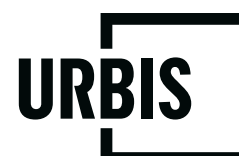




SCOPING REPORT

Waterloo Metro Quarter Over
Station Development –
Basement Car Park

Prepared for
WL DEVELOPER PTY LTD
10 March 2020



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

| | |
|--------------------|--------------------------------|
| Director | Peter Strudwick |
| Associate Director | Ashleigh Ryan |
| Consultant | Jack Kerstens & Charlotte Ryan |
| Project Code | P0017223 |
| Report Number | V3 |

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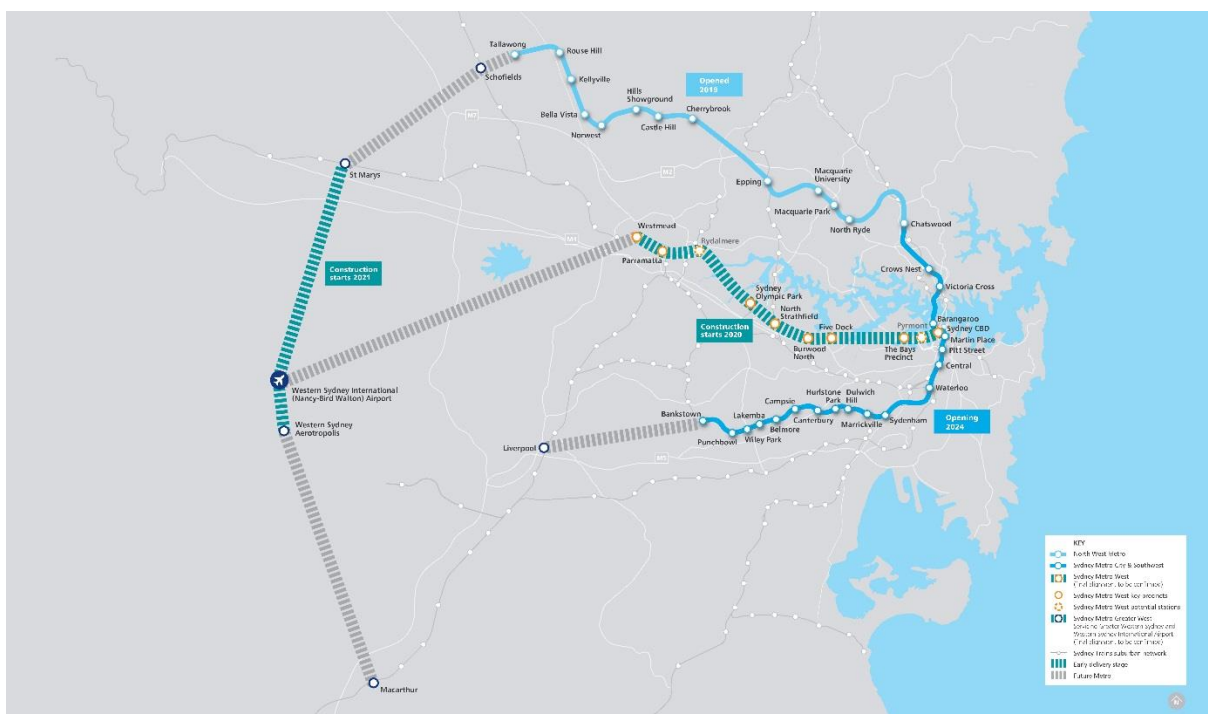
1. INTRODUCTION

Sydney Metro is Australia's biggest public transport project. In 2024, Sydney will have 31 metro railway stations and a 66km standalone metro railway system – the biggest urban rail project in Australian history. The Sydney Metro Project is illustrated in **Figure 1** below.

Services commenced in May 2019 in the city's north west with a train every four minutes in the peak. Sydney Metro will be extended into the CBD and beyond to Bankstown in 2024. There will be new metro railway stations underground at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new metro platforms under Central.

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 terms of the CSSI Approval includes all works required to construct the Sydney Metro Waterloo Station, including the demolition of existing buildings and structures. The CSSI Approval also includes construction of below and above ground structures associated with the Metro Station and structures required to facilitate the construction of Over Station Development (**OSD**).

Figure 1 – Sydney Metro Alignment Map



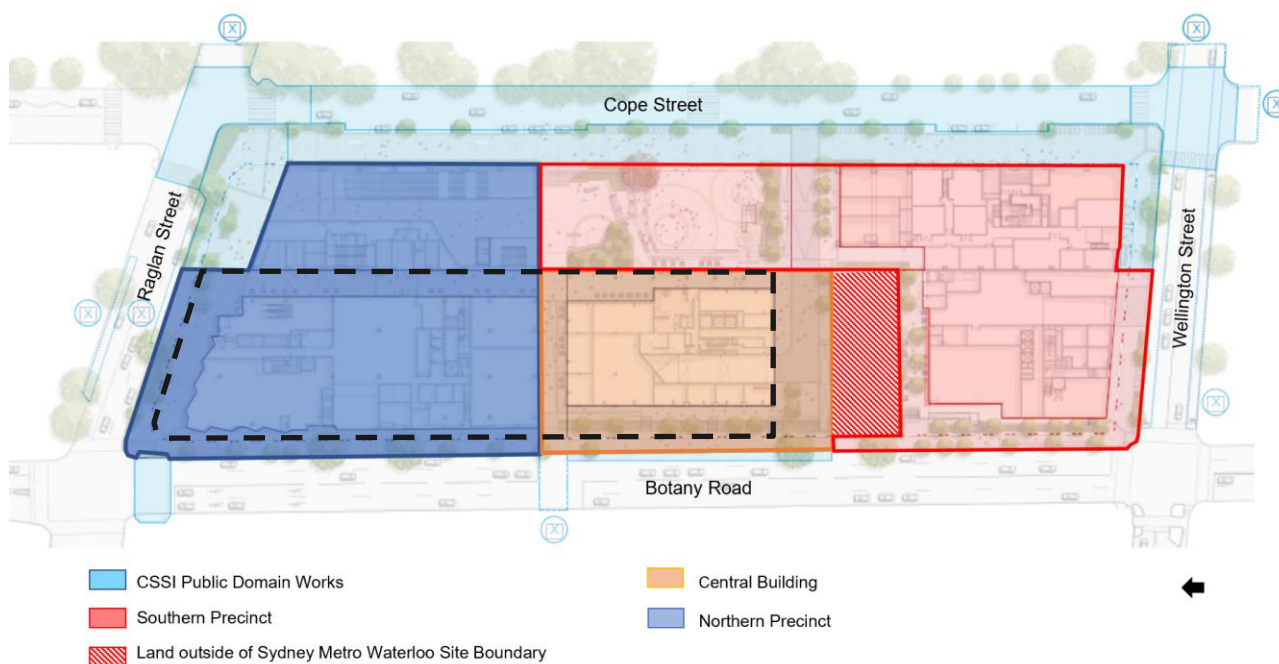
Source: Sydney Metro

1.1. WATERLOO OVER STATION DEVELOPMENT

This Scoping Report is prepared by Urbis Pty Ltd on behalf of WL Developer Pty Ltd (**the Proponent**). This Scoping Report constitutes a request for Secretary's Environmental Assessment Requirements (**SEARs**) to guide the preparation of an Environmental Impact Statement (**EIS**) that will accompany a State Significant Development (**SSD**) Development Application (**DA**).

The SSD DA will seek development consent for the construction of a basement car park that will support the Northern Precinct and Central Building. The car park will comprise approximately four basement levels and up to 220 car parking spaces. The indicative location of the proposed basement is identified in **Figure 2** by dashed black outline.

Figure 2 – Waterloo Metro Quarter Site Precinct Identification (SSD DA Boundaries)



Source: Proponent

Pursuant to Section 4.36(2) of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*:

(2) A State environmental planning policy may declare any development, or any class or description of development, to be State significant development

The proposal is State Significant Development (**SSD**) under Section 4.36 of the EP&A Act as the development has a capital investment value (**CIV**) in excess of \$30 million and is predominately for the purpose of residential accommodation or commercial premises, and associated with railway infrastructure under clause 8(1)(b) of *State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)*.

In addition, the subject application constitutes a detailed subsequent stage application to an approved Concept DA (SSD 9393) lodged under section 4.22 of the EP&A Act.

To support the request for SEARs, this Scoping Report provides the following:

- An overview of the site and context;
- A description of the proposed works;
- An overview of the relevant statutory and strategic planning framework;
- An approach to satisfy the design excellence provisions in *Sydney Local Environmental Plan 2012 (SLEP)*; and
- An overview of the likely environmental and planning impacts.

An indicative architectural drawing prepared by Woods Bagot is attached at **Appendix A**.

In accordance with the Department of Planning, Industry & Environment (**the Department**) new protocol of conduction of 'scoping meetings' prior to formal lodgement of SEARs, a meeting was held on 3 February 2020 with key Departmental staff to discuss the proposed development. This satisfies the requirement for a 'scoping meeting'.

2. SITE AND SURROUNDING CONTEXT

2.1. THE SITE

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. The heritage listed Waterloo Congregational Church located at 103–105 Botany Road is within this street block but is not part of the Sydney Metro Waterloo Quarter site boundaries.

All previous structures except for an office building at the corner of Botany Road and Wellington Street have been demolished to facilitate construction of the new Sydney Metro Waterloo Station. As such the existing site is predominately vacant and being used as a construction site.

The area surrounding the site consists of commercial premises to the north, light industrial and mixed-use development to the south, residential development to the east and predominantly commercial and light industry uses to the west.

Figure 2 and **Figure 3** show the site location. An overview of the site characteristics is contained in **Table 1**.

Figure 2 – Site Context



Source: Urbis

Figure 3 – Location Plan



Source: Urbis

Table 1 – Site Characteristics

| Component | Description |
|--------------------------------------|---|
| Address and legal description | <p>1368 Raglan Street (Lot 4 DP 215751)</p> <p>59 Botany Road (Lot 5 DP 215751)</p> <p>65 Botany Road (Lot 1 DP 814205)</p> <p>67 Botany Road (Lot 1 DP 228641),</p> <p>124-128 Cope Street (Lot 2 DP 228641)</p> <p>69-83 Botany Road (Lot 1, DP 1084919)</p> <p>130-134 Cope Street (Lot 12 DP 399757)</p> <p>136-144 Cope Street (Lots A-E DP 108312)</p> <p>85 Botany Road (Lot 1 DP 27454)</p> <p>87 Botany Road (Lot 2 DP 27454),</p> <p>89-91 Botany Road (Lot 1 DP 996765)</p> <p>93-101 Botany Road (Lot 1 DP 433969 and Lot 1 DP 738891)</p> <p>119 Botany Road (Lot 1 DP 205942 and Lot 1 DP 436831)</p> <p>156-160 Cope Street (Lot 31 DP 805384)</p> <p>107-117A Botany Road (Lot 32 DP 805384 and Lot A DP 408116)</p> <p>170-174 Cope Street (Lot 2 DP 205942)</p> |

| | |
|--------------------------------|---|
| Site area | <p>Total area of 1.287 hectares</p> <p>Car park site area - approximately 5,000sqm.</p> |
| Current use | <p>Construction of the Sydney Metro is currently underway on site (below ground level) in accordance with Critical State Significant Infrastructure Approval CSSI 7400. The site previously included three to five storey commercial, light industrial and shop top housing buildings.</p> |
| Site features | <p>Lots: The various allotments combine into a rectangular shape, with street frontage to Raglan Street to the north, Cope Street to the East, Wellington Street to the south, and Botany Road to the west.</p> <p>Heritage: Within the bounds of the streets listed above is the Waterloo Congregational Church. The church is a locally listed heritage item (I2069), however, does not form part of the site. Immediately to the south west of the site is the locally heritage listed Cauliflower Hotel (I2070) located at 123 Botany Road.</p> <p>Topography: The site is reasonably flat with a slight fall to the south.</p> <p>Approval history:</p> <p>9 January 2017: Sydney Metro Critical State Significant Infrastructure Approval (CSSI 7400) was issued for the construction and operation of the Sydney Metro City and Southwest project between Chatswood and Sydenham.</p> <p>10 December 2019: Concept Approval (SSD 9393) was issued for Waterloo Metro Quarter Over Station Development.</p> |
| Surrounding development | <p>The area surrounding the site consists of commercial premises, light industrial, mixed-use development, and residential development. Immediately to the east of the site is the Waterloo Estate Precinct, which is the subject of master planning currently being undertaken by the City of Sydney Council.</p> |

2.2. SURROUNDING CONTEXT

The Waterloo Metro Quarter is approximately 3.3km south of the Sydney CBD. The neighbourhoods adjoining the site are composed of a layered urban fabric, containing a mix of commercial, residential, civic uses and open space.

To the east of the site is a mix of one and three storey residential flat buildings and attached dwellings that form part of the Waterloo Estate. Further to the east and north east includes high density residential dwellings which also form part of the estate.

To the north of the site is predominately one and two storey commercial uses. The Redfern Town Centre is located beyond this, which includes increased height and a mix of uses which includes retail, student housing and residential accommodation.

Beyond Botany Road to the west are two and three storey commercial and light industrial premises, as well as a five storey mixed use residential flat building. Council recently granted consent for an affordable housing development located at 74-88 Botany Road. The proposal includes ground floor retail facing Botany Road. The Alexandria Park Heritage Conservation Area is located further to the west. A large area of public open space, known as Alexandria Park, is located to the south west of the site. The Australian Technology Park commercial centre is located 400m to the north west of the site.

3. RELATIONSHIP BETWEEN SSD 9393 AND CSSI 7400

3.1. CONCEPT APPROVAL – SSD 9393

Development consent was granted on 10 December 2019 for the Concept Development Application (SSD 9393) for Waterloo Metro Quarter Over Station Development 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 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.

This subject detailed DA seeks development consent for the construction of a basement car park that will support the Northern Precinct and Central Building. A separate Scoping Report and consequent SSD DA will be prepared for the Northern and Southern Precinct of the site and Central Building. A further application for site preparation works, including archaeological works and remediation works (where required) will be submitted to the Department.

3.2. CSSI APPROVAL – CSSI 7400

CSSI Approval 7400, as it relates to the Waterloo Station, includes:

- Demolition of existing buildings within the site.
- Excavation of the rail tunnel, concourse and platforms and therefore the setting of surrounding structural zones, services and accesses.
- Establishment of an aboveground station footprint (station boxes).
- Space provisioning for future lift cores, access, associated minor parking provision, retail and building services for the future OSD.
- Station entry via a Raglan Street, and via the public plaza from Cope Street.
- Public domain works (including to parts of the Raglan Street Plaza and the Cope Street Plaza).

The CSSI Approval included Indicative Interface Drawings for the below and above ground works at Waterloo Metro Station – South. 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.

Condition E101 of that approval requires that detailed Station Design & Precinct Plans be approved by the Secretary of the Department prior to the construction of above ground works.

The building design in the podium levels for the areas allocated to the OSD as approved by SSD 9393 will need to be coordinated with the Station Design & Precinct Plans prior to their approval by the Secretary.

4. DESCRIPTION OF THE PROPOSAL

4.1. OVERVIEW

The SSD DA seeks approval for bulk excavation and the construction of a multi-level basement car park to service staff, visitors and residents of the Northern Precinct and Central Building.

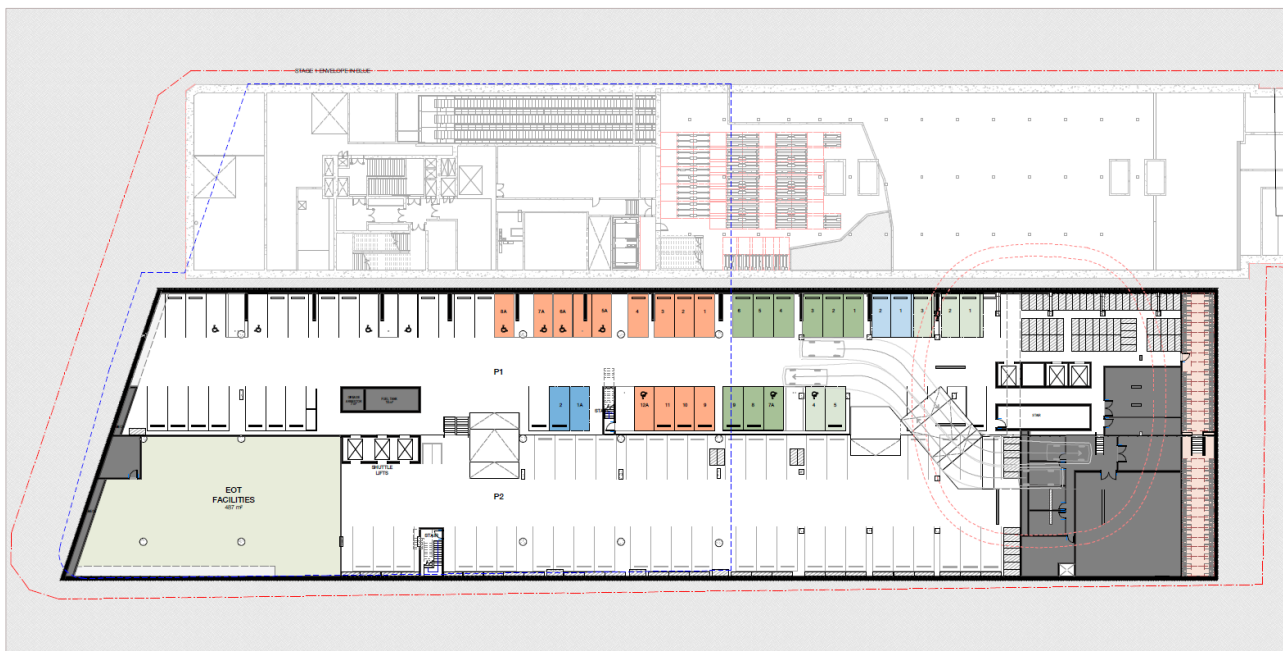
The design of the proposed car park has considered the future development of the Waterloo Metro Quarter site and its relationship to the Northern Precinct and Central Building.

The car park will comprise:

- 4 split levels of car parking;
- Maximum 220 car spaces for residential accommodation, commercial premises and retail premises;
- Vehicular access and egress from the Central Building from the southern elevation connecting to Cope Street to the east;
- End of trip facilities and bicycle parking; and
- Services.

The location and approximate areas for the proposed car park is shown below in **Figure 4**.

Figure 4 Basement P1 & P2



5. STATUTORY AND STRATEGIC CONTEXT

The site is located within the City of Sydney LGA. As such, the relevant Acts, environmental planning instruments and development controls relating to the site and relevant to considerations for the SSD application are as follows:

- *Environmental Planning and Assessment Act 1979 (EP&A Act)*;
- *State Environmental Planning Policy (State and Regional Development) 2011*;
- *State Environmental Planning Policy No 55—Remediation of Land and Draft Remediation of Land SEPP (SEPP 55)*;
- *State Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP Sydney Harbour) and Draft Environment SEPP*;
- *Sydney Local Environmental Plan 2012 (SLEP)*; and
- *Sydney Development Control Plan 2012 (SDCP)*.

Each of the above are described further below in terms of their relevance to the subject site and the proposed development.

5.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Pursuant to Section 4.36(2) of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*:

(2) A State environmental planning policy may declare any development, or any class or description of development, to be State significant development

The proposal is classified as SSD as detailed in Section 5.2 below.

In accordance with Section 4.5 of the EP&A Act, the Independent Planning Commission is designated as the consent authority if there is a Council objection to the DA or there are more than 25 submissions, unless otherwise declared by the Minister as a State Significant Infrastructure related development. Unless otherwise declared, the Minister will be the consent authority for the detailed SSD DA (refer Clause 8A of the SRD SEPP and Instrument of Delegation dated 11 October 2018).

5.2. STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

The Concept DA was classified as SSD under Section 4.36 of the EP&A Act as the development has a CIV in excess of \$30 million, and is for the purpose of residential accommodation associated with railway infrastructure under clause 8(1)(b) of *State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)*.

In accordance with clause 12 of the SRD SEPP, subsequent detailed DAs under the Concept DA are considered SSD regardless of CIV, as follows:

12 Concept development applications

If—

- a) development is specified in Schedule 1 or 2 to this Policy by reference to a minimum capital investment value, other minimum size or other aspect of the development, and*
- b) development the subject of a concept development application under Part 4 of the Act is development so specified,*

any part of the development that is the subject of a separate development application is development specified in the relevant Schedule (whether or not that part of the development exceeds the minimum value or size or other aspect specified in the Schedule for such development).

Accordingly, all subsequent detailed DAs to be sought for the Waterloo Metro Quarter site are considered SSD. For clarity this includes applications for the following:

1. Early Site Works;
2. Southern Precinct – Cope Street Plaza; social housing; student accommodation; gym; retail premises;
3. Central Building – Community uses; affordable housing; market housing; retail premises;
4. Basement – to support the Northern Precinct and Central Building (**this application**);
5. Northern Precinct – Commercial office; retail premises.

5.3. STATE ENVIRONMENTAL PLANNING POLICY NO. 55 – REMEDIATION OF LAND (AND DRAFT REMEDIATION OF LAND SEPP)

State Environmental Planning Policy No 55—Remediation of Land (SEPP 55) provides a state-wide planning approach to the remediation of contaminated land. SEPP 55 requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose.

Any site remediation for the eastern portion of the site affected by the construction of the Sydney Metro Waterloo Station is assessed and approved in accordance with the CSSI Approval. Further consideration of SEPP 55 is therefore only required on the western portion of the site.

The car park will be located on the western portion of the site and therefore the EIS will be supported by a Preliminary Site Investigation (PSI) and subsequent additional studies if recommended or required by the PSI. Detailed Remediation will however be also addressed within the Early Site Works Application as outlined above.

5.4. SYDNEY LOCAL ENVIRONMENTAL PLAN 2012 (SLEP)

SLEP is the principal environmental planning instrument applying to the site. The zoning, permissibility and key built form controls are addressed in **Table 2** below.

5.4.1. Permissibility

The site is zoned as B4 Mixed Use in SLEP. The objectives of this zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To ensure uses support the viability of centres.*

The car park is associated with the Northern Precinct and Central Building which comprises a mix of residential, retail, commercial and community uses. The land use table for B4 Mixed Use identifies each of the proposed land uses as development that is permitted with consent on the site.

5.4.2. Other LEP Provisions

The majority of provisions contained in SLEP are not relevant to the car park. Notwithstanding this, an assessment of the proposal against the principal development standards is provided below.

Table 2 – SLEP Principal Development Standards Compliance Table

| Development Standard | Control | Proposed | Complies |
|-------------------------|--|---|----------|
| 4.3 Height of buildings | The finalised Waterloo SSP increased the height controls on the site to take advantage of the new Metro Station. | The car park will be located entirely below ground. | Yes |
| 4.4 Floor space ratio | 6:1 across the site | Vehicular access, loading areas, garbage and services, and car parking to meet any requirements | Yes |

| | | | |
|---|---|---|-----|
| | | of the consent authority (including access to that car parking) is excluded from gross floor area, with the minor exception of any EOT facilities proposed within the basement. | |
| 5.10 Heritage Conservation | A heritage management document may be required to be prepared for land that is within the vicinity of a heritage item. The document is to assess the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item. | A detailed Heritage Impact Assessment and a Heritage Interpretation Strategy will be prepared for the proposed works. A structural report will be provided to consider impacts on structural integrity of the adjacent heritage item. | Yes |
| 6.45 Waterloo Metro Quarter - general | <p>The consent authority must not consent to development on land at the Waterloo Metro Quarter unless it is satisfied that the development is consistent with the following objectives:</p> <ul style="list-style-type: none"> - 12,000 sqm of GFA below podium for land uses other than residential accommodation or passenger transport facilities. - 2,000 sqm of GFA for the purpose of community facilities. - 2,200 sqm of land for publicly accessible open space. <p>Further, the consent authority must not consent to the construction of one or more dwellings on land at the Waterloo Metro Quarter unless:</p> <ul style="list-style-type: none"> - It is satisfied that at least 5% of the GFA used affordable housing - It is satisfied that no dwelling used for the purposes of affordable housing will have a GFA less than 50 square metres - It is satisfied that land uses other than residential accommodation or passenger transport facilities will be evenly distributed throughout the Waterloo Metro Quarter | The EIS will outline how other components of clause 6.45 will be delivered across the site, in accordance with the conditions of the Concept DA. This includes the delivery of additional public open space, affordable housing units, community floor space, and a significant component of non-residential floor space across the site. | Yes |
| 6.46 Waterloo Metro Quarter - State public infrastructure | Development consent must not be granted for development for the purposes of residential accommodation (whether as part of a mixed use development or otherwise) on land at the Waterloo Metro Quarter that results in an increase in the number of dwellings on that land, unless the Planning Secretary has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of designated State public infrastructure in relation to the land. | As outlined within the Concept SSD DA, the proposed infrastructure delivered by this development and the CSSI Approval satisfies clause 6.46. This will be outlined within the EIS. | Yes |

| | | | |
|-----------------|---|--|-----|
| 7.6 Car parking | The LEP sets a maximum provision of car parking based on site area. | SSD 9393 approves the following car parking provision: <ul style="list-style-type: none"> - The proposed development will not exceed the maximum 170 residential car parking spaces required by condition B8. The proposal will comply with this requirement and the non-residential car parking rates stipulated in Condition B8. | Yes |
|-----------------|---|--|-----|

Excerpts of the key built form control plans from the SLEP are provided at **Appendix B**.

5.4.3. Site Specific DCP

Clause 7.20 of SLEP requires the preparation of a DCP for sites outside of Central Sydney if the site area is more than 5,000 sqm or if the development will result in a building with a height greater than 25m above existing ground level. However, this obligation can be satisfied by the approval of a staged development application for the site. A staged development application has been approved for the site (SSD 9393), therefore clause 7.20 has been satisfied.

5.4.4. Satisfying Design Excellence

The relevant design excellence provisions in SLEP are:

- Clause 6.21(3) which requires the Consent Authority to not grant consent unless the proposed development exhibits design excellence.
- Clause 6.21(4) which defines matters the Consent Authority must have regard to in determining whether a development exhibits design excellence.
- Clause 6.21(5) which requires the Consent Authority to not grant consent unless a competitive design process has been held in relation to the proposed development. However, clause 6.21(5) is not applicable if a waiver is granted pursuant to clause 6.21(6).

The Concept Approval exercises the discretion available under clause 6.21(6) of 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.

The Sydney Metro Waterloo Design Excellence Strategy includes processes for competitive selection and project benchmarks capable of delivering a high quality architectural and urban design outcome in lieu of a SLEP competitive design process.

The SSD DA is for a basement car park only. Prior to the lodgement of subsequent SSD DA's for the Northern Precinct, Southern Precinct and Central Building, a final Sydney Metro Design Excellence Strategy will be submitted for approval by the Planning Secretary. In addition, a Design Integrity Report will be submitted to the Sydney Design Review Panel for review for the OSD buildings (not for this basement application).

5.5. SYDNEY DEVELOPMENT CONTROL PLAN 2012

In accordance with clause 11 of the State and Regional Development SEPP, the provisions of Sydney Development Control Plan 2012 do not apply to this development.

5.6. OTHER RELEVANT POLICIES

In addition to the above statutory provisions, the following relevant planning, goals and strategic planning objectives will be addressed:

- NSW State Priorities;
- State Infrastructure Strategy 2018-2038;

- A Metropolis of Three Cities – The Greater Sydney Region Plan 2018;
- Eastern City District Plan 2018 (including Planning Priority E11, growing investment, business opportunities and jobs in strategic centres);
- Future Transport 2056 Strategy;
- Better Placed – An integrated design policy for the built environment of New South Wales; and
- City of Sydney Local Strategic Planning Statement .

6. CONDITIONS OF CONCEPT APPROVAL

Condition A5 of the Concept Approval requires that, in accordance with Section 4.22 of the EP&A Act, all development under the Concept and subsequent stages are to be subject to future DAs. In addition, condition A6 requires that the determination of future DAs is to be generally consistent with terms of the Concept Approval SSD 9393. In this regard the following comments are made:

- The maximum number of car spaces to be provided for the residential accommodation is limited to 170 spaces, including residents' spaces and residential car share schemes but excluding visitor spaces and service vehicle spaces.
- The allocation of residential car spaces (up to a maximum of 170 spaces) must not exceed the rates stipulated in Condition B8 (b).
- The allocation of non-residential car spaces is to be provided in accordance with the rates stipulated in Condition B8 (c).
- A Car Parking Strategy and Management Plan will be prepared in accordance with the Concept Approval.
- Bicycle parking and end of trip facilities will be provided.

All required matters for consideration or impact assessment detailed in the SSD 9393 consent conditions will be assessed and are included as key issues for consideration in Section 7.

The key environmental planning issues that are proposed to be addressed in the EIS are outlined below to assist the Department and the Secretary in identifying the Environmental Assessment Requirements for the proposal.

7. KEY ISSUES FOR CONSIDERATION

7.1. LEGISLATIVE FRAMEWORK

The EIS will detail the applicable legislative approvals framework for the application. It will also provide an assessment of the proposal against the relevant matters required by Section 4.15 of the EP&A Act and Section 4.22 of the EP&A Act relating to Concept and future stage development applications.

7.2. RELATIONSHIP WITH AND REQUIREMENTS OF SSD 9393 AND CSSI 7400

The EIS will detail the relationship of the subject application with the existing approvals on the site.

The EIS will address and provide an assessment against the relevant conditions contained within SSD 9393. It will also include a description of works subject to approval by the Secretary of the Department in accordance with CSSI condition E101, and how coordination between these two approvals will be managed to manage construction timeframes.

7.3. TRAFFIC, ACCESS AND CAR PARKING

A Traffic and Transport Impact Assessment will be prepared for the SSD DA as required by condition B15 of the Concept Approval. The report will consider access, parking demand and the impacts of the proposed car park on the surrounding road network.

As required by condition B16, a Construction Traffic and Pedestrian Management Plan will also be prepared and include:

- Construction car parking strategy
- Haulage movement numbers/ routes including contingency routes
- Detailed travel management strategy for construction vehicles including staff movements
- Maintaining property accesses
- Maintaining bus operations including routes and bus stops
- Maintaining pedestrian and cyclist links/ routes
- Independent road safety audits on construction related traffic measures
- Measures to account for any cumulative activities/ work zones operating simultaneously.

Independent road safety audits will be undertaken for all stages of detailed design development involving road operations and traffic issues relevant to the OSD, as required by condition B17.

7.4. OPERATIONAL MANAGEMENT

The EIS will include an evaluation and assessment of the proposed impacts associated with the operational management of the car park. This will include consideration of matters such as:

- Vehicular access for different land uses;
- Design and use interaction assessment;
- Safety and security;
- Hours of operation;
- Waste management, loading and deliveries.

7.5. SECURITY AND CRIME ASSESSMENT

The EIS will detail how the car park design reinforces the CPTED principles, such as access, good amenity, lighting and public surveillance.

As required by condition B20, the SSD DA will be accompanied by a Security and Crime Risk Assessment prepared in consultation with NSW Police having regard to NSW Police publication “Safe Places Vehicle Management: A comprehensive guide for owners, operators and designers” and Crime Prevention Through Environmental Design (CPTED) principles.

7.6. ACCESSIBILITY AND BCA

An Access Report will accompany and support the EIS which will document the design of the car park and how it meets the relevant criteria, and where required, what performance solutions have been proposed.

A BCA Report will be submitted as part of the EIS to confirm that the proposed car park and its respective components will comply with the relevant provisions of the BCA. Some elements may require performance solutions to meet the intent of the standards.

7.7. HERITAGE IMPACT

The site is adjacent to a locally listed heritage item, being the Waterloo Congregational Church at 103 Botany Road. Consultation is required to be undertaken with the Waterloo Congregational Church as part of the conditions of the Concept Approval.

The proposed development will also consider the following details, as required by conditions B12 of the Concept Approval:

Future development applications for aboveground works shall include a detailed Heritage Impact Statement and a Heritage Interpretation Strategy for the proposed works prepared in consultation with the City of Sydney Council.

Further, condition B23 of the Concept Approval requires:

vibration testing is conducted before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent damage. In the event the vibration testing and monitoring shows that the preferred values for vibration are likely to be exceeded, the Applicant must review the construction methodology and, if necessary, propose additional mitigation measures.

advice of a heritage specialist has been incorporated on methods and locations for installed equipment used for vibration movement and noise monitoring of heritage-listed structures.

A detailed Heritage Impact Assessment and a Heritage Interpretation Strategy will be prepared for the proposed works, in consultation with the Heritage Council of NSW and City of Sydney Council. Advice from the heritage specialist and associated reporting will be incorporated into the Noise and Vibration Assessment.

7.8. ARCHAEOLOGY

The SSD DA will be accompanied by an Archaeological Research Design and subsequent Archaeological Method Statement that specifically applies to the works proposed as part of the Central Building. It will be informed by the results of archaeological works undertaken for the CSSI approval. The AMS will be prepared in accordance with Condition B29.

The proposed development will also demonstrate compliance with the recommendations and mitigation measures of the following Sydney Metro City and Southwest reports including:

- Artefact 2016, *Sydney Metro City and Southwest, Chatswood to Sydenham: Aboriginal Cultural Heritage Assessment.*
- Artefact 2016, *Sydney Metro City and Southwest, Chatswood to Sydenham: Aboriginal Heritage – Archaeological Assessment.*

7.9. GEOTECHNICAL

A Geotechnical Report will be prepared to identify the current soil profile and ground stability to determine the expected geotechnical impacts of the proposed excavation management practices. The report will also assess the existing groundwater environment within the site and subsequent impacts by the proposed works.

7.10. CONTAMINATION

A Contamination Report will be prepared to determine the contamination status of the site and its suitability, from a contamination viewpoint, for the future redevelopment of the site. The report will include recommendations for further works if deemed necessary.

7.11. FLOODING AND STORMWATER

The SSD DA will be accompanied by a Flood Impact Assessment which will address the conclusions and recommendations of the Concept Water Quality, Flooding and Stormwater Report dated 31 October 2018 prepared by AECOM, as required by condition B26 of the Concept Approval.

7.12. ENVIRONMENTAL PERFORMANCE / ESD

The proposed development will demonstrate how the principles of ecologically sustainable development (ESD) have been incorporated into the proposal, in accordance with condition B18 of the Concept Approval. The minimum performance targets set out in condition B19 will be met.

7.13. FIRE AND RESCUE ASSESSMENT

The SSD DA will be accompanied by a draft Fire and Rescue Assessment / Engineering Brief for the OSD prepared in consultation with Fire and Rescue NSW.

7.14. CONSTRUCTION IMPACT ASSESSMENT

Impacts of construction will be assessed in the EIS. The SSD DA will include the following which are required by condition B21:

- Construction Traffic Management Plan
- Cumulative Construction Impact Assessment (i.e. arising from concurrent construction activity)
- Noise and Vibration Impact Assessment
- Community Consultation and Engagement Plans
- Construction Waste Management Plan
- Air Quality Management Plan
- Location and design of basement to provide sufficient space / depth for tree planning proposed

7.15. UTILITIES

The existing capacity and any augmentation requirements of the proposed development for the provision of utilities, including staging of infrastructure through the preparation of an infrastructure / utility management plan will be provided with the SSD DA.

7.16. SOCIAL AND ECONOMIC IMPACTS

The social and economic impacts of the proposal will be detailed in the EIS. The anticipated social impacts will relate to:

- The provision of convenient and accessible car parking close to the Metro Station that will support the future residential, commercial and community uses.
- Consolidation of car parking on the site in an accessible location.
- Provision of bicycle parking and end of trip facilities to encourage sustainable modes of transport.

7.17. CONSULTATION

Consultation will take place with key stakeholders and agencies during the preparation of the EIS and during the assessment of the EIS, including:

- Department of Planning, Industry and Environment
- City of Sydney Council
- Office of Environment and Heritage
- Transport for NSW
- Infrastructure NSW
- Sydney Water
- Ausgrid
- Waterloo Congregational Church
- Relevant community organisations
- Occupants of neighbouring buildings

The EIS will be placed on public exhibition once the Department has reviewed the EIS to confirm that it has satisfactorily responded to each of the issues identified in the SEARs. The key stakeholders will be provided with an additional opportunity to review the proposal, including the final development plans and the detailed specialist studies and assessment reports accompanying the final EIS.

8. CONCLUSION

The purpose of this report is to request SEARs for the preparation of an EIS for a basement car park on the Waterloo Metro Quarter site which will support the Northern Precinct and Central Building.

The proposal seeks approval for the construction of a four level basement car park with a maximum of 220 car spaces, bicycle spaces and end of trip facilities.

This SEARs request outlines the approval pathway for the application, the legislative framework and the key matters for consideration in the assessment of the application. The EIS and subsequent applications will demonstrate how the proposed car park will support the Northern Precinct and Central Building on the Waterloo Metro Quarter site.

We trust that the information detailed in this letter is sufficient to enable the Department to issue the SEARs to guide the preparation of the EIS.

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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.

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