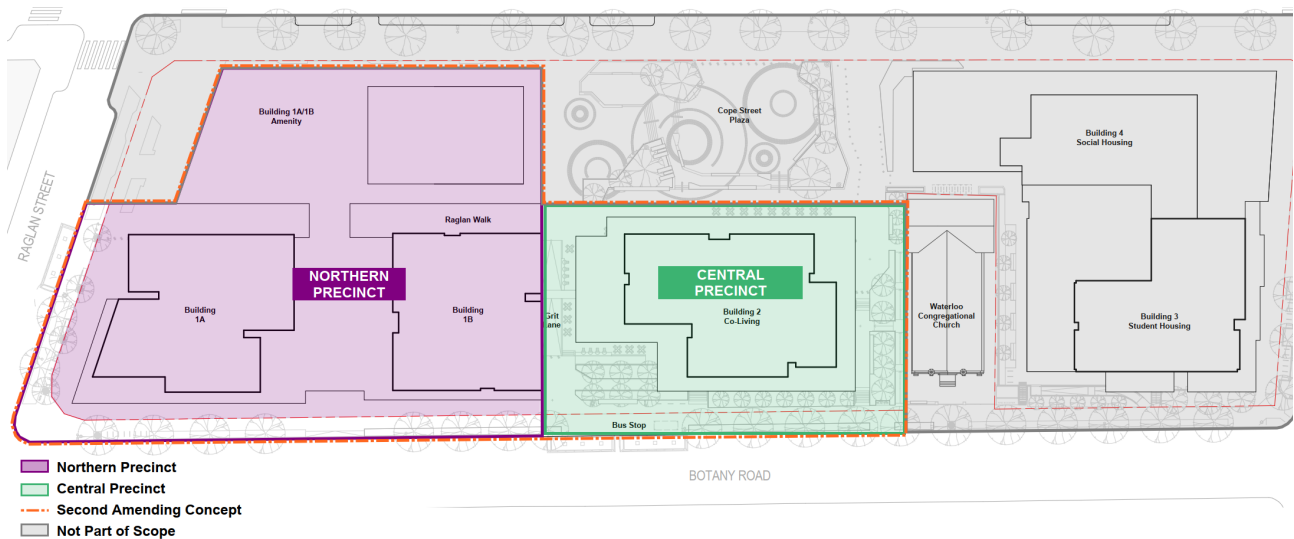
The Waterloo Metro Quarter site is a rectangular allotment and has an overall site area of approximately 1.287 hectares. The two detailed SSDA boundaries (Northern and Central Precinct) are illustrated at **Figure 1** below, noting that the Southern Precinct is within the Waterloo Metro Quarter site, however has been approved under the First Amending Concept Plan and Southern Precinct Detailed DA (SSD-10437), which is nearing completion of construction and is not affected by the Second Amending Concept Plan or a new detailed SSDA.

Figure 1 Waterloo Metro Quarter Site Plan



Source: Bates Smart, Woods Bagot, Aileen Sage & Aspect

Figure 2 Land subject of the Second Amending Concept



Source: Bates Smart

1.3. BACKGROUND

1.3.1. Sydney Metro

Sydney Metro is Australia’s largest public transport project. Building, operating and maintaining a network of four metro lines, 46 stations and 113km of new metro rail – it is the biggest urban rail project in Australian history. The Sydney Metro network is illustrated in **Figure 3** below. It comprises four core components:

Sydney Metro North West (formerly the 36km North West Rail Link)

This project is now complete. Passenger services commenced in May 2019 between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD.

Sydney Metro – Western Sydney Airport

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. The Sydney Metro – Western Sydney Airport is a 23-kilometre railway link running from St Marys through to the new airport and across to Bradfield City Centre. The location of the six proposed metro stations have now been confirmed at St Marys, Orchard Hills, Luddenham, Airport Business Park, Airport Terminal and Western Sydney Aerotropolis.

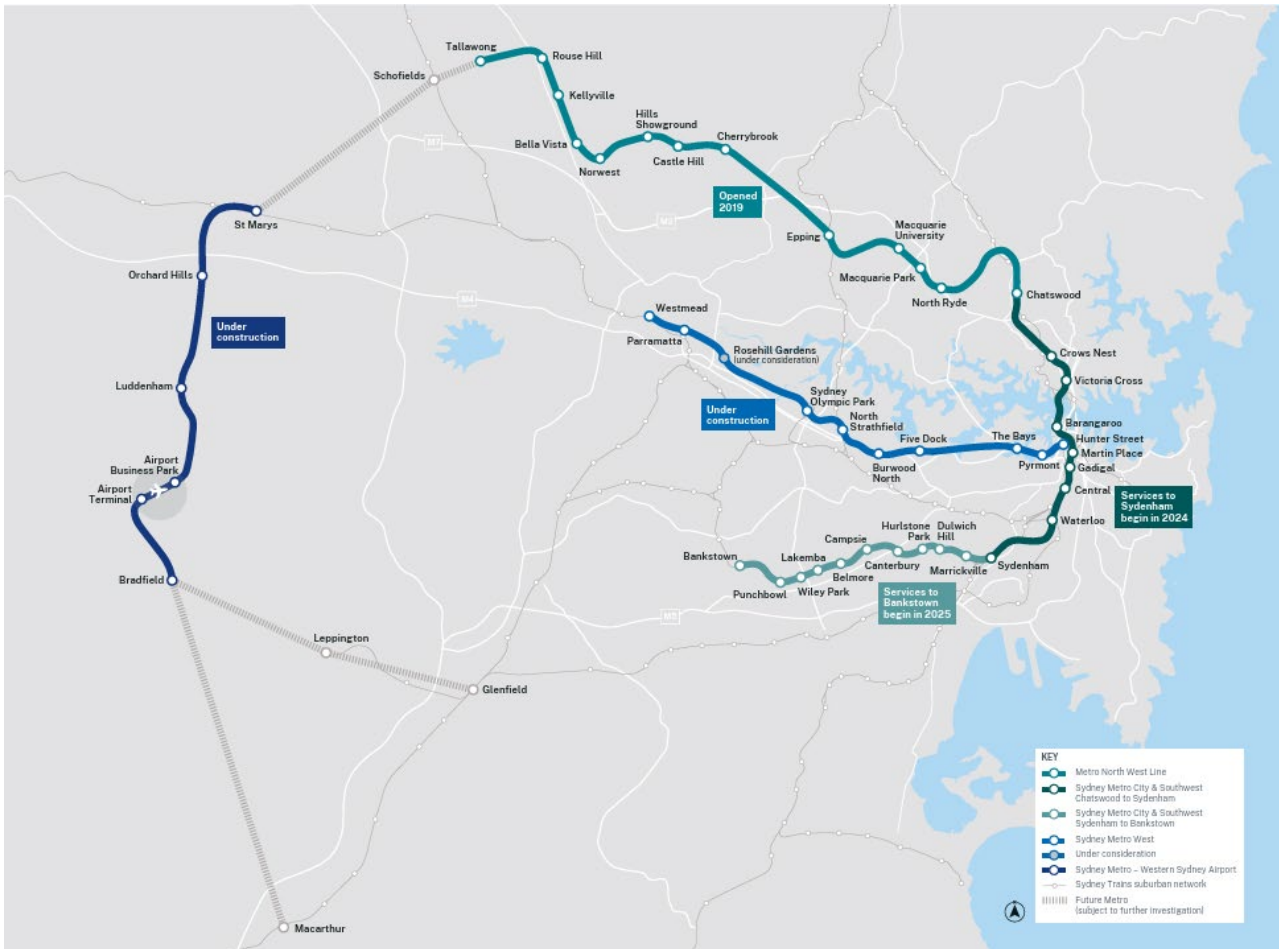
Sydney Metro City & Southwest

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown.

The project consists of two main components. The first is a new 16-kilometre twin-tunnel rail crossing under Sydney Harbour and through the city to Sydenham with seven new underground stations in central Sydney, making it Australia's longest tunnel. The second is the conversion of 11 stations on a portion of the existing Bankstown line for use by autonomous trains. The first phase, Sydney Metro City (between Chatswood and Sydenham), including the Waterloo metro station opened on 19 August 2024. The remaining portion of the converted Bankstown line between Sydenham and Bankstown will open in 2026.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15_7400) (**CSSI approval**). The CSSI approval included Indicative Interface Drawings for the below and above ground works at Waterloo metro station. Section 2.3 of the Preferred Infrastructure Report (**PIR**) noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design may vary from the concept design assessed within the planning approval.

Figure 3 Sydney Metro Network



Source: Sydney Metro

1.3.2. Alternative Scheme

Development consent was granted on 10 December 2019 for the concept SSD DA (SSD 9393) for the Waterloo Metro Quarter OSD including:

- A maximum building envelope for podium, mid-rise and tower buildings.
- A maximum gross floor area of 68,750sqm, excluding station floor space.
- Conceptual land use allocations for non-residential and residential floor space.
- Minimum 12,000sqm of non-residential gross floor area including a minimum of 2,000sqm of community facilities.
- Minimum 5% residential gross floor area as affordable housing dwellings.
- 70 social housing dwellings.
- Basement car parking, motorcycle parking, bicycle parking, and service vehicle spaces.

Following the COVID-19 pandemic there has been a fundamental shift in the demand for office space. While the core Sydney CBD office market has showed resilience, there has been a considerable decline in demand for city fringe office space. Despite active marketing of the project since 2020 there has been minimal tenant interest.

Market research indicates an undersupply of housing for Waterloo-Zetland area. This undersupply is also impacting the rental market with the vacancy rates at historic lows. This undersupply has been further exacerbated by increased demand due to immigration. The National Housing Accords set an ambitious target for 1.2 million new well-located homes across Australia in the five years between June 2024 to June 2029. The NSW share of these targets is to deliver 377,000 new well-located homes.

In late 2023, the NSW Premier identified housing as the NSW Government's top priority, and a range of initiatives were unveiled to assist the delivery of increased housing supply in well located areas, close to transport, jobs and existing infrastructure.

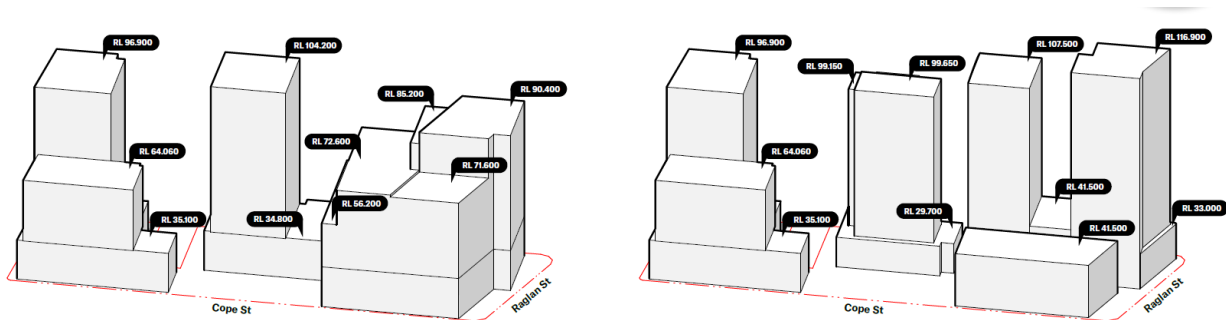
Therefore, a second amending concept SSDA has been prepared to modify the approved building envelopes for the Northern Precinct and Central Precinct enabling the detailed design of two new residential towers in the Northern Precinct and one co-living tower in the Central Precinct. No changes are proposed to the approved built form in the southern precinct.

The amendment to the approved concept SSDA will:

- Northern Precinct:
 - Change the approved building envelope, building height and concept land use for the Northern Precinct by replacing the 17-storey commercial office building envelope with a revised envelope for 2 residential apartment towers above a non-residential podium.
 - The residential towers will include market housing, communal facilities and the provision of 5% affordable housing.
- Central Precinct
 - Change the approved building envelope and conceptual land use for the Central Precinct by replacing the residential apartment tower with a co-living housing tower, still above a non-residential podium, comprising retail and a community facility in the form of a childcare.

There will be no change to the maximum permitted GFA, as the floorspace will be redistributed within the revised envelopes. Further, the amended proposal will not exceed the permissible building height for the site under the Sydney Local Environmental Plan 2012 or the maximum height approved under SSD 9393.

Figure 4 Approved and Proposed Building Envelopes



Source: Bates Smart

1.4. PURPOSE OF THIS REPORT

The Department of Planning, Housing and Infrastructure (DPHI) has issued the Applicant with Secretary's Environmental Assessment Requirements (SEARs) to inform the preparation of an Environmental Impact Statement (EIS) for the proposed Alternative Scheme at the Waterloo Metro Quarter site. Specifically, this DIR has been prepared with regards to SEARs requirement number 4 which states:

4. Design Quality

- Demonstrate how the development will achieve:
 - design excellence in accordance with any applicable EPI provisions.
 - good design in accordance with the seven objectives for good design in Better Placed.
- Demonstrate that the development:
 - would be carried out in accordance with the endorsed Design Excellence Strategy;
 - has been reviewed by Design Review Panel (DRP) where required.

- *Demonstrate that recommendations of the DRP have been addressed.*

Similarly, this DIR has been prepared in accordance with the Concept SSDA (SSD 9393) Conditions of B7 which states:

B7. Future development applications shall address the following:

(a) (...)

(b) Submission of a Design Integrity Report to the satisfaction of the Planning Secretary that demonstrates how design excellence and design integrity will be achieved in accordance with:

(i) the design objectives of the Concept Development Application

(ii) consistency with the approved Design Guidelines as amended by Condition A14

(iii) the DEEP's Design Excellence Report

(iv) the advice of the SDRP (or approved alternative under Condition A15)

(v) the conditions of this consent.

(c) The Design Integrity Report (DIR) as required by Condition B7(b) must include a summary of feedback provided by the SDRP (or alternative approved in accordance with Condition A15) and responses by the Applicant to this advice. The DIR shall also include how the process will be implemented through to completion of the approved development.

The detailed design of the proposed development has undergone design development, testing and ongoing review from the State Design Review Panel which aligns with the Updated Design Excellence Strategy (DEX) (Appendix A of this report) to ensure that it achieves the highest standard in architectural design while providing a functional interface delivered with the Sydney Metro.

Accordingly, this DIR outlines the rigorous design excellence process undertaken to ensure the future detailed design of the tower achieves design excellence and demonstrates design integrity.

This DIR is structured as follows:

- **Section 1** – Introduction
- **Section 2** – Consistency with design objectives of concept approval, as proposed to be modified
- **Section 3** – Consistency with the conditions of the concept approval, as proposed to be modified
- **Section 4** – Endorsed Design Excellence Strategy
- **Section 5** – Waterloo Metro Quarter Design and Amenity Guidelines
- **Section 6** – SDRP advice and recommendations

2. DESIGN OBJECTIVES OF CONCEPT APPROVAL

Through the assessment of the concept SSDA (SSD 9393) the DPIE requested that the application be updated to include clear design objectives, through which future detailed development applications may be assessed against to ensure the vision for the precinct is achieved.

The finalised Design and Amenity Guideline (February 2021) for the Waterloo Metro Quarter articulate the clear design objectives for the project including:

- *Support the NSW Government's planning strategies and objectives including the Greater Sydney Region Plan (2018) and the Eastern City District Plan (2018)*
- *Enable the development of a mixed use precinct at the site which caters to a range of different uses and works to create a fully integrated station precinct at Waterloo*
- *Support a range of spaces that would cater for the social and economic needs of the local Waterloo community*
- *Enhance the community's experience and the urban amenity through the development of an integrated design concept that ensures delivery of a quality public domain area with strong connections to the site's surroundings*
- *Create an urban environment that drives high usage of the Sydney Metro network responding directly to the principle of transit oriented development*
- *Enable a building form which maintains excellent solar access to public open spaces and nearby residential areas*
- *Provide a harmonious relationship between the proposed development of the Metro Quarter and its surrounding heritage context*
- *Achieve design excellence in the final integrated station development*
- *Enable a new transport interchange that prioritises public and active transport*
- *Establish new publicly accessible open space in the form of plazas that would provide access to the station entries, connect the Metro Quarter with surrounding streets and functions as spaces for passive recreation and social interaction*
- *Embrace sustainability initiatives including lower levels of on-site car parking, stormwater re-use and water sensitive design and measures intended to improve the environmental performance of buildings*
- *Support the provision of affordable and social housing and ensure the social housing will be tenure blind (i.e. visually indiscernible from the market and affordable housing).*

The Second Amending Concept SSDA and new detailed design of the Northern and Central Precincts are consistent with the concept approval project design objectives as discussed below.

- Section 2 of the EIS outlines the proposal's consistency with the relevant strategic planning documentation. In particular, the proposal aligns with objectives of the Sydney Region Plan: 'A Metropolis of Three Cities' by providing a mix of residential accommodation in a highly accessible location, and by maximising opportunities to leverage off the Waterloo metro station to improve connections from the home and work, thus, supporting the 30-minute city.
- Similarly, the proposal addresses relevant planning priorities of the Eastern City District Plan by locating additional residential dwellings above new transport infrastructure (closer to jobs and services) to encourage active transit methods such as walking and cycling. The proposal is also considered sustainable as it is likely to result in a high proportion of trips by public transport, as well as walking and cycling, to reduce emissions and improve health.
- The proposal provides a network of new public spaces, including a neighbourhood square, laneways, a courtyard and surrounding streetscapes with generous footpaths and planting areas. New trees and landscaped areas provide shady, comfortable places to walk and dwell throughout the site.

- Access to the station, and interchange with other transport modes, is provided through clear, generous and legible paths of movement. Main access routes are activated by retail, commercial and community uses.
- Buildings are configured to minimise amenity impacts on the surrounding area, specifically to existing and proposed residential areas and public spaces. New public spaces within the site receive sunlight throughout different times of the day, with the main plaza receiving solar access through the year.
- The buildings are designed to reflect a diversity of scales, materiality, articulation and details - inspired by contextual typologies such as the terrace house and main street shop.
- A range of residential types (student, affordable and market housing) are located on the site, with a high degree of design quality applied to all buildings.
- A community building is located at the heart of the site, fronting the main plaza and providing a hub for residents, workers, visitors and the broader community.
- Heritage interpretation and public art strategies have been prepared for the whole site, informing the design of buildings and public spaces. Opportunities for specific artworks have been identified.
- A sustainability framework, based on the One Planet Living principles, has been developed for the site and will be implemented to deliver national best practice sustainability outcomes against a range of environmental and social issues.

The proposed Alternative Scheme demonstrates how design excellence and design integrity will be achieved, in part, through demonstrating consistency with the concept approval (SSD 9393) project design objectives as discussed above.

3. CONSISTENCY WITH CONCEPT APPROVAL

This section demonstrates the proposals consistency with the relevant design conditions of consent outlined in the concept approval (SSD 9393), as amended by the first amending concept approval (SSD 10441) and as proposed to be amended by SSD-79307765 having regard to design excellence and design integrity.

The concept approval and first amending concept approval included two components. 'Part A' related to the terms of the consent, whilst 'Part B' included the conditions to be satisfied in future detailed development application(s). The following table addresses each section of the development consent.

Table 1 Conditions of SSD-9393 Development Consent

Condition	Response
DESIGN EXCELLENCE	
<p>A15. Prior to the lodgement of future development applications, the Applicant shall submit an updated Design Excellence Strategy to the satisfaction of the Planning Secretary addressing the following:</p> <p>(a) Independent design review process through use of the State Design Review Panel (SDRP) or an alternative endorsed by GANSW. The SDRP or alternative DRP is to be augmented by including a member of the Sydney Metro DRP to ensure consistency and continuity in design advice and expertise in integrated station developments.</p> <p>(b) Include a Design Integrity process description, prepared in consultation with GANSW, for the design development and construction documentation phases. Refer to Condition B7 in this regard.</p> <p>(c) Deletion of the following Disclaimer on Page 4: Disclaimer: The processes described in this document are indicative only and are based on a generic tendering process. Aspects of the process described above may change.</p>	<p>The Design Excellence Strategy (Appendix A of this report) has been updated in accordance with this condition and endorsed by the Planning Secretary on 22 September 2025.</p> <p>The Design Excellence Strategy sets out the independent design review process through the SDRP and the DIP process for the design development and construction documentation phases.</p>
MAXIMUM BUILDING ENVELOPES	
<p>B1. Future development applications must demonstrate that the buildings are wholly contained within the building envelopes consistent with the plans listed in Condition A2, as modified by the conditions of this consent.</p>	<p>The proposed built form is wholly contained within the building envelopes as proposed to be modified by SSD-79307765, with the minor exception of complementary façade features.</p>
<p>B2. Building height and gross floor area is to be measured in accordance with the definitions under <i>Sydney Local Environmental Plan 2012</i>.</p>	<p>Building height and gross floor area have been measured in accordance with the definitions under the SLEP 2012.</p>
<p>B3. The maximum achievable gross floor area (GFA) for the non-station related floor space is 68,750sqm and this amount will only be achieved subject to demonstration of:</p> <p>(a) being wholly contained within the approved building envelopes</p> <p>(b) compliance with the conditions of this concept approval</p> <p>(c) demonstration of design excellence</p> <p>(d) consistency with the Design Guidelines (as amended by Condition A14)</p>	<p>The maximum GFA for non-station related floor space across the entire site will not exceed 68,750sqm. All GFA is contained within the approved building envelopes as proposed to be modified by SSD-79307765.</p> <p>Consistency with the Design Guidelines is provided in Section 5.</p>

Condition	Response
B4. The approved podium building envelopes, as identified with green shading in the approved plans in Condition A2, must be used for non-residential uses only.	The uses within the podiums will remain as non-residential, however the podium building envelopes are modified by SSD-79307765
BUILT FORM AND URBAN DESIGN	
B5. The detailed development applications shall address compliance with: <ul style="list-style-type: none"> (a) the Design Guidelines as endorsed by the Planning Secretary pursuant to Condition A14 (b) the Design Excellence Strategy as endorsed by the Planning Secretary pursuant to Condition A15 (c) the conditions of this consent. 	<p>The proposal has addressed the updated Waterloo Metro Quarter Design Guideline at Section 5.</p> <p>The proposal is considered against the updated Design Excellence Strategy in Section 4.</p> <p>This table considers the proposed development against the relevant concept DA conditions of consent.</p>
B6. The following elements are not inconsistent with the consent proposal but are subject to further assessment with the relevant detailed development application: <ul style="list-style-type: none"> (a) conceptual land uses, except for the approved minimum non-residential GFA, community facilities GFA, affordable housing rate and number of social housing dwellings approved (b) indicative signage zones, following preparation of a Signage Strategy subdivision. 	<p>The proposed land uses are consistent with the land uses as proposed to be amended under SSD-79307765.</p> <p>Signage and subdivision details remain consistent with the concept approval.</p>
B7. Future development applications shall address the following: <ul style="list-style-type: none"> (a) Botany Road setback of 6.5m is to be extended to the north as identified in Response to Submissions (Figure 10, Page 139). The extended setback is to be incorporated into revised Building Envelope Plans to the satisfaction of the Planning Secretary prior to the lodgement of any future development application. (b) Submission of a Design Integrity Report to the satisfaction of the Planning Secretary that demonstrates how design excellence and design integrity will be achieved in accordance with: <ul style="list-style-type: none"> (i) the design objectives of the Concept Development Application (ii) consistency with the approved Design Guidelines as amended by Condition A14 (iii) the DEEP's Design Excellence Report (iv) the advice of the SDRP (or approved alternative under Condition A15) (v) the conditions of this consent. (c) The Design Integrity Report (DIR) as required by Condition B7(b) must include a summary of feedback provided by the SDRP (or alternative approved in accordance with Condition A15) and responses by the Applicant to this advice. The DIR shall also include how the process will be implemented through to completion of the approved development. 	<p>The proposed Central Building is setback more than 6.5m from Botany Road at ground floor level.</p> <p>This DIR has been designed to satisfy this condition. This report demonstrates how the proposal achieves design excellence, and includes feedback provided by the SDRP as an alternative to the Sydney Metro DRP.</p> <p>Condition B7 (d) is not applicable as it relates to a commercial tower and is proposed to be amended to two residential towers.</p>

Table 2 Conditions of SSD-10441 Development Consent

Condition	Response
DESIGN EXCELLENCE	
A10. The Design Excellence Strategy approved under SSD 9393 and endorsed for the Waterloo Metro Quarter is applicable to the development subject to this consent. The Design Excellence Strategy as endorsed requires: (a) independent design review process through use of the Sydney Metro Design Review Panel as endorsed by GANSW. (b) a Design Integrity process description, prepared in consultation with GANSW, for the design development and construction documentation phases.	The Design Excellence Strategy (Appendix A) has been updated in accordance with this condition and endorsed by the Planning Secretary on 7 th October 2025 The Design Excellence Strategy sets out the independent design review process through the SDRP and the DIP process for the design development and construction documentation phases.
MAXIMUM BUILDING ENVELOPES	
B1. Future development applications must demonstrate that the buildings are wholly contained within the building envelopes consistent with the plans listed in Condition A2.	The built form proposed is wholly contained within the building envelopes as proposed to be modified by SSD-79307765, with the minor exception of complementary façade features.
B2. Building height and gross floor area is to be measured in accordance with the definitions under <i>Sydney Local Environmental Plan 2012</i> .	Building height and gross floor area has been measured in accordance with the definitions under the SLEP 2012.
B3. Detailed design of the building(s) within the Northern Precinct must include an internal void or voids to break up building floorplate bulk and massing and provide occupant daylight amenity.	Not applicable to the current proposal due to the change in building typology from commercial to residential.
BUILT FORM AND URBAN DESIGN	
B4. The detailed development applications shall address compliance with: (a) the Design and Amenity Guidelines endorsed with SSD 9393 and as updated by SSD 10441. (b) the Design Excellence Strategy as endorsed by the Planning Secretary pursuant to Condition A10 the conditions of this consent.	The proposal has addressed the updated Waterloo Metro Quarter Design Guideline at Section 5. The proposal is considered against the updated Design Excellence Strategy in Section 4.
B5. The following elements are not inconsistent with the consent proposal but are subject to further assessment with the relevant detailed development application: (a) conceptual land uses (b) indicative signage zones, following preparation of a Signage Strategy (c) subdivision.	The proposed land uses are consistent with the land uses as proposed to be amended under SSD-79307765. Subdivision details remain consistent with the concept approval. No consent is sought for signage zones, which will be subject to a future separate approval process.
DESIGN INTEGRITY REPORT	
B6. Future development applications shall address the following: (a) submission of a Design Integrity Report to the satisfaction of the Planning Secretary that demonstrates how design excellence and design integrity will be achieved in accordance with:	It is sought to amend condition B6 (a) and (b) of SSD-10441 to include the words “or the State Design Review Panel” next to “the Sydney Metro Design Review Panel” to reflect the updated Design Excellence Strategy. This proposed change is set

Condition	Response
<ul style="list-style-type: none"> ▪ the design objectives of the Concept Development Application ▪ consistency with the approved Design Guidelines ▪ the DEEP’s Design Excellence Report ▪ the advice of the Sydney Metro Design Review Panel ▪ the conditions of this consent. <p>(b) the Design Integrity Report (DIR) as required by Condition B6(a) must include a summary of feedback provided by the Sydney Metro Design Review Panel and responses by the Applicant to this advice. The DIR shall also include how the process will be implemented through to completion of the approved development.</p>	<p>out in Section 3 of the Second Amending Concept EIS.</p> <p>This DIR has been designed to satisfy this condition. This report demonstrates how the proposal achieves design excellence, and includes feedback provided by the SDRP as an alternative to the Sydney Metro DRP.</p>

4. ENDORSED DESIGN EXCELLENCE STRATEGY

The Concept DA exercised the discretion available under clause 6.21(6) of Sydney Local Environmental Plan 2012 (**SLEP**) to waive the requirement for a competitive design process under clause 6.21(5), as the concept design has been subject to the Sydney Metro Waterloo Design Excellence Strategy, endorsed as part of the original Concept SSDA.

The Design Excellence Strategy and the Amenity and Design Guidelines for the Waterloo Station OSD were established to guide the detailed design of the future OSD and ensure a high quality of design is achieved for the site.

The Design Excellence Strategy comprises a multi-phase process including a competitive selection which involved an Expression of Interest (**EOI**) and Request for Tender process, benchmarking studies and continued design review by a Design Excellence Evaluation Panel (**DEEP**) and subsequently the Sydney Metro Design Review Panel (**DRP**). The first three process have already been completed prior to the lodgement of the previous detailed SSDs. For the detailed SSDs, only the last DRP process applies.

As of this year, Sydney Metro Design Review Panel is no longer in operation, therefore the endorsed Design Excellence Strategy has been amended to reflect an alternative DRP process. The updated Design Excellence Strategy has been prepared, which requires a new design integrity process to be administered by the State Design Review Panel (**SDRP**).

The updated Design Excellence Strategy will apply to the Northern and Central Precincts and has been submitted to DPHI as a 'condition satisfaction' matter under condition A15 of Waterloo Metro Quarter Concept Application SSD-9393.

Prior to lodgement of this SSD, the DRP process has been undertaken through a series of four meetings, of which a Sydney Metro representative has observed. Throughout this process, the SDRP has provided ongoing design review of the proposed Central Precinct detailed design proposal to ensure design excellence and integrity have been achieved.

The specific details of the consultation undertaken to achieve design excellence in accordance with the Design and Amenity Guideline are outlined at Section 5 of each EIS, with a detailed discussion of the proposal's design excellence included at Section 6 of each EIS for the detailed SSDAs.

5. WATERLOO METRO QUARTER DESIGN AND AMENITY GUIDELINE

The proposed development has been prepared in accordance with the Waterloo Metro Quarter OSD Design and Amenity Guidelines, as endorsed by the Planning Secretary as per the terms of the concept approval. The proposed development achieves the objectives of the Design and Amenity Guidelines as follows:

Table 3 WMQ Design and Amenity Guideline – Design Objectives

Design Objective	Project Response
3C Public Domain	
1. Provide publicly accessible plazas adjacent to the station entries that connect the Metro Quarter to the surrounding streets and neighbourhood	<p>The Second Amending Concept builds upon the existing public domain framework to provide a series of high quality public spaces. A number of amendments have been made to improve the functionality and performance of the public domain including:</p> <ul style="list-style-type: none"> ▪ Removal of building envelope above the Metro Station entry to significantly improve the solar access to Cope Street Plaza and create Raglan Walk as an open-to-sky laneway. ▪ Refinements to the Central Building 2 podium to create a generous landscape forecourt to Grit Lane. ▪ Relocation of the B2 basement entry to improve the landscape and amenity of Church Square. ▪ Relocation of the Botany Road Bus Stop to be immediately adjacent Grit Lane, providing a more direct connection to the Metro entry. <p>The design criteria require the provision of 2,200m² of total public space between Cope Street Plaza and Raglan Place is achieved with 1,671m² of Cope Street Plaza and 577m² of Raglan Place within the site boundary. Together, the two plazas add to 2,248m², which complies with the guideline. This figure excludes additional public domain that was not considered in the original guideline. Grit Square and the open-to-sky Raglan Walk provide further enhance the public domain.</p> <p>Clear pedestrian access has been considered throughout the site to maintain a safe and accessible journey for pedestrians. Clear widths have been adhered to, and licensed seating zones are identified. Sightlines through the WMQ are direct and generous, with active uses along key movement paths, creating a safe environment throughout the day and evening.</p> <p>The principle public spaces enjoy solar access at different times of day, providing a range of complementary experiences.</p> <ul style="list-style-type: none"> ▪ Cope Street Plaza exceeds the Criteria requiring two hours of sunlight to 50% of the Plaza on June 21st. The Second Amending Concept achieves greater than 50% solar access between 9.15am and 12pm on the shortest day of the year, which is 45 minutes greater than the duration achieved by the Approved DA. Additionally, Solar access continues to the South of the plaza until 1.30pm in the Second Amending Concept. ▪ The new Grit Square enjoys afternoon western sun. ▪ The open-to-sky Raglan Walk receives winter sun during the middle of the day.
2. Create a high quality, integrated, permeable and multifunctional public domain that caters for movement, recreation and social interaction	
3. Provide good levels of solar access and amenity to the public domain	
4. The design of the public domain is consistent with Crime Prevention Through Environmental Design principles	
5. Balance all forms of movement through creating a public domain which facilitates transport interchange	

Design Objective	Project Response
	Further details of the public domain, including assessment against design criteria, are included in the Landscape and Public Domain Report for each of the supporting Development Applications.
3D Streets, lanes and footpaths	
1. Provide high quality materials and finishes in the public domain that respond to the character of the local area	The Second Amending Concept provides the spatial conditions and public domain framework consistent with the Design Criteria. The refined Grit Lane and Grit Square provide a through-site pedestrian link from Cope Street to Botany Road that provides a clear, safe, direct and convenient connection from the metro station to the bus interchange. The lane is fully open to the sky, with a minimum width of 6m, and lined with active uses.
2. Expand the public domain by considering the boundary interface with the Waterloo Congregational Church	
3. Create visual interest and reflect the character of the area through the selected materials for the public domain	
4. Material selection is to include consideration of the mass and/or sound insulation or absorption properties	
	The landscaped planting zones and built form provide adequate footpath widths and building setbacks between 2.5m and 6.5m along Botany Road in the vicinity of the relocated bus interchange. Church Square, along the southern edge of Cope Street Plaza, has been refined to prioritise pedestrian movement whilst also providing access to bicycle parking and resident car parking.
	Both east-west links and the north-south link, Raglan Walk, are primarily open to the sky.
	The materials to be uses in the public domain will respond to the character in the area and provide high quality durable public domain consistent with the City of Sydney standards.
	Further details of the public domain, including assessment against design criteria, are included in the Landscape and Public Domain Report for each of the supporting Development Applications.
3E Tree canopy cover	
1. Mitigate the impacts of urban heat island effect through the provision of tree planting and soft surface areas	The Second Amending Concept maximises opportunities for tree planting and landscaped areas, to provide comfortable spaces for people to move through and enjoy. Within streetscapes around the site, the street tree canopy cover is 3,554 sqm out of a guideline defined area of 6,084sqm, equating to 58.4% (exceeding the minimum requirement of 50% and the existing approval at 54.8%).
2. Enhance the biodiversity of the site through providing a range of native species and opportunities for urban habitat	
	The overall tree canopy cover (includes street trees and trees within the site) is 5,183 sqm out of a guideline defined area of 18,952 sqm. This equates to 27.3% (exceeding the minimum requirement of 23% and existing approval at 25.3%).
	Planting typology within the precinct varies within the landscape spaces. It is intended that all planting at ground level of the project, including the planting on City of Sydney public domain, is comprised of native plant species.
	The palette has been developed to create urban ecologies which may provide habitat or food sources for native birds, bees and insects. Further details of the public domain, including assessment against design criteria, are included in the Landscape and Public Domain Report for each of the supporting Development Applications.

Design Objective	Project Response
3F Tree planting specifications	
1. To create a safe welcoming and healthy place to live, high quality public spaces, and a sustainable and adaptable urban environment	<p>The site has been designed to maximise opportunity for tree planting and landscape areas, to provide comfortable spaces for people to move through and enjoy. The basement has been designed to enable 10.4% deep soil to be achieved within the site boundary (excluding the station box area), which allows maximisation of tree canopy height and spread.</p> <p>The landscape strategy allows for significant tree canopy to be established on the site, coordination of new trees with overhead and below ground infrastructure. Further details of the public domain, including assessment against design criteria, are included in the Landscape and Public Domain Report for each of the supporting detailed Development Applications.</p>
2. Provide a resilient, healthy and diverse urban forest	
3. Provide an integrated long-term strategy that promotes trees as critical infrastructure and assets	
4. Retain and protect existing trees and canopy cover.	
3G Wind	
1. Mitigate potential wind impacts and ensure adequate levels of comfort are achieved in the public domain for intended activities	<p>The Second Amending Concept will provide adequate levels of wind comfort in the public domain, generally consistent with the intended uses of the different spaces.</p>
2. Ensure the wind environment created by the development does not result in uncomfortable or unsafe wind conditions on publicly accessible open space.	<p>Wind impacts are primarily managed through the built form, rather than excessive reliance on other mitigation measures such as awnings or planting.</p> <p>The wind assessments demonstrate that the revised massing has improved the wind conditions compared to the Approved envelopes. The introduction of tower setbacks, generous laneways, corner articulation, and increased tower separation have created improved levels of comfort in areas of the key public spaces, including areas that are contemplated for outdoor seating.</p> <p>The inclusion of additional wind mitigation elements, such as building awnings and tree planting, will further improve comfort levels in areas susceptible to wind impact.</p> <p>Minor non-compliances occur in locations where surrounding wind conditions cannot be entirely managed (for instance, the pre-existing exceedance to the north of Cope Street persists due to the interaction of westerly winds interacting with the Marton Building.) However, these conditions will improve as trees along footpaths and within the plaza mature. Further details are included in the Pedestrian Wind Environment report.</p>
3H Building Uses	
1. Provide a diverse range of businesses and community activities that support a vibrant day and night-time economy and activate the public domain	<p>The full site will contain a diversity of different uses, including commercial, residential (student and social housing in the Southern Precinct, co-living in the Central Precinct, and market and affordable housing in the Northern Precinct), retail and community uses.</p>
2. Provide a mixed use precinct with residential, retail, commercial and community uses, and where appropriate, entertainment uses	<p>The proposed envelope facilitates a substation reallocation of floorspace from commercial uses to residential uses in the Northern Precinct. The provision of well-designed housing that is well serviced by transport and social infrastructure aligns with local, state, and federal policies, including the National Housing Accord.</p>
3. Manage potential noise conflicts so that appropriate levels of residential amenity and non-residential activity are achieved	

Design Objective	Project Response
------------------	------------------

The revised envelopes facilitate the provision of a minimum of 2,000m² of floor space for community facilities in accordance with LEP 2012. These facilities will be provided within the podium of the Central Precinct with a frontage and visual connection to the Cope Street Plaza.

There is also community space accessed directly from Cope Street Plaza.

The entrance to the community facilities are proposed to be accessed from the generous new Grit Square Plaza, clearly identified and readily accessed from the Plaza and the Metro.

3I Street Activation

1. Maximise active frontages through the ground plane and provide for a high quality pedestrian experience	Open spaces and public connections will be activated by a mix of retail, commercial and community uses. The size of spaces varied across the site, with finer grain retail fronting Grit Lane and Raglan Walk, and larger tenancies around the edges of Botany Road and Raglan Plaza.
2. Locate uses at ground level that activate the public domain and provide a convenient experience for metro customers and local community	A wider footpath is created at the Botany Road bus stops, with retail tenancies accessed from an upper path set behind deep soil planting in response to site flooding constraints.
3. Respond to site flooding constraints and ensure flood protection measures do not impact activation	The proposed residential towers in the Northern Precinct are accessed from dedicated lobbies along Raglan Walk, providing additional activation to this important public thoroughfare.
4. Activation of through-site links and laneway	The introduction of the open-to-sky Raglan Walk, the introduction of Grit Square, and the increased podium setback from Cope Street Plaza all improve the quality of the active frontages.

3J Podium and street wall

1. Minimise the visual bulk, scale and unbroken length of the podium	The Second Amending Concept envelopes establish a clear podium to the Central and Northern Precinct. The removal of most of the building form from above the Raglan Street Metro entry reduces the mass and bulk of the approved envelop and strengthens the human scale of buildings around Cope Street Plaza.
2. The form, scale, massing and articulation responds to the local context	The Central Precinct podium is articulated to create the Grit Square forecourt and align with the adjacent Waterloo Congregational Church on Botany Road.
3. Respect the Waterloo Congregational Church and enhance the setting for the heritage item	<p>The Northern Precinct Podium relates to the scale and form of warehouse buildings characteristic of Waterloo.</p> <p>The reference design breaks the singular envelope into multiple elements to introduce visual interest and relate directly to the urban grain of the neighbourhood.</p> <p>Tower setbacks assist to diminish the visual bulk of the taller building forms. In the Northern Precinct, the two proposed tower forms are separated by between 18m and 24m, providing clear sightlines and sky views between the towers.</p>

Design Objective	Project Response
	<p>In the Central Precinct, Building 2 tower form has been modified with tower setbacks to all frontages, including Cope Street Plaza. Significant reductions to the mass on the eastern side contribute to a greater sense of generosity in the Plaza and provides clear sightlines from Raglan Walk.</p> <p>Minimum setbacks and separations (as outlined in the Design and Amenity Guideline criteria) are all generally achieved. A minimum setback of 10m is provided from the dominant face of the Church to the Building 2 podium.</p> <p>The tower above is setback 3m to provide a total setback of 13m from the Church, exceeding the required 10m.</p> <p>Further details of the architectural concepts, materiality and expression are provided within each of the supporting Development Applications.</p>
3K Built form above the podium	
<p>1. Minimise the visual bulk, scale and unbroken length of the podium</p>	<p>The taller buildings on the site have a diversity of form and expression, reflecting the different uses of student housing (Southern Precinct), social housing (Southern Precinct), co-living (Central Precinct), and market housing (Northern Precinct).</p>
<p>2. The form, scale, massing and articulation responds to the local context</p>	
<p>3. Minimise overshadowing impacts on Alexandria Park and the wider public domain</p>	<p>The Second Amending Envelope modifies the singular form in the Northern Precinct to two residential towers. These towers are taller and more slender and reduce the visual bulk of the approved commercial building form.</p> <p>The three new tower forms in the Central and Northern Precinct are all distinct in their form and appearance, contributing to architectural diversity. The reference designs have resulted from rigorous engagement with the State Design Review Panel and demonstrate the capacity for the envelopes to support present as multiple forms with vertical expression that incorporate elements of relief to reduce the visual bulk and scale. The podium and towers above should read as separate and distinct elements with their own architectural expression, articulation and materials strategy.</p> <p>The separation between towers and the articulated forms responds to wind conditions and supports appropriate levels of comfort in public and communal areas. Additional wind mitigation devices such as impermeable canopies, awnings, pergolas and trees are incorporated to further improve amenity.</p> <p>The tower forms have been carefully articulated to maintain the required levels of solar access to Alexandria Park.</p>
3L Residential Amenity	
<p>1. Minimise the potential noise impacts primarily along the western edge of the site</p>	
<p>2. Minimise the wind impacts across the site</p>	
<p>3. Provide natural ventilation and solar amenity for residents of the apartment buildings</p>	<p>The Second Amending Concept proposes two residential buildings in the Northern Precinct along with a co-living building in the Central Precinct. All buildings have been designed to deliver high quality, high amenity design outcomes. Solar amenity, acoustic and visual privacy, natural ventilation, communal and private open space have been key considerations.</p>

Design Objective	Project Response
4. Provide sufficient areas for communal and private open space	<p>Buildings are oriented with primary frontages facing east, west, and north, to allow dwellings to receive the required amounts of winter sun to living rooms and balconies, where applicable. The reference design for Buildings 1A + 1B demonstrate the ability to meet cross ventilation requirements in the lower levels of the building. Mitigation measures such as provision of mechanical ventilation systems to noise affected apartments will assist with air flow. Operable windows within inset balconies further assist to allow ventilation to noise affected apartments. Private open space is provided in accordance with ADG requirements and generous communal open space is provided on the podium roof. Pergola structures, screening, and planting is used to reduce wind effects and create comfortable outdoor conditions.</p> <p>A detailed assessment of ADG compliance is provided within the appendix and discussed further in the detailed architectural reports for each building.</p>

3M Solar access and amenity

1. Ensure solar access to the public domain on the site including Cope Street plaza and Raglan Street plaza	<p>A key element of the Second Amending Concept is the removal of the majority of building envelope from above the northern Metro entry. This results in significant improvements to Cope Street Plaza as well as Raglan Walk which is now an open-to-sky pedestrian connection between Raglan St and the Plaza. The revised massing also improves solar access to the future Waterloo Estate Park envisioned east of Cope Street.</p>
2. Minimise overshadowing on Alexandria Park and the wider public domain	<p>New tower envelopes are slender in form with adequate building separation to ensure solar penetration to public spaces.</p> <p>This envelope provides the ability to meet the key objectives of the Design and Amenity Guidelines – ensuring solar access to Cope Street Plaza and Raglan Street Plaza, as well as minimising overshadowing to Alexandria Park. The reference design achieves the criteria required, including:</p> <ul style="list-style-type: none"> ▪ No additional overshadowing of Alexandria Park after 10am on 21 June; ▪ No more than 30% of Alexandria Park overshadowed at any time after 9am on 21 June; ▪ Ability for proposed apartments to meet the required 2hours of sunlight in accordance with SEPP 65 / ADG. ▪ Protection of solar access to private open spaces and living rooms of adjacent residential properties. ▪ Improved solar access to Cope Street plaza over lunchtime. Cope Street Plaza exceeds the Criteria requiring two hours of sunlight to 50% of the Plaza between 9am and 3pm June 21st. The Second Amending Concept achieves greater than 50% solar access between 9.15am and 12pm on the shortest day of the year, which is 45 minutes greater than the duration achieved by the Approved DA. Additionally, the Proposed Scheme provides solar access to the south of the Plaza until 1.30pm, which is 45 minutes longer than the Approved DA.

Design Objective	Project Response
3N Pedestrian and cycle network	
1. Prioritise walking and cycling trips in and around the Metro Quarter over vehicles	The master plan prioritises the movement of cyclists and pedestrians, including those accessing public transport. Clear lines of sight and movement are provided, connecting people across the site and to the surrounding context.
2. Manage potential conflict between cyclists and pedestrians through the design of the public domain and locations of bike parking	Generous, shady footpaths, with areas for dwelling and sitting, run along street edges. Laneways are open to the sky, with activated edges, characterful shopfronts and awnings. Additional pedestrian connections are provided, including Raglan Walk, which is now open to sky.
3. Provide a pedestrian network that aligns with key pedestrian desire lines and is integrated with the active frontages	Bicycle parking is provided within the shared basement of the Northern and Central precinct, accessed via the carpark ramp and respective lift lobbies.
Further details of the public domain are included in the Landscape and Public Domain Report for each of the supporting Development Applications.	
3O Carparking and access	
1. Prioritise walking, cycling and public transport above private car use	The master plan prioritises the movement of cyclists and pedestrians. Access to the station, and interchange with buses, is via accessible, weather-protected routes.
2. Provide safe, convenient and legible movement for the public	Service vehicle access to the loading dock is from Botany Road, with the frontage of service areas minimised to reduce impact on pedestrian movement and the quality of building edges.
3. Provide convenient access between different transport modes	Vehicular access to the Northern and Central Precinct shared basement (including the church) is from Cope Street. The Second Amending Concept and reference design for the Central Precinct has refined this accessway to further minimise visual impact and potential conflict with pedestrians. Relocating the basement access point further east results in an improved environment adjacent the Church, minimising areas of conflict with vehicles and providing opportunities for more extensive planting.
4. Encourage public transport use and minimise the amount of car parking provided within the development	Further details of the public domain are included in the Landscape and Public Domain Report for each of the supporting Development Applications.
Further details of the public domain are included in the Landscape and Public Domain Report for each of the supporting Development Applications.	
3P Service vehicles and waste collection	
1. Ensure that demand for transport generated by development is managed in a sustainable manner	Impacts of servicing and waste collection for the Northern and Central Precincts are minimised primarily through location of these areas at the street frontages of Botany Road.
2. Locate servicing and loading within buildings where access is immediately adjacent to the street to minimise potential conflicts with pedestrians and cyclists	Vehicles enter and exit in a forward direction. The width of servicing areas has been minimised to reduce impacts on pedestrian movement and safety, and to maximise active uses along these frontages.
Dedicated spaces are provided for waste and service vehicles, in accordance with the Design and Amenity Guideline.	

Design Objective	Project Response
3Q Integration with the metro station	
<p>1. Integrate the design of the development with the metro station</p>	<p>The Second Amending Concept removes the majority of built form above the northern Metro entry building. This, together with making Raglan Walk an open-to-sky laneway, greatly reduces the complexity of the relationship between the operational station and the development above.</p> <p>Development directly on the Metro entry building is limited to plant, a single storey pavilion, and outdoor communal open space, as detailed in the reference design and Building 1A+1B SSDA.</p> <p>The revised design provides functional autonomy between the station and over station development, including separation of services, egress, and clearances between air intakes and exhausts.</p>
3R Sustainability	
<p>1. Create an integrated sustainable infrastructure network incorporating transport facilities, public domain, water systems and vegetation</p>	<p>The planning and design of the site enables an integrated approach to sustainability - from facilitating active transport, protecting solar access to key spaces and maximising tree canopy, to the detailed design of buildings.</p>
<p>2. New development encourages sustainable water use practices</p>	
<p>3. Reduce energy consumption, emissions and urban heat island effect and improve air quality and the absorption of carbon</p>	<p>The sustainability framework is underpinned by the provision of high-density housing in close proximity to the Metro station. This utilises land efficiently and promotes sustainable mobility, including public transport, cycling and walking. The Amending Concept has made modest but important improvements to the landscape provisions on site, with increased tree canopy cover, increased deep soil provision and extensive planting to podium roofs. These initiatives assist to mitigate urban heat island effect, improve biodiversity, and assist with stormwater management.</p> <p>The ongoing engagement with First Nations people, the integration of public art through the precinct, the provision of community facilities and childcare, all contribute to social sustainability.</p> <p>The development has ambitious sustainability targets, including 6-star Green Star Communities (v1.1) and 5-star Green Star Design and As Built (v1.3). The buildings will be all-electric and include water efficient fittings, fixtures and appliances, as well as solar PV for energy production.</p>
3S Stormwater and flooding	
<p>1. Improve water quality and reduce stormwater runoff</p>	<p>A site-wide stormwater and flooding strategy has been prepared, with buildings and public domain designed to accommodate requirements of this strategy.</p>
<p>2. Manage flooding impacts and provide design responses that are integrated with the public domain and ensure street activation</p>	<p>Further details are provided in the Stormwater Management Strategy and Flood Impact Assessment of each of the supporting detailed Development Applications.</p>
3T Waste management	
<p>1. Ensure that each dwelling has adequate space to manage waste and recycling</p>	<p>The sustainability strategy for the site includes consideration of waste minimisation. Each building has</p>

Design Objective	Project Response
2. Ensure that buildings provide appropriate facilities to manage waste and maximise recovery of resources	been designed to allow for adequate waste and recycling facilities.
3. Ensure that residential amenity is not impacted by waste systems and collection	The waste management strategy is outlined in the waste and operational management plan for each detailed SSDA.
3U Culture	
1. Reflect Waterloo's distinct culture in a design approach that respects and celebrates the area's significant heritage and contemporary cultural values	The Second Amending Concept continues to build upon the Place Story that was developed for the site to provide strategic guidance to the project team and inform strategies for public art, wayfinding, retail, place naming and activation.
2. Express Aboriginal cultural heritage values and narratives and integrate culture with the design of the built form, landscape and public art	The Place Story describes WMQ as a place of 'unconventional potential', an opportunity to bring diverse mindsets together, celebrate difference, and explore a new economic tomorrow.
3. Embrace and respond to Transport for NSW's Reconciliation Action Plan 2019-2021	The Place Story is underpinned by recognition that the Waterloo- Redfern area is culturally and historically significant for the Aboriginal people of Sydney, New South Wales and the country. The revised massing and associated reference designs have been informed by continued engagement with First Nations communities who have identified thematic priorities relating to inclusion, cultural safety, art and storytelling, and opportunities for empowerment and enterprise. Many of these cultural priorities are reflected in the public domain and public art strategy but are also intrinsic in the design of Building 2 which has a prominent position facing the Plaza.
3V Public Art	
1. Integrate public art in the urban environment to offer unique experiences and bring a diverse and changing community together	Heritage interpretation and public art strategies have been prepared for the whole site, informing the design of buildings and public spaces. Opportunities for specific artworks have been identified. Four main themes have been identified for interpretation in the project:
2. Build an authentic sense of place through activating the site and enabling the creative voices of the local community and its artists to be embedded in the design	<ul style="list-style-type: none"> ▪ Celebrating Country; ▪ Celebrating Community & Language; ▪ Celebrating Innovation & Knowledge; ▪ Development of the Urban Landscape.
3. Create opportunities to celebrate Aboriginal culture and voices within the context of the wider cultural narratives of Waterloo	A range of public art works and heritage interpretations exploring these themes have been delivered on site or are in planning and delivery. The reference design for Building 2 identifies several specific opportunities for works to be integrated into the architecture.

As outlined in the above table, the proposed Waterloo Metro Quarter Alternative Scheme has been designed to achieve the stated objectives as outlined within the Design and Amenity Guideline. Multiple reviews by the SDRP demonstrate that the design has evolved to ensure it responds to these Guidelines and achieves the objectives for the site.

For completeness, the criteria of the Design and Amenity Guideline is addressed within each of the relevant Environmental Impact Statements supporting the three SSDDAs for the Alternative Scheme.

6. STATE DESIGN REVIEW PANEL ADVICE AND RECOMMENDATIONS

The project is the outcome of ongoing engagement with the SDRP, convened by the consent authority (DPHI) for the purposes of reviewing the design excellence of the development.

The Alternative Scheme was the subject of four SDRP presentations. The schedule of presentations is provided at **Appendix B**.

The built form, architecture, landscape, and sustainability strategy of the project have been refined to respond to the feedback and recommendations of the SDRP.

The SDRP supported the following elements of the development:

- The ongoing engagement and co-design process with local knowledge holders and community.
- The improvements to window/wall ratios and facade shading, subject to the below advice.
- The increased setback to Building 2 and provision of a wider footpath along Botany Road.
- The reduction to the rooftop plant of Building 2 and improvements to the overshadowing of Alexandria Park.
- The finer grain approach to the tower facades of Building 2.
- Providing additional windows to allow the corner units of Building 2 to be dual aspect.

6.1. KEY ISSUES

The key issues raised by the SDRP are summarised as follows:

Connection to Country

Further exploration of community engagement and empowerment opportunities within the design and operation of the development is encouraged. A document outlining how indigenous business empowerment and co-design will guide the project's design and operation should be developed.

Response: The public domain and landscape design has incorporated the work of Murawin, authors of the Connecting with Country Guidelines for the proposal, with four key guiding principles:

- Amplifying Blak Excellence
- Design for Everyone
- Celebrate Local Culture with Pride
- Embed Shared Power

These guiding principles are reflected in the public domain through:

- Opportunities for co-designed public artworks and naming strategies developed in collaboration with the community, led by local artists and knowledge-holders.
- Opportunities for interpretation elements embedded within the design character, incorporating visible cultural cues, colours, symbols, and signage across the site.
- Implementing a native and endemic planting palette that supports local biodiversity while providing opportunities for knowledge sharing about Indigenous flora and cultural connections to landscape.
- Prioritising universal access throughout the public domain, ensuring safety, comfort, and inclusivity for Elders, children, young people, and the broader Indigenous community of Waterloo-Redfern.

These principles have been further developed in the detailed SSD applications of the Northern and Central precincts which have been submitted concurrently with the Second Amending Concept DA.

The Connecting with Country Guidelines include an Implementation Plan and identifies future steps to bring the vision to life which includes deliberate and long-term commitment to community involvement, cultural safety, and meaningful partnerships.

Site Strategy & Built Form

Concerns around amenity impacts such as wind, extent of overshadowing and cross ventilation calculations remain. Wayfinding and pedestrian safety at conflict points (southwest corner of Building 2) are to be considered during design development.

Response: Subject to the incorporation of wind mitigation measures, the Pedestrian Wind Environment Report confirms that wind impacts at the ground level will achieve safe and comfortable wind conditions, consistent with the Waterloo Design Guidelines.

60% of apartments will be naturally cross ventilated in accordance with the ADG.

The path provided along the western façade of Building 2 is consistent with the accessible requirements.

Architecture

- Northern Precinct

Reduce the amount of glazing on both Building 1 tower facades by increasing sill height to allow for furniture placement. Consider horizontal shading angles to avoid bird perching.

Podium brick expression should align with the architectural intent. Redesign the north-west corner to be splayed or curved to accommodate pedestrian movement.

- Central Precinct

Consider the quality of materials and façade detailing as design develops. The relationship between the tiled ground and perforated concrete screen upper levels of the Building 2 podium need further resolution to achieve an equivalent outcome to the approved design.

Response: In the Northern Precinct The tower facades have been developed through iterative thermal modelling which has resulted in the adoption of a 500 mm sill height to balance solar heat entry and provide a balanced outcome between privacy and thermal performance. A minimum 2-degree inclination has been applied to the sun shading to support self-cleaning and deter birds from roosting. The materiality of these shades also further deter bird perching / nesting.

The podium brickwork has been simplified and rationalised to align with the architectural intent of emphasising the area's warehouse character. The northwest podium corner design has been revised to a curved corner to create a smoother interface with pedestrian movement.

The relationship between the different materials in the podium of Building 2 is demonstrated in the Design Report for the Central Precinct. A range of high-quality materials and finishes are proposed, which respond to the site's context and will provide visual interest within the site.

Landscape

Consider the usability and suitability of the podium rooftop between towers 1A and 1B in regard to wind conditions, visual amenity and plant species selection that can thrive in that location.

Response: The landscape on the Level 4 podium has considered wind tolerant plant species in the landscape design. The Wind Report notes that the conditions on the Level 4 podium communal open space will significantly improve with landscaping, achieving sitting and walking comfort conditions which are appropriate for the proposed use of the space.

Sustainability

The panel encouraged an ambitious sustainability strategy. Solar and thermal analysis is required to demonstrate there won't be unnecessary reliance on mechanical climate control. Explore lower energy solutions.

Response: The that the proposed development is committed to achieving the following ESD targets:

- 5 Star rating – Green Star Design and As-built v1.3.

- BASIX Energy score of 63 (Northern Precinct)
- BASIX Water of 40 (Northern Precinct)

The WMQ will also obtain the following site-wide certifications:

- 6 star rating – Green Star Communities rating tool v1.1

The Design Report for the detailed SSDAs details that thermal modelling has demonstrated that the proposal meets the required energy targets and the cooling load was significantly lower than the threshold, even without the implementation of additional measures.

6.2. RESPONSE TO SDRP FEEDBACK

A response to all issues raised in SDRP 4 is provided in Table below.

All feedback from the four SDRP sessions is included in **Appendix C**.

Table 4 SDRP 4 Feedback Responses

Design Objective	Project Response
Connecting with Country	
1. Develop a document that establishes an outline for how the project ambitions of indigenous business empowerment and co-design will guide the design development and operation of the proposal.	The Connecting with Country Guidelines include an Implementation Plan and identifies future steps to bring the vision to life which includes deliberate and long-term commitment to community involvement, cultural safety, and meaningful partnerships.
Site Strategy and Built Form	
2. Demonstrate an understanding of the pedestrian movements and dwell times at this intersection, including a consideration of commuters traversing this corner to/from the Metro Station and Botany Road Bus stop.	There is an accessible pedestrian path along Botany Road, with travel distance to the corner decreased due to the bus stop moving closer to the intersection. Awnings to Building 1 provide weather protection. A wrap around awning on the corner provides shelter from wind and rain for pedestrians waiting at the intersection. The Wind Report accompanying the detailed SSDA demonstrates acceptable wind conditions are generally aligned with the use as a waiting and movement space.
3. In addition to the proposed continuous awning, incorporate further design solutions to achieve a standing level of comfort to this corner, as stipulated in the design guide.	Subject to the incorporation of wind mitigation measures, the Wind Report confirms that wind impacts at the ground level will achieve safe and comfortable wind conditions, consistent with the Waterloo Design Guideline.
4. As requested in previous advice, provide a comprehensive shadow analysis that demonstrates the percentage of overshadowing to Alexandria Park from 9am onwards in mid-winter.	Comprehensive shadow analysis is provided in the Design Report and Overshadowing Reports which demonstrate that the overshadowing impact is predicted to be at a maximum of 29.9% of the park area at 9am. The project will not create any new overshadowing over the Park between 10am and 3pm on June 21 st .
5. Demonstrate that 4B-3 has been achieved.	60% of apartments will be naturally cross ventilated in accordance with the ADG.
6. Consider providing fewer, but larger, apartments to achieve the objective and provide a greater diversity of housing.	This option has not been adopted as it would also have an adverse impact on solar access compliance.
7. Demonstrate that the path adjacent to the western facade of Building 2 can provide accessible access between Grit Lane and the ramp adjacent the Waterloo Congregational Church.	The path provided along the western façade of Building 2 is consistent with the accessible requirements.

Design Objective	Project Response
8. Ensure that the serviceability of the retail offerings is considered during design development. For example, access to shared amenities, ventilation requirements and kitchen exhausts.	Building 2 retail premises staff and patrons are provided with amenities accessed from the western side of the building. End of Trip facilities for staff are provided in the basement and shared with Building 1. Louvres are integrated into the retail glazing system to allow flexibility in future fit outs. Kitchen exhausts are capable of being provided to all tenancies.
9. Ensure that vehicles leaving the loading bay have sufficient line of sight to exit the building safely, noting the high number of pedestrians using this footpath.	The loading dock design incorporates a turntable enabling vehicles to enter and exit in a forward direction. The width of the accessway is 9.11, complying with relevant standards and operations will be undertaken in accordance with the Freight and Servicing Management Plan implemented by a loading dock manager.
Architecture	
10. Ensure window reveals are deep and consistent with the design approach for the facade orientation.	East and west-facing windows are designed with 300mm deep horizontal and vertical sun shades.
11. Ensure dual aspect windows are operable to utilise opportunities for cross ventilation.	This advice was not adopted. Dual aspect corner units have one fixed and one operable window.
12. Consider integrating blinds within awning windows so that natural ventilation can be achieved while minimising solar gain and retaining privacy.	Conventional dual shade roller blinds will be provided for each unit.
13. Provide detail on the metal cladding profiles and ensure that the profile depth/play of shadow provides the necessary level of contrast and visual interest.	Details of the façade profiles are provided in the Design Report for the Central Precinct.
14. Sufficiently angle the horizontal shading to discourage birds perching or nesting.	A minimum 2-degree inclination has been applied to the sun shading to support self-cleaning and deter birds from roosting. The materiality of these shades also further deters bird perching / nesting.
15. Further consider how to connect the tile base with the perforated brick screen above.	Details of the relationship between the tile base at ground level and the masonry façade at Level 1 and 2 have been provided within the Design Report for Central Precinct.
16. Provide detailed façade drawings that describe the relationship and junctions between the different materials and wall planes.	Addressed in Design Report for Central Precinct.
17. Ensure the proposed glazed tile is of a high quality and provide samples.	Addressed in Design Report for Central Precinct.
18. Increase the proposed sill height to further improve the window/wall ratio and provide residents with additional options to arrange furniture. Consider a minimum of 600mm.	The tower facades have been developed through iterative thermal modelling which has resulted in the adoption of a 500 mm sill height to balance solar heat entry and provide a balanced outcome between privacy and thermal performance.
19. Ensure that horizontal shading is sufficiently angled to discourage birds perching or nesting.	A minimum 2-degree inclination has been applied to the sun shading to support self-cleaning and deter birds from roosting. The materiality of these shades also further deters bird perching / nesting.
20. Ensure that the expression of the brickwork is aligned to the architectural intent.	The brickwork of the podium has been simplified and rationalised to align with the architectural intent of emphasising the area's warehouse character.

Design Objective	Project Response
21. Develop an alternative to the 'bird's beak' approach of the northwest podium corner. For example, a splayed or curved approach would allow pedestrians to utilise this area when turning the corner.	The northwest podium corner design has been revised to a curved corner to create a smoother interface with pedestrian movement.
Landscape	
22. Pursue design solutions to improve wind outcomes in this area or revise the landscape design to be more suited to its role as a transitional zone and providing visual amenity.	Wind tolerant plant species have been used in the landscape design – refer to Landscape Report. The pet friendly lawn on Level 4 has been removed.
23. Ensure that plant species can survive and thrive within the microclimate conditions.	The Wind Report for the Northern Precinct notes that the conditions on the Level 4 podium communal open space will significantly improve with landscaping, achieving sitting and walking comfort conditions which are appropriate for the proposed use of the space.
24. Reconsider whether the small pet friendly lawn is the highest and best use of this area.	
Sustainability	
25. Provide solar and thermal analysis of each facade and demonstrate that there won't be an unnecessary reliance on mechanical climate control.	The Architectural Design Report for the Northern Precinct details that thermal modelling has demonstrated that the proposal meets the required energy targets, and the cooling load was significantly lower than the threshold, even without the implementation of additional measures.
26. Provide lower energy solutions for cooling/heating. For example, ceiling fans and/or high-level awning windows.	

DISCLAIMER

This report is dated 24 September 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of WL DEVELOPER Pty Ltd (**Instructing Party**) for the purpose of a Design Integrity Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A UPDATED DESIGN EXCELLENCE STRATEGY

WATERLOO METRO QUARTER OVER STATION DEVELOPMENT

Environmental Impact Statement Appendix B – Updated Design Excellence Strategy

SSD-79307765 Second Amending Concept
SSD-79307758 Northern Precinct
SSD-79307746 Central Precinct

Detailed State Significant Development
Development Application

Prepared for **WL Developer Pty Ltd**

September 2025



Daniel Doyle
WL Developer Pty Ltd
Level 28, 200 George Street,
Sydney NSW 2000

Re: Waterloo Metro Quarter – State Design Review process

22 September 2025

Dear Daniel,

Sydney Metro notes that as per Condition A15 of SSD 9393 – Waterloo Metro Quarter Concept Approval, an updated Design Excellence Strategy has been prepared for submission to the Planning Secretary (dated 2 September 2025). This is to confirm Sydney Metro's in principle support for the updated Design Excellence Strategy.

Sydney Metro also notes that the updated Design Excellence Strategy includes a Design Integrity process description, prepared in consultation with GANSW for the design development and construction documentation phases, in accordance with Condition A15(b) of SSD 9393 – Waterloo Metro Quarter Concept Approval.

Please do not hesitate to contact me if you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Ashe Earl-Peacock".

Ashe Earl-Peacock
Director Planning Approval
ashe.earl-peacock@transport.nsw.gov.au



Ryan Thomas
WL Developer Pty Ltd
Level 28, 200 George Street,
Sydney NSW 2000

Re: Waterloo Metro Quarter – State Design Review process

30 June 2025

Dear Ryan Thomas,

Sydney Metro notes that as per Condition A15 of SSD 9393 – Waterloo Metro Quarter Concept Approval, an updated Design Excellence Strategy is to be submitted prior to lodgement of future development applications to the satisfaction of the Planning Secretary. This is to confirm Sydney Metro's in principle support for the design excellence process for this matter, which addresses the following:

- Independent design review process through the use of the State Design Review Panel (SDRP) as recommended and endorsed by Government Architect NSW (GANSW); and
- The membership of the State Design Review Panel augmented by including a member of the former Sydney Metro City and Southwest Design Review Panel (Tony Caro) to ensure consistency and continuity in design advice and expertise in integrated or over station developments.

Sydney Metro also notes that the updated Design Excellence Strategy will include a Design Integrity process description, prepared in consultation with GANSW for the design development and construction documentation phases, in accordance with Condition A15(b) of SSD 9393 – Waterloo Metro Quarter Concept Approval.

Please do not hesitate to contact me if you have any questions regarding this matter.

Sincerely,

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

Ashe Earl-Peacock
Director Planning Approval
ashe.earl-peacock@transport.nsw.gov.au

2 September 2025

Ashe Earl-Peacock
Director Planning Approval
Sydney Metro
cc. Nichola Keningale

RE: Waterloo Metro Quarter - Updated Design Excellence Strategy

Dear Ashe Earl-Peacock,

As per our discussion earlier this year, the Sydney Metro Design Review Panel is no longer in operation, and therefore, with the prior agreement of Sydney Metro, we proposed the independent design review process be carried out by the State Design Review Panel (SDRP). This process has been undertaken through a series of four meetings, each of which a Sydney Metro representative has observed. However, as the endorsed Design Excellence Strategy did not reflect the SDRP approach, an updated Design Excellence Strategy (the Strategy) must be submitted to the Department of Planning, Housing and Infrastructure to reflect the new process. The updated Strategy has been prepared on behalf of WL Developer by Urbis and is attached for review (**Appendix A**).

Further to your letter on 30 June 2025, we seek endorsement from Sydney Metro for the updated Strategy as it applies to the Over Station Development (OSD) of the Northern and Central Precincts within the Waterloo Metro Quarter site (WMQ). The updated Strategy outlines the new design integrity process to be administered by the SDRP.

The majority of the amendments within this updated Strategy relate to the SDRP design integrity process. The Strategy also requires the inclusion of a member of the Sydney Metro DRP (Tony Caro) to ensure consistency and continuity in design advice and expertise in integrated station developments, reflecting the four SDRP sessions that have already occurred. The Waterloo Metro Quarter Benchmark remains unchanged and is appended to the updated Strategy to ensure Sydney Metro's design benchmarks are retained and continue to be considered:

Subject to Sydney Metro's endorsement, this updated Design Excellence Strategy will be submitted to DPHI and endorsed as a 'condition satisfaction' matter under condition A15 of the Waterloo Metro Quarter Concept Application SSD-9393.

Should you have any questions or concerns, please do not hesitate to contact the undersigned.

Sincerely,



Daniel Doyle
WL Developer Representative

The logo for URBIS, featuring the word "URBIS" in a bold, white, sans-serif font. The text is contained within a white square frame that is partially open on the right side. A white line extends from the top of the frame, runs horizontally across the page, and then turns vertically down the left side of the frame.

URBIS

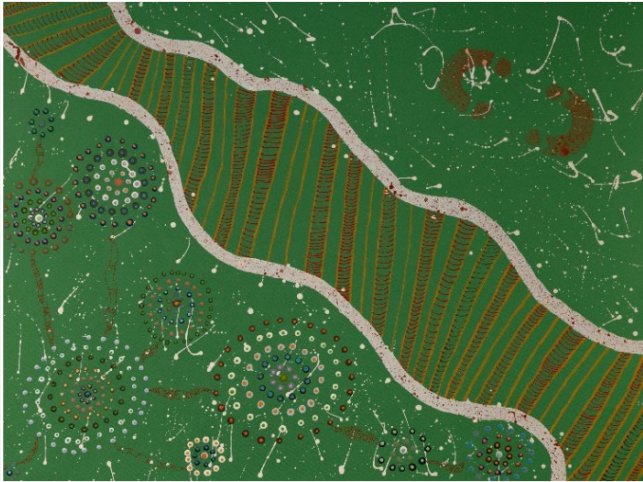
UPDATED DESIGN EXCELLENCE STRATEGY

WATERLOO METRO QUARTER OVER STATION DEVELOPMENT -
CENTRAL PRECINCT & NORTHERN PRECINCT

Prepared for
WATERLOO DEVELOPER PTY LTD
2 September 2025

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director Peter Strudwick
Associate Director Daneille Blakely and Anna Wang
Project Code Final
Report Number P0056227



Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

urbis.com.au

CONTENTS

Acknowledgement of Country	2
1. Introduction	4
1.1. About this Design Excellence Strategy	4
1.2. The site	4
1.3. history of the project.....	5
1.4. Compliance with the Conditions of Approval.....	5
2. The Design Excellence Processes	1
2.1. Benchmarks	1
2.2. Design integrity	1
2.2.1. Overview Of the Design Integrity Process.....	1
Disclaimer	5
Appendix A Glossary of terms	
Appendix B Waterloo Metro Quarter benchmarks	

FIGURES

Figure 1 Land to which this updated Design Excellence Strategy applies	4
--	---

TABLES

Table 1 Project history	5
Table 2 Compliance with Conditions of Approval	5

1. INTRODUCTION

1.1. ABOUT THIS DESIGN EXCELLENCE STRATEGY

This updated Design Excellence Strategy (the **Strategy**) establishes the framework to deliver design excellence for the Waterloo Metro Quarter (**WMQ**) Integrated Station Development (**ISD**). Specifically, this Strategy applies to the Over Station Development (**OSD**) of the Central and Northern Precincts, which are located within the overall WMQ site. The Strategy outlines the process to ensure that the statutory design excellence requirements for the WMQ Concept Significant Development Application are met.

This Strategy draws from the NSW Government Architect’s Better Placed and aligns with the underlying principles of the NSW Government Architect’s Design Excellence Competition Guidelines. It has also been informed by the City of Sydney’s design excellence provisions and Competitive Design Policy including the requirements of the Sydney Local Environmental Plan 2012.

The approval conditions for the WMQ Concept Plan (SSD-9393) require the final version of this updated Design Excellence Strategy to be endorsed by the Planning Secretary, and specify that the Strategy applies only to the Waterloo Metro Quarter and not to any other sites. This Strategy is based upon the Sydney Metro City and South West Design Excellence Strategy (November 2018) for consistency and continuity purposes and has been updated specifically for the WMQ Central and Northern Precincts. This updated Strategy applies only to OSD applications within the WMQ Central and Northern Precincts. The Sydney Metro City and South West Design Excellence Strategy (November 2018) remains applicable to the balance of the WMQ site.

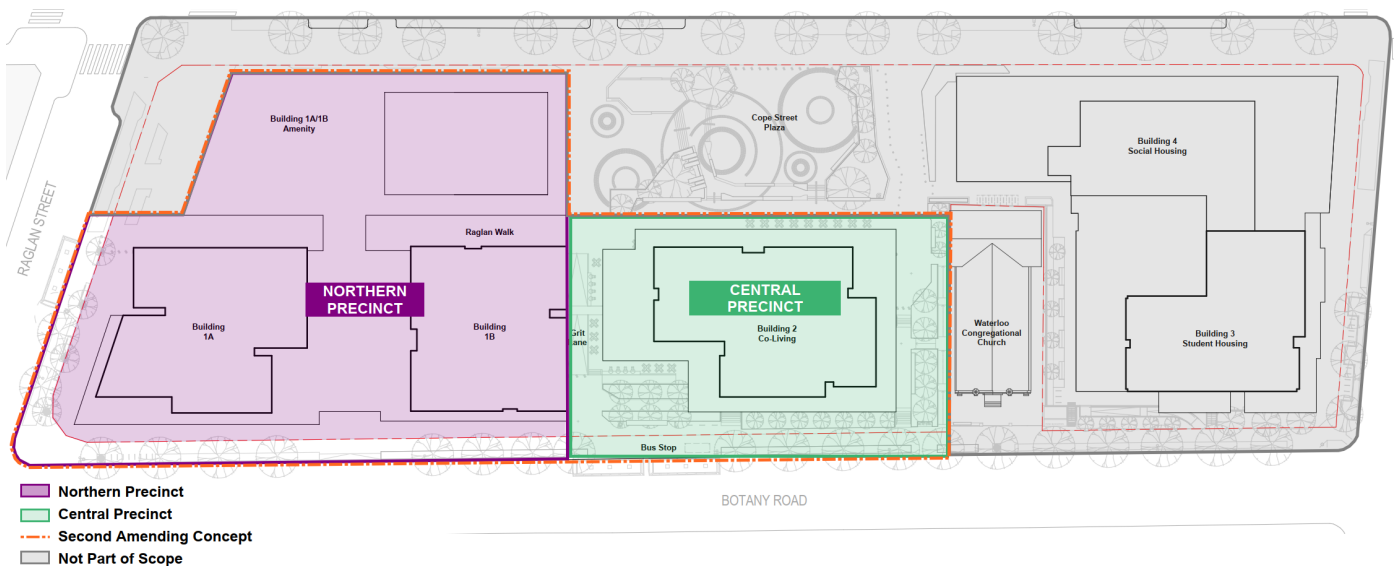
In addition, the Waterloo Concept Plan approval conditions require that the Waterloo Metro Quarter Design Excellence Strategy include a design integrity process to operate throughout the design development and is to be administered by either the State Design Review Panel (**SDRP**) or an alternative Design Review Panel endorsed by the Government Architect NSW. This updated Design Excellence Strategy requires the design integrity process to be administered by the State Design Review Panel.

The SDRP will be chaired by the NSW Government Architect (**GANSW**) or their representative. The panel membership will include an independent local council nominee and a Sydney Metro DRP member, as endorsed by the NSW Government Architect. The SDRP meetings will be chaired by Abbie Galvin or her nominee and the GANSW Design Advisor will support the operation of the SDRP process.

1.2. THE SITE

This Strategy relates to Waterloo Metro Quarter (**WMQ**) located at 150 Cope Street, Waterloo (the **site**). Specially, this updated Strategy relates to the Northern and Central Precincts of the overall WMQ site. The figure below indicates the land to which this Strategy applies.

Figure 1 Land to which this updated Design Excellence Strategy applies (outlined in dashed)



1.3. HISTORY OF THE PROJECT

The WMQ project has had an extensive planning history as detailed in Table 1. This includes a Concept State Significant Development Application (SSD-9393), which has been amended once (SSD-10441) and modified four times; and four detailed SSDAs, two of which have been modified:

Table 1 Project history

Relevant Matter	Date
The Sydney Metro City & Southwest - Chatswood to Sydenham project was approved by the Minister for Planning as a Critical State Significant Infrastructure project (reference SSI 15_7400) (CSSI Approval). The terms of the CSSI Approval includes all works required to construct the Sydney Metro Waterloo Station, including the demolition of existing buildings and structures.	2017
Concept Development Application (SSD 9393) approved for three residential towers and four mid-rise commercial towers above a three-to-four storey podium as the WMQ over station development (OSD).	December 2019
Amended Concept Development Application (SSD 10441) approved for an amended building envelope and use at the Northern Precinct to enable the development of a commercial building on the site and amended the podium level of the Central Precinct building envelope.	June 2021
Detailed SSDAs approved for residential, commercial and student housing buildings in the Central, Northern and Southern Precincts in accordance with the Concept Approval (as amended).	July-November 2021
Secretary’s Environmental Assessment Requirements (SEARs) issued for a Second Amending Concept Development Application (SSD-79307765) for the WMQ OSD and new detailed SSD applications for the Central and Northern precincts.	February 2025
Subject to the approval of the new detailed SSD applications for the Central and Northern precincts, the previous approved (2021) detailed SSD applications for the Central and Northern precincts will be surrendered.	

This updated Design Excellence Strategy is endorsed by Concept Plan Development Application (SSD 9393) and will apply to the new detailed SSD applications for the Central and Northern precincts.

1.4. COMPLIANCE WITH THE CONDITIONS OF APPROVAL

This Strategy addresses the following Conditions of Approval for the Waterloo Metro Quarter (SSD-9393) as outlined in Table 2.

Table 2 Compliance with Conditions of Approval

Condition	Compliance with Condition
A14. Prior to the lodgement of the first development application, the Applicant shall revise the Waterloo Metro Quarter Design and Amenity Guidelines (dated 20 November 2019), to the satisfaction of the Planning Secretary, as set out in Attachment A.	An updated Design and Amenity Guidelines will be submitted to DPHI for endorsement as part of the Second Amending Concept Development Application.
A15. Prior to the lodgement of future development applications, the Applicant shall submit an updated Design Excellence Strategy to the satisfaction of the Planning Secretary addressing the following:	Prior to the lodgement of new future detailed development applications for Central and Northern Precincts, the Applicant will submit

<p>(a) Independent design review process through use of the State Design Review Panel (SDRP) or an alternative endorsed by GANSW. The SDRP or alternative DRP is to be augmented by including a member of the Sydney Metro DRP to ensure consistency and continuity in design advice and expertise in integrated station developments.</p>	<p>this updated Design Excellence Strategy to the satisfaction of the Planning Secretary. This updated Design Excellence Strategy adopts the State Design Review Panel (SDRP) process, which will include a member of the Sydney Metro DRP to ensure consistency and continuity in design advice and expertise in integrated station developments.</p>
<p>(b) Include a Design Integrity process description, prepared in consultation with GANSW, for the design development and construction documentation phases. Refer to Condition B7 in this regard.</p>	<p>The updated Design Integrity process is provided in Section 2.2.</p>
<p>(c) Deletion of the following Disclaimer of Page 4: Disclaimer: The processes described in this document are indicative only and are based on a generic tendering process. Aspect of the process described may change.</p>	<p>Not applicable.</p>
<p>A16. The endorsed Design Excellence Strategy in accordance with the above condition is applicable only to the Waterloo Metro Quarter and is not endorsed under this consent as a Strategy which applies to other sites.</p>	<p>This updated Strategy applies to the Waterloo Metro Quarter, and specifically to the Central and Northern Precincts only.</p>
<p>B5. The detailed development applications shall address compliance with:</p> <ul style="list-style-type: none"> (a) the Design Guidelines as endorsed by the Planning Secretary pursuant to Condition A14 (b) the Design Excellence Strategy as endorsed by the Planning Secretary pursuant to condition A15 (c) the conditions of this consent. 	<p>The Proponent will demonstrate compliance with this condition as part of the detailed development application.</p>
<p>B7. Future development applications shall address the following:</p> <ul style="list-style-type: none"> (a) Botany Road setback of 6.5m is to be extended to the north as identified in the Response to Submissions (Figure 10, Page 139). The extended setback is to be incorporated into revised Building Envelope Plans to the satisfaction of the Planning Secretary prior to the lodgement of any future development application. 	<p>The Proponent will assess compliance with this condition as part of the detailed development application.</p>
<ul style="list-style-type: none"> (b) Submission of a Design Integrity Report to the satisfaction of the Planning Secretary that demonstrates how design excellence and design integrity will be achieved in accordance with: <ul style="list-style-type: none"> i. The design objectives of the Concept Development Application 	<p>The Proponent will demonstrate compliance with this condition as part of the detailed development application.</p>

-
- ii. Consistency with the approved Design Guidelines as amended by Condition A14
 - iii. The DEEP's Design Excellence Report
 - iv. The advice of the SDRP (or approved alternative under Condition A15)
 - v. The conditions of this consent
-

(c) The Design Integrity Report (DIR) as required by Condition B7(b) must include a summary of feedback provided by the SDRP (or alternative approved in accordance with Condition A15) and responses by the Applicant to this advice. The DIR shall also include how the process will be implemented through to the completion of the approved development.

The Proponent will demonstrate compliance with this condition as part of the detailed development application.

(d) Detailed design of the building(s) within the Northern Precinct must include an internal void or voids to break up building floorplate bulk and massing and provide occupant daylight amenity.

The Proponent will assess compliance with this condition as part of the detailed development application.

2. THE DESIGN EXCELLENCE PROCESSES

2.1. BENCHMARKS

Sydney Metro has worked with the GANSW and the City of Sydney Council to determine the appropriate benchmark projects. This involved selecting high quality examples that demonstrate particular aspirations of the site including:

- Integrated station and tower design outcomes
- Tower / skyline responses
- Response to place
- Public domain
- Materials and finishes

These Benchmarks remain applicable for the Central and Northern Precincts and will be used to ensure that designs meet minimum performance requirements of comparable quality. The Waterloo Metro Quarter benchmarks are included in Appendix B.

2.2. DESIGN INTEGRITY

Following contract award, an independent design review process will be undertaken through the use of the State Design Review Panel (**SDRP**). The SDRP is to be augmented by including a member of the Sydney Metro DRP (Tony Caro) to ensure consistency and continuity in design advice and expertise in integrated station developments.

Prior to the approval of the detailed SSDAs for the Northern and Central precincts, the SDRP will continue (when required) to provide advice regarding any significant design changes that may occur in response to public exhibition or to DPHI's assessment of the applications which would affect the design excellence outcome of the proposal.

Following approval of the detailed SSDA for the Northern and Central OSDs the Planning Secretary or Consent Authority may also refer modification applications to the SDRP for advice, but only if the changes are significant design modifications that may affect the design excellence outcomes.

The GANSW Design Advisor will support the SDRP and record the meeting outcomes to ensure the design excellence requirements are met throughout the process.

A strong design integrity regime is essential to ensure that the positive aspects of design, which underpin the attainment of design excellence are not compromised post contract award (including during development of the detailed SSDA) and into construction.

The proponent will prepare a Design Integrity Report for submission with the detailed SSD Applications for the Central and Northern Precincts. The Design Integrity Report will demonstrate how design excellence standards have been achieved and how they will be implemented through to completion of the development.

2.2.1. Overview of the Design Integrity Process

The State Design Review Panel will review and provide advice on the Second Amending Concept Plan relation to the Northern and Central OSDs on the following:

- The Proponent will present the scheme up to four times to the State Design Review Panel before the lodgement of the detailed SSD Applications, including assessment against endorsed site specific principles, benchmarks, design guidelines and this updated Design Excellence Report.

Any further review is only required if changes are proposed to the scheme which would affect the design excellence outcome of the proposal.

The GANSW Design Advisor will record the Design Review Panel advice and recommendations, which will be distributed to the proponent after meetings.

The proponent will prepare a design integrity report (together with the design integrity register) for submission to DPHI with the detailed SSD Applications for Northern and Central Precincts, providing evidence that the design excellence standards are met.

APPENDIX A GLOSSARY OF TERMS

Concept State Significant Development Application means the Stage 1 concept development application for the over station development.

Consent authority means the Department of Planning, Housing and Infrastructure and is responsible for assessing State Significant Development Application.

Council means the City of Sydney Council.

CSSI approval means the development consent for the metro station and associated rail infrastructure (Critical State Significant Infrastructure CSSI 7400).

Design excellence is a term used to describe the outcome of high quality architectural, urban and landscape design as well as a structured process to support high quality design. Design excellence in the context of statutory development approval processes in NSW often involves a competitive stage where an independent jury assesses a design based on an agreed set of design related criteria.

Design Review Panel is a panel comprising a diverse group of people with expertise in design and the built environment. The panel offers independent, impartial advice on the design to achieve the best built outcome for stakeholders.

Detailed State Significant Development Application means the Stage 2 detailed development application for the over station development.

DPHI means the Department of Planning, Housing and Infrastructure

GANSW means the Government Architect NSW or their representative. GANSW is responsible for endorsing the Design Review Panel. GANSW is the chair of the Design Review Process.

Independent local council nominee is an independent expert nominated by the local council who participates as a member of the Design Review Panel.

Integrated Station Development (ISD) means the metro station, associated rail infrastructure and the over station development.

Over Station Development (OSD) includes all non-station related development that may occupy land or airspace above the station or within the immediate vicinity of the CSSI approval (but excluding space and interface works that may be constructed as part of the CSSI approval to make provision for future development).

Proponent means the applicant for any development applications.

Planning Secretary means the Secretary of the Department of Planning, Housing and Infrastructure.

State Design Review Panel (SDRP) means the NSW State Design Review Panel administered by GANSW.

Sydney Metro is the government agency responsible for procuring the integrated station development. Sydney Metro is a separate entity within Transport for NSW and is the land owner and proponent for the CSSI approval.

APPENDIX B WATERLOO METRO QUARTER BENCHMARKS

Principle	Elements							Performance Indicators
	Metro Station	Podium	Towers	Plaza Building	Retail and services	Public domain	Public art	
Integrated	✓	✓	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> Active transport hub with seamless interchange Pedestrian priority and accessibility Complimentary station and over station interface High performing and activation ready functionality
Inclusive	✓	✓	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> Accessible amenity, services and open space Shared democratic spaces recognizing both commuter and community Places for social interaction and activities for all
Connected	✓		✓	✓		✓	✓	<ul style="list-style-type: none"> Legible, safe and walkable day and night Acts as a gateway and community marker Place stitches into surrounding context Social connectedness and shared spaces
Diverse		✓	✓		✓		✓	<ul style="list-style-type: none"> Mix and layering of uses and employment with extended hours Fine grain and active street edges Adaptable mix of dwelling types and living choices Architectural distinctiveness and variances
Local	✓	✓	✓	✓	✓		✓	<ul style="list-style-type: none"> Reflect the proud community character and diversity Response to place and context Foster local retail, business and services Embed the arts and local culture
Liveable		✓				✓		<ul style="list-style-type: none"> Micro-neighbourhoods and vertical villages Public affordances and community facilities Access to food sources and everyday needs Contextual, resilient, and green infrastructure, materials and finishes.
Case Study Benchmarks								
	Crossrail Place, UK	Woodwards, Vancouver	Central Park, Sydney	Folkestone Quarterhouse, UK	Chophouse Row, Seattle	Monash University Northern Plaza	Centre Hospitalier, Montreal	
	Norreport Station, Copenhagen	Nightingale 1, Melbourne	Upper House Carlton, Melbourne	Community Centre Maj, Czech Rep	Nakameguro Station, Tokyo	Afghan Bazaar Cultural Precinct, Melbourne	Landlines, Brisbane and Jonathon Jones	

APPENDIX B SCHEDULE OF SDRP PRESENTATIONS



APPENDIX B – SCHEDULE OF SDRP PRESENTATIONS

WATERLOO INTEGRATED STATION DEVELOPMENT

Panel Abbie Galvin (Chair)

Tony Caro

Graham Jahn AM

Principal Design Team Matt Davis (Bates Smart)

Guy Lake (Bates Smart)

David Strange (Bates Smart)

Nicholas Baran (Bates Smart)

Domenic Alvaro (Woods Bagot)

Chris Yoo (Woods Bagot)

Amelia Holliday (Aileen Sage)

Eren Harding (Aileen Sage)

SDRP #	Presentation Date	Location
1	13 th February 2025	Virtual – Microsoft Teams
2	27 th March 2025	Virtual – Microsoft Teams
3	15 th May 2025	Virtual – Microsoft Teams
4	10 th July 2025	Virtual – Microsoft Teams

APPENDIX C SDRP FEEDBACK REGISTER

APPENDIX C – STATE DESIGN REVIEW PANEL REGISTER

ITEM #	Theme	Raised On	Document Reviewed	Action / Advice
SDRP #1				
1.01	Connecting with Country	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	Demonstrate how the consideration of Country and input of local Aboriginal knowledge-holders that informed the original scheme is embedded in the revised proposal.
1.02	Site strategy and built form	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	<p>Provide a series of massing studies to address the issues identified above and demonstrate the development's urban response and residential amenity. In doing so, demonstrate:</p> <ul style="list-style-type: none"> a. building separation distances that meet the minimum requirements of the ADG to improve residential amenity, allow visual privacy between towers, and achieve permeability of the built form from key vantage points b. overshadowing impacts to determine where built form height can be accommodated (refer item 4 below) c. alternative locations for Grit Lane to allow flexibility in the siting of the towers d. strategies to break down the mass of the built form through variation in height and legible vertical articulation e. opportunity to increase tower setbacks to mitigate wind impacts at ground level f. the impact of western sun and road noise on west-facing units
1.03	Site strategy and built form	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	Study the overshadowing impacts on the Alexandria Conservation Area, Alexandria Park, Cope Street Plaza and the future Waterloo Park. Provide shadow diagrams from 9am to 4pm in mid-winter that compare the massing options tested. Include a comparison of the currently approved scheme with the preferred option and illustrate the impact on surrounding residences in the conservation area and future development.
1.04	Site strategy and built form	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	If the location of Grit Lane is revisited, provide an analysis of the gradients and levels between Cope Street Plaza, Botany Road and the adjacent buildings. Ensure that pedestrian movement to the existing Metro station is not affected.
1.05	Site strategy and built form	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	Undertake wind studies and design the buildings to mitigate downdrafts and ensure comfortable wind conditions for the public domain and rooftop open spaces. Explore options to shape the buildings and increase the tower setbacks to mitigate wind at ground level without reliance on awnings.
1.06	Site strategy and built form	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	Undertake wind analysis to demonstrate the amenity of Raglan Walk. Illustrate any wind mitigation measures required to achieve comfortable conditions for users of the laneway.
1.07	Site strategy and built form	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	Ensure that the proposed design takes into consideration the location and operation of existing retail spaces within the Metro Station building.
1.08	Site strategy and built form	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	Demonstrate how solar control and natural ventilation will be achieved for the west-facing apartments and co-living studios while mitigating noise from Botany Road.
1.09	Site strategy and built form	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	Provide diagrams illustrating how the proposed design accommodates pedestrian movement and bus queueing along Botany Road at peak times in line with Sydney Metro commuter projections.
1.10	Sustainability	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	Provide details of the proposed ESD performance targets and initiatives and how the project will achieve them.
1.11	Sustainability	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	Provide strategies for how a net-zero building can be achieved. This is highly encouraged to reach NSW's Net Zero emissions goal by 2050. Refer to 'NSW, DPIE, Net Zero Plan, Stage 1: 2020-2030' for further information.
1.12	Design Guidelines	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	At the next session, present the changes proposed to the Waterloo Metro Quarter Design and Amenity Guidelines.
1.13	Design Guidelines	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	Provide an overview of the scheme against the objectives and design criteria in the Design and Amenity Guidelines.
1.14	Information for next session	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	<p>Continue to provide the following drawings, in sketch form, for the developed options to clearly illustrate the proposals in relation to their context:</p> <ul style="list-style-type: none"> a. Elevations showing the proposed buildings and adjoining sites.

ITEM #	Theme	Raised On	Document Reviewed	Action / Advice
				<p>b. Dimensioned sections and ground plane drawings that illustrate the public domain interface in key locations around the perimeter of the buildings, including tower and podium setbacks, footpath and public domain zones, road widths, carpark and building entries, and adjacent buildings.</p> <p>c. Views towards the buildings from key vantage points at street level.</p> <p>d. A view impact analysis of the buildings from key distant vantage points.</p>
1.15	Information for next session	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	<p>Provide an analysis of the proposed scheme with regard to:</p> <p>a. the Apartment Design Guide (incl. building separation, solar access, natural ventilation, residential communal area (m2), location, and amenity)</p> <p>b. GFA and FSR calculations and plans</p>
1.16	Information for next session	13.02.2025	Waterloo Metro Quarter_DRP 01_Design Presentation	Provide a set of sketch plans including ground floor plans, carpark layouts (if relevant), podium levels, typical floor plans, and rooftops. All plans, sections, and elevations should be clearly dimensioned with building setbacks, north point and scale bar.
SDRP #2				
2.01	Connecting with Country	27.03.2025	Waterloo Metro Quarter_SDRP 02	Demonstrate how the consideration of Country and input of local Aboriginal knowledge-holders that informed the original scheme is embedded in the revised proposal, including the proposed public art and naming strategies.
2.02	Connecting with Country	27.03.2025	Waterloo Metro Quarter_SDRP 02	Continue to engage with local Aboriginal-knowledge holders and community groups as the design develops.
2.03	Site strategy and built form	27.03.2025	Waterloo Metro Quarter_SDRP 02	<p>Continue to explore massing options that employ the minimum ADG building separation distances to increase visual permeability of the built form from key vantage points, reduce overshadowing of the heritage conservation area and improve the visual privacy and residential amenity of the towers. In doing so, study:</p> <p>a. overshadowing to determine where built form massing will have the least impact on surrounding areas</p> <p>b. integration of the Botany Road Plaza adjacent to Grit Lane</p> <p>c. the siting of Building 2 to preserve the alignment with the western façade of the existing church on Botany Road</p> <p>d. strategies to break down the mass of the built form through variation in height and legible vertical articulation</p> <p>e. the impact of wind and the mitigation measures that will inform the articulation and distribution of the built form</p> <p>f. the impact of western sun and road noise on west-facing units.</p>
2.04	Site strategy and built form	27.03.2025	Waterloo Metro Quarter_SDRP 02	Continue to study the overshadowing impacts on the Alexandria Conservation Area, Alexandria Park, Cope Street Plaza and the future Waterloo Park. Provide shadow diagrams from 9am to 4pm in mid-winter that compare the massing options tested. Include a comparison of the currently approved scheme with the preferred option.
2.05	Site strategy and built form	27.03.2025	Waterloo Metro Quarter_SDRP 02	Provide a detailed study to illustrate the extent of overshadowing on neighbouring properties and the number of hours of solar access provided to living areas and private open space. Refer to Objective 3B-2 of the ADG.
2.06	Site strategy and built form	27.03.2025	Waterloo Metro Quarter_SDRP 02	Maintain the alignment of Building 2 with the western façade of the existing church to create a generous pedestrian zone and space for a green buffer along Botany Road. Provide dimensioned plans and sections to illustrate the design intent.
2.07	Site strategy and built form	27.03.2025	Waterloo Metro Quarter_SDRP 02	Illustrate the extent and dimensions of deep soil throughout the public domain to support large trees. Confirm the tree canopy target.
2.08	Site strategy and built form	27.03.2025	Waterloo Metro Quarter_SDRP 02	Provide more detail on the design of the landscape and public domain as the project develops.
2.09	Site strategy and built form	27.03.2025	Waterloo Metro Quarter_SDRP 02	Undertake wind studies and design the buildings to mitigate downdrafts and ensure comfortable and safe wind conditions for the public domain and rooftop open spaces. Explore options to shape the buildings and increase the tower setbacks to mitigate wind at ground level without reliance on awnings.
2.10	Site strategy and built form	27.03.2025	Waterloo Metro Quarter_SDRP 02	Illustrate the findings of preliminary wind studies and use the industry standard wind comfort criteria to measure and convey pedestrian comfort and safety.

ITEM #	Theme	Raised On	Document Reviewed	Action / Advice
2.11	Site strategy and built form	27.03.2025	Waterloo Metro Quarter_SDRP 02	Illustrate any wind mitigation measures required to achieve comfortable conditions for pedestrians at ground level, residents of the rooftop communal open spaces, and users of the childcare podium terrace.
2.12	Architecture	27.03.2025	Waterloo Metro Quarter_SDRP 02	Demonstrate a unique architectural expression for each building and show how the character of each of the proposed buildings is distinct from the architecture in the southern precinct.
2.13	Architecture	27.03.2025	Waterloo Metro Quarter_SDRP 02	Illustrate how the richness and robustness that was evident in the previous design of the podium will be achieved in the revised podium design.
2.14	Architecture	27.03.2025	Waterloo Metro Quarter_SDRP 02	Demonstrate how solar control and natural ventilation will be achieved for the west-facing apartments and co-living studios while mitigating noise from Botany Road. Explore passive strategies, such as façade depth and articulation, to mitigate heat load and attenuate noise.
2.15	Architecture	27.03.2025	Waterloo Metro Quarter_SDRP 02	Illustrate the design approach for each facade and describe how it is tailored to the orientation of each elevation.
2.16	Architecture	27.03.2025	Waterloo Metro Quarter_SDRP 02	Explore how Building 1b might be designed with a distinct character or shape to act as a counterpoint to the buildings either side of it, for example a sculptural form between two orthogonal towers.
2.17	Architecture	27.03.2025	Waterloo Metro Quarter_SDRP 02	Liaise with the co-living accommodation provider to deliver more diversity in the type of accommodation offered in Building 2 by providing some larger units to attract a variety of tenants.
2.18	Architecture	27.03.2025	Waterloo Metro Quarter_SDRP 02	Liaise with the Community Housing Provider (CHP) to understand their needs and ascertain whether there are any spatial implications as a result. Confirm the mix and location of the affordable apartments and ensure that the amenity of the affordable component is commensurate with the market housing.
2.19	Sustainability	27.03.2025	Waterloo Metro Quarter_SDRP 02	Provide details of the proposed ESD performance targets and initiatives and how the project will achieve them.
2.20	Sustainability	27.03.2025	Waterloo Metro Quarter_SDRP 02	Provide strategies for how a net-zero building can be achieved. This is highly encouraged to reach NSW's Net Zero emissions goal by 2050. Refer to 'NSW, DPIE, Net Zero Plan, Stage 1: 2020-2030' for further information.
2.21	Design Guidelines	27.03.2025	Waterloo Metro Quarter_SDRP 02	At the next session, present the changes proposed to the Waterloo Metro Quarter Design and Amenity Guidelines.
2.22	Design Guidelines	27.03.2025	Waterloo Metro Quarter_SDRP 02	Provide an overview of the scheme against the objectives and design criteria in the Design and Amenity Guidelines.
2.23	Information for next session	27.03.2025	Waterloo Metro Quarter_SDRP 02	Continue to provide the following drawings, in sketch form, for the developed options to clearly illustrate the proposals in relation to their context. <ul style="list-style-type: none"> a. Elevations showing the proposed buildings and adjoining sites. b. Dimensioned sections and ground plane drawings that illustrate the public domain interface in key locations around the perimeter of the buildings, including tower and podium setbacks, footpath and public domain zones, road widths, carpark and building entries, and adjacent buildings. c. Views towards the buildings from key vantage points at street level. d. A view impact analysis of the buildings from key distant vantage points.
2.24	Information for next session	27.03.2025	Waterloo Metro Quarter_SDRP 02	Provide an analysis of the proposed scheme with regard to: <ul style="list-style-type: none"> a. the Apartment Design Guide (incl. building separation, solar access, natural ventilation, residential communal area (m2), location, and amenity) b. GFA and FSR calculations and plans.
2.25	Information for next session	27.03.2025	Waterloo Metro Quarter_SDRP 02	Provide a comparison of the preferred scheme with the currently approved scheme and the scheme presented at the previous SDRP session.
2.26	Information for next session	27.03.2025	Waterloo Metro Quarter_SDRP 02	Provide a set of sketch plans including ground floor plans, carpark layouts (if relevant), podium levels, typical floor plans, and rooftops. All plans, sections, and elevations should be clearly dimensioned with building setbacks, north point and scale bar.
SDRP #3				
3.01	Connecting with Country	15.05.2025	Waterloo Metro Quarter_DRP 03	As the design develops, continue to demonstrate how the consideration of Country and input of local Aboriginal knowledge-holders that informed the original scheme is embedded in the revised proposal, including the proposed public art and naming strategies, as identified in the 6 'design areas for exploration'

ITEM #	Theme	Raised On	Document Reviewed	Action / Advice
3.02	Connecting with Country	15.05.2025	Waterloo Metro Quarter_DRP 03	Continue to engage with local Aboriginal-knowledge holders and community groups.
3.03	Site strategy and built form	15.05.2025	Waterloo Metro Quarter_DRP 03	Explore rotating some of the west-facing co-living units in Building 2 to the north.
3.04	Site strategy and built form	15.05.2025	Waterloo Metro Quarter_DRP 03	Explore options to use the space allocated to the common rooms in Building 2 to provide legible vertical articulation between the two volumes on the eastern façade.
3.05	Site strategy and built form	15.05.2025	Waterloo Metro Quarter_DRP 03	Reduce the width of the western colonnade of Building 2 so that the public footpath along Botany Road can be widened.
3.06	Site strategy and built form	15.05.2025	Waterloo Metro Quarter_DRP 03	Incorporate and illustrate the architectural adjustments required to mitigate wind and achieve a standing level of comfort at the corner of Raglan Street and Botany Road, without reliance on public street trees.
3.07	Site strategy and built form	15.05.2025	Waterloo Metro Quarter_DRP 03	Undertake wind studies for the rooftop open spaces and illustrate any wind mitigation measures required to achieve comfort for residents of the rooftop communal open spaces and users of the childcare podium terrace.
3.08	Site strategy and built form	15.05.2025	Waterloo Metro Quarter_DRP 03	Minimise the height of the tower rooftop plant enclosure and/or review the design approach. Provide drawings to justify the proposed height and confirm the percentage of overshadowing to Alexandria Park from 9am onwards in mid-winter.
3.09	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Explore the opportunity for one of the three residential towers to read as a solid masonry element with punched openings in contrast to the framed glass expression.
3.10	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Significantly reduce the extent of glazing, increase the sill heights and the extent of facade shading, and select materials that have a high thermal performance.
3.11	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Confirm the façade glazing specification to enable a high VLT and provide examples to illustrate the proposed colour.
3.12	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Ensure that all rooms onto balconies have an operable window in addition to the full height sliding door to allow residents to better control natural ventilation.
3.13	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	The podium expression of Buildings 1A and 1B is generally working well, however consider increasing the ratio of solid façade to glazing to strengthen the 'warehouse' approach and improve thermal and acoustic performance. Look to increase the brick portal depth so the podium glazing is more recessed.
3.14	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Review the design of the podium on the north-eastern corner of Building 1A. The brick corner columns in this location should come to ground to continue the rhythm and strength of the podium structure.
3.15	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Incorporate continuous awnings to provide wind and rain protection for pedestrians.
3.16	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Introduce windows in the solid facades of the tower where possible to increase the number of dual-aspect units and improve amenity for residents.
3.17	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Increase the height of the Building 2 podium parapet so that the podium reads as a more substantial element.
3.18	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Provide details on the Building 2 podium façade, including junctions between the turned blocks, structural support details for the blocks and framing for the Webnet.
3.19	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Future-proof the design of the podium and tower façades to address maintenance issues, such as birds nesting in the turned concrete blocks and on external shading devices.
3.20	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Confirm the extent of operable glazing on the facades and provide detail on how it will provide a suitable acoustic performance to enable amenity for residents while mitigating noise from surrounding roads.
3.21	Architecture	15.05.2025	Waterloo Metro Quarter_DRP 03	Continue to undertake facade shading studies and demonstrate how solar control will be achieved, particularly for the west-facing apartments and co-living studios.
3.22	Landscape	15.05.2025	Waterloo Metro Quarter_DRP 03	Ensure the landscape design prioritises the safety of children entering and exiting the childcare centre. Allow space for parents with prams to queue near the lift.
3.23	Landscape	15.05.2025	Waterloo Metro Quarter_DRP 03	Reduce the extent of paving/decking on the Building 2 rooftop terrace to allow a wider landscaped edge.
3.24	Landscape	15.05.2025	Waterloo Metro Quarter_DRP 03	Illustrate the extent and dimensions of deep soil throughout the public domain to support large trees. Confirm the tree canopy target.

ITEM #	Theme	Raised On	Document Reviewed	Action / Advice
3.25	Landscape	15.05.2025	Waterloo Metro Quarter_DRP 03	Provide more detail on the landscape design for the public domain and rooftop terraces at the next session.
3.26	Sustainability	15.05.2025	Waterloo Metro Quarter_DRP 03	Provide details of the proposed ESD performance targets and initiatives and how the project will achieve them.
3.27	Sustainability	15.05.2025	Waterloo Metro Quarter_DRP 03	Illustrate the design approach for each facade and demonstrate how it is tailored to the orientation of each elevation.
3.28	Design Guidelines	15.05.2025	Waterloo Metro Quarter_DRP 03	At the next session, present the changes proposed to the Waterloo Metro Quarter Design and Amenity Guidelines.
3.29	Design Guidelines	15.05.2025	Waterloo Metro Quarter_DRP 03	Provide an overview of the scheme against the objectives and design criteria in the Design and Amenity Guidelines.
3.30	Information for next session	15.05.2025	Waterloo Metro Quarter_DRP 03	Provide a comparison of the proposed scheme with the currently approved scheme and the scheme presented at the previous SDRP session.
3.31	Information for next session	15.05.2025	Waterloo Metro Quarter_DRP 03	Provide a set of plans, sections and elevations. All drawings should be clearly dimensioned with building setbacks, north point and scale bar.
3.32	Information for next session	15.05.2025	Waterloo Metro Quarter_DRP 03	Provide drawings illustrating the landscape design approach for the public domain and rooftop terraces.
SDRP #4				
4.1	Connecting with Country	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Develop a document that establishes an outline for how the project ambitions of indigenous business empowerment and co-design will guide the design development and operation of the proposal.
4.2	Site strategy and built form	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Demonstrate an understanding of the pedestrian movements and dwell times at this intersection, including a consideration of commuters traversing this corner to/from the Metro Station and Botany Road Bus stop.
4.3	Site strategy and built form	10.07.2025	WMQ_DRP 04_Discussion Material_Final	In addition to the proposed continuous awning, incorporate further design solutions to achieve a standing level of comfort to this corner, as stipulated in the design guide.
4.4	Site strategy and built form	10.07.2025	WMQ_DRP 04_Discussion Material_Final	As requested in previous advice, provide a comprehensive shadow analysis that demonstrates the percentage of overshadowing to Alexandria Park from 9am onwards in mid-winter.
4.5	Site strategy and built form	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Demonstrate that 4B-3 has been achieved.
4.6	Site strategy and built form	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Consider providing fewer, but larger, apartments to achieve the objective and provide a greater diversity of housing.
4.7	Site strategy and built form	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Demonstrate that the path adjacent to the western facade of Building 2 can provide accessible access between Grit Lane and the ramp adjacent the Waterloo Congregational Church.
4.8	Site strategy and built form	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Ensure that the serviceability of the retail offerings is considered during design development. For example, access to shared amenities, ventilation requirements and kitchen exhausts.
4.9	Site strategy and built form	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Ensure that vehicles leaving the loading bay have sufficient line of sight to exit the building safely, noting the high number of pedestrians using this footpath.
4.10	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Ensure window reveals are deep and consistent with the design approach for the facade orientation
4.11	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Ensure dual aspect windows are operable to utilise opportunities for cross ventilation
4.12	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Consider integrating blinds within awning windows so that natural ventilation can be achieved while minimising solar gain and retaining privacy
4.13	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Provide detail on the metal cladding profiles and ensure that the profile depth/play of shadow provides the necessary level of contrast and visual interest.
4.14	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Sufficiently angle the horizontal shading to discourage birds perching or nesting
4.15	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Further consider how to connect the tile base with the perforated brick screen above.

ITEM #	Theme	Raised On	Document Reviewed	Action / Advice
4.16	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Provide detailed façade drawings that describe the relationship and junctions between the different materials and wall planes.
4.17	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Ensure the proposed glazed tile is of a high quality and provide samples.
4.18	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Increase the proposed sill height to further improve the window/wall ratio and provide residents with additional options to arrange furniture. Consider a minimum of 600mm.
4.19	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Ensure that horizontal shading is sufficiently angled to discourage birds perching or nesting.
4.20	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Ensure that the expression of the brickwork is aligned to the architectural intent.
4.21	Architecture	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Develop an alternative to the 'bird's beak' approach of the northwest podium corner. For example, a splayed or curved approach would allow pedestrians to utilise this area when turning the corner.
4.22	Landscape	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Pursue design solutions to improve wind outcomes in this area or revise the landscape design to be more suited to its role as a transitional zone and providing visual amenity.
4.23	Landscape	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Ensure that plant species can survive and thrive within the microclimate conditions.
4.24	Landscape	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Reconsider whether the small pet friendly lawn is the highest and best use of this area.
4.25	Sustainability	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Provide solar and thermal analysis of each facade and demonstrate that there won't be an unnecessary reliance on mechanical climate control.
4.26	Sustainability	10.07.2025	WMQ_DRP 04_Discussion Material_Final	Provide lower energy solutions for cooling/heating. For example, ceiling fans and/or high-level awning windows.

DISCLAIMER

This report is dated 7 August 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of , (**Instructing Party**) for the purpose of , (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.