



Artist's impression of the Cope Street plaza and central building

Waterloo Metro Quarter: Pre-lodgement Community and Stakeholder Consultation Report

Client: Waterloo Developer Pty Ltd

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Acknowledgement of country

We acknowledge Country and pay respects to the Gadigal people as the Traditional Owners of the land on which the Waterloo development is situated.

We recognise their continued connection to Country and that this connection can be seen through stories of place and cultural practices such as art, songs, dances, storytelling and caring for the natural and cultural landscape of the area.

We also recognise the continuing living culture of Aboriginal peoples, and the significance of Waterloo in that living culture. We recognise the contemporary stories of displacement and the cultural significance of Waterloo in the continued journey of Aboriginal activism in Australia.

We acknowledge all the people who have and will contribute their stories of Waterloo and their connection to this place.

We recognise the importance of telling the First Story, first. All other stories of place in Australia come from and are woven into the First Story.

We recognise the importance of truth telling, and the telling of the whole story.

In line with the 2020 NAIDOC theme, we acknowledge that the land on which the Waterloo development stands was, is and always will be Aboriginal land.

We also acknowledge the 2020 National Reconciliation Week theme of In This Together which very much epitomises the multicultural community of Waterloo.

1 Introduction

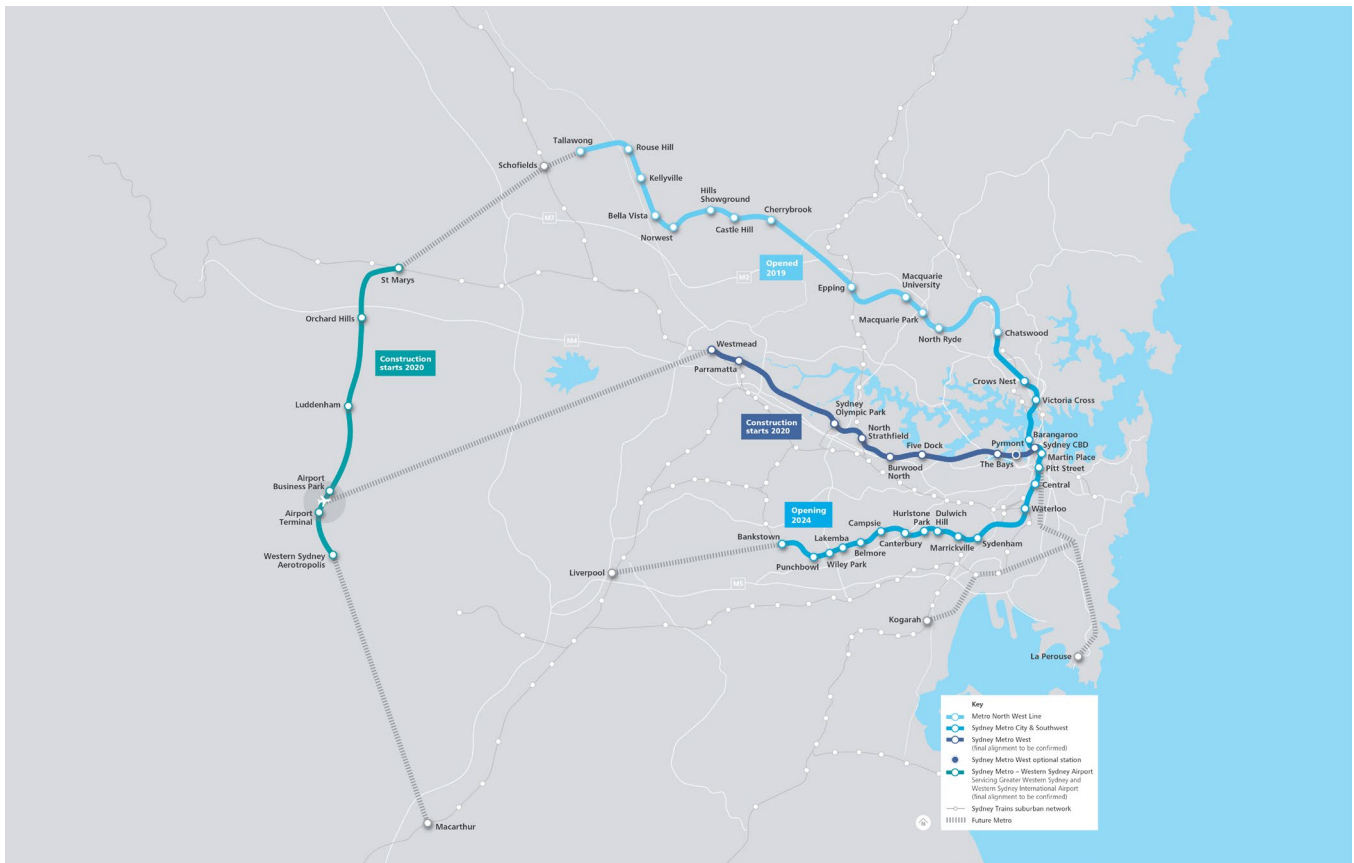
1.1 The project

Sydney Metro is Australia's biggest public transport project.

Services started in May 2019 in the city's north west with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 kilometre standalone metro railway system. There will be capacity for a metro train every two minutes in each direction under the Sydney city centre.

In addition to providing a safe, secure and reliable public transport service in the heart of Waterloo, the station will be a catalyst for urban renewal of the immediate station precinct and the broader area.



The new Waterloo integrated station development includes construction of the new Waterloo metro station by John Holland while a joint venture between John Holland and Mirvac will deliver the Waterloo Metro Quarter (WMQ) Over Station Development (OSD), including four buildings above and next to the station.

This project is known as the Waterloo integrated station development (WISD) and the John Holland and Mirvac joint venture is the Waterloo Developer Pty Ltd (the developer).

Detailed planning for the WISD comprising the station and precinct is occurring within the context of two existing approvals:

- » Critical State Significant Infrastructure (CSSI) Approval granted to Sydney Metro by the NSW Department of Planning, Industry and Environment (DPIE). This approval permits the:

- > construction and operation of a metro station on the site as part of the City & Southwest network, subject to the preparation of a detailed Station Design and Precinct Plan (SDPP)
- > undertaking of early enabling works.
- » A Concept Approval for a mixed use above station development granted by DPIE in 2019. This approval outlines:
 - > permitted uses including retail, commercial, residential and community
 - > requirements for open space and public domain
 - > development envelopes for up to five buildings.

A SDPP has been prepared for the detailed design and operation of the Waterloo metro station. The SDPP is presently being finalised and will soon be reviewed by Sydney Metro and a Design Review Panel led by the Government Architect before being assessed by DPIE.

Concurrent with the SDPP, John Holland and Mirvac have been preparing a detailed state significant development application (SSDA) for the: Southern, basement car park, Central and Northern over station development (OSD) precincts at the Waterloo Metro Quarter site. The detailed SSDA is consistent with the concept approval (SSD 9393) granted for the maximum building envelope on the site, as proposed to be modified.

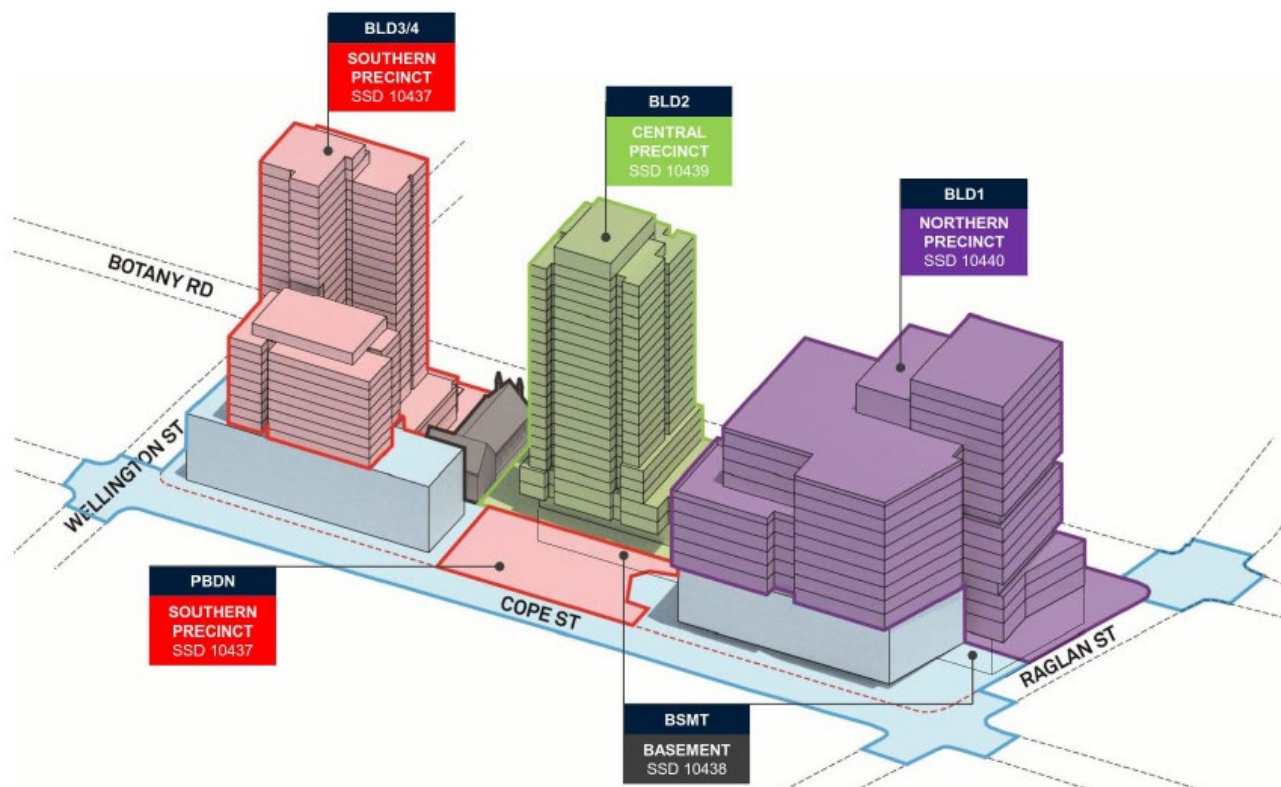


Image: Hassell

The Minister for Planning and Public Spaces, or their delegate, is the consent authority for the SSDA and this application is lodged with DPIE for assessment.

The detailed SSDA seeks development consent for the design, construction and operation of:

- » **Southern precinct:**
 - > a 25 storey (plus rooftop plant) residential building (Building 3) comprising student accommodation, to be delivered as a mixture of studio and twin apartments with approximate capacity of 474 students
 - > an 8 storey residential building (Building 4) above the southern station box to accommodate 70 social housing dwellings

- > ground-level retail tenancies including MakerSpace, gymnasium lobby and loading facilities
 - > level 1 and level 2 gymnasium and student accommodation communal facilities
 - > landscaping and private and communal open space at podium and rooftop levels to support the residential accommodation
 - > new public open space including delivery of the Cope Street plaza, including vehicle access to the site via a shared way from Cope Street, expanded footpaths on Botany and Wellington streets and public domain upgrades
 - > signage zone locations
 - > utilities and service provision
 - > stratum subdivision (staged).
- » **Basement car park:**
- > a 2-storey shared basement car park and associated excavation
 - > ground-level structure
 - > car parking for the commercial Building 1, residential Building 2, social housing Building 4, Waterloo Congregational Church and Sydney Metro
 - > service vehicle spaces
 - > commercial end-of-trip and bicycle storage facilities
 - > retail end-of-trip and bicycle storage facilities
 - > residential storage facilities
 - > shared plant and services.
- » **Central precinct:**
- > a 23 storey (plus rooftop plant) residential building (Building 2) comprising about 126 market residential and 24 affordable housing apartments, to be delivered as a mixture of one-bedroom, two-bedroom and three-bedroom apartments
 - > ground level retail tenancies, community hub, precinct retail amenities and basement car park entry
 - > level 1 and level 2 community facilities (as defined in the Sydney Local Environment Plan 2012 (SLEP)) intended to be operated as a childcare centre
 - > landscaping and private and communal open space at rooftop levels to support the residential accommodation
 - > new public open space including the delivery of the Church Square, including vehicle access to the basement car park via a shared way from Cope Street, expanded footpaths and public domain upgrades on Botany Road
 - > external licensed seating areas
 - > signage zone locations
 - > utilities and service provision
 - > stratum subdivision (staged).
- » **Northern precinct:**
- > a 16 storey (plus rooftop plant) commercial building (Building 1) comprising commercial floor space, with an approximate capacity for 4000 workers
 - > ground-level retail tenancies, loading facilities serving the northern and central precincts including Waterloo metro station

- > landscaping and private open space at podium and rooftop levels to support the commercial tenants
- > new public open space including delivery of the Raglan Street plaza, Raglan Walk, expanded footpaths on Raglan Street and Botany Road, and public domain upgrades
- > external licensed seating areas
- > signage zone locations
- > utilities and service provision
- > stratum subdivision (staged).

1.2 About this report

This Pre-submission Community and Stakeholder Consultation Report has been prepared to accompany a detailed SSDA for the Southern precinct, basement car park, Central precinct and Northern precinct over station development (OSD) at the Waterloo Metro Quarter site.

This report has been prepared to address the relevant conditions of the concept SSDA (SSD 9393) and the Secretary's Environmental Assessment Requirements (SEARs) issued for the detailed SSDA (SSD 10437 SSD 10438 SSD 10439 and SSD 10440).

The SEARs requires the developer to consult with a range of stakeholders as follows:

- » augmentation requirements for utilities to service the Amending Concept Proposal in consultation with relevant agencies
- » provision of public benefit, services and contributions in consultation with key stakeholders, such as the Department of Planning Industry and Environment, The City of Sydney (CoS) and Transport for NSW (TfNSW) and provide details of allocation or voluntary planning agreement
- » relevant local, state or commonwealth government authorities, service providers, community groups and affected landowners and in particular with:
 - > City of Sydney
 - > Transport for NSW
 - > Sydney Trains
 - > Sydney Metro
 - > Sydney Coordination Office (SCO) (within TfNSW)
 - > surrounding residents and businesses including the Waterloo Congregational Church
 - > relevant community groups
 - > relevant special interest or recreational groups.

To inform the detailed SSDA, the developer undertook a comprehensive program of stakeholder engagement activities to consult with:

- » agencies and authorities
- » utilities
- » the community (identified as):
 - > landowners, residents, businesses and their employees who live and work within a 500-metre radius of the Waterloo Metro Quarter site
 - > key stakeholders, such as the Waterloo Congregational Church, local community organisations and service providers, and CoS staff

- > anyone who has registered for regular communications about construction of the metro station and the integrated station development.

This report outlines the:

- » program of engagement undertaken to prepare the detailed SSDA
- » key themes and common feedback received relevant to the detailed SSDA
- » developer's high-level responses to the feedback received.

Feedback directly relevant to the station and its operation is provided as a supporting report within the SDPP documentation.

2 The engagement process

2.1 Approach to engagement

John Holland and Mirvac are committed to transparent, accessible and proactive engagement with stakeholders and the wider Redfern, Waterloo and Alexandria community.

A program to guide engagement throughout the complete course of the project was prepared by the developer. This program was reviewed and endorsed by Sydney Metro. The following table outlines key elements of the approach to engaging stakeholders across the various stages of the five-year redevelopment of the precinct.

Stage	Core engagement focus	
Planning	SDPP <ul style="list-style-type: none"> » Support detailed statutory planning approvals for station construction work » Prepare industry participation programs 	SSD DA <ul style="list-style-type: none"> » Support detailed statutory planning approvals » Understand community needs and aspirations » Placemaking and public art » Community facilities and programs » Identify and develop community relationships » Commence specialist Aboriginal engagement stream
	Activities	
	<ul style="list-style-type: none"> » Regular project updates » Community newsletters » Online webinars/briefings for: <ul style="list-style-type: none"> > local community organisations and resident associations > adjacent business owners and residents > broader community » Aboriginal engagement program to inform: <ul style="list-style-type: none"> > public art and cultural landscape research > community programs > industry participation programs and opportunities for Aboriginal enterprise » Regular updates to project website » Online and/or face-to-face information sessions to support exhibition » Information sessions and pop ups to support exhibition (subject to COVID-19 Plan) » Community relations program – emails, updates and community information line 	

Stage	Core engagement focus	
Design and construction	Station <ul style="list-style-type: none"> » Establish clear expectations around impacts of construction work » Implement a responsive place-based community relations program » Readily accessible 24-hour communications channels 	Over station development <ul style="list-style-type: none"> » Industry participation programs » Interim placemaking and activations » Engagement on detailed public domain design, public art, wayfinding and community programs, including engagement with local community-based organisations around opportunities for the MakerSpace and community hub » Engagement to support exhibition of potential modifications to approvals
	Activities	
	<ul style="list-style-type: none"> » Regular project updates » Community newsletters » Ongoing liaison with community groups and organisations » Convene Project Leadership Group as per Project Delivery Agreement » Community engagement to develop public art works and detailed design of public domain » Developing relationships with local organisations to support MakerSpace, community hub and activations program » Regular updates to project website » Construction community relations – emails, updates and community information line 	
Operation and progressive occupation	Station <ul style="list-style-type: none"> » Wayfinding, orientation and awareness 	Over station development <ul style="list-style-type: none"> » Community events and activation » Programming and operation of community facilities » Welcoming new residents » Ongoing community relations for remaining over station development
	Activities	
	<ul style="list-style-type: none"> » Place manager role commences » Regular project updates » Community newsletters » Ongoing liaison with community groups and organisations » Project Leadership Group as per Project Delivery Agreement » Working with local organisations to support MakerSpace, community hub and activations program » Launch precinct web portal » Community events. 	

2.2 Building on previous consultation

It should be noted that in preparing the detailed SSDA, the design and placemaking teams familiarised themselves with the outcomes of previous consultation undertaken to prepare the:

- » Station CSSI Application
- » Consultation Report and Submissions Report for the 2019 Concept Plan application for the above station development component undertaken by Sydney Metro and Urban Growth.

2.3 Parameters of pre-lodgement consultation

John Holland and Mirvac are committed to being open and straightforward in all their interactions and made genuine efforts to consult with all relevant stakeholders and the community about the over station development plans. It is recognised that while there is wide community support for the development there are varying views about the nature of change that is occurring more broadly throughout the Waterloo area.

The developer is committed to thorough engagement, although many key aspects of the project were already determined and approved within the concept plan, or subject to a Project Delivery Agreement with Sydney Metro.

This included matters such as:

- » provision of social housing and affordable housing within the precinct
- » building envelopes
- » location of the public plaza.

Working within these parameters the developer was keen to hear community perspectives to flesh out the final form and function of the overall development. This included feedback on key elements such as:

- » design of public spaces
- » public art
- » some aspects of building design
- » nature of retail
- » community facilities, activations and events
- » employment, enterprise, education and training programs.

2.4 How the community was consulted

Planning for the consultation period involved defining who was considered to be a part of the Waterloo integrated station development community. Members of this community were identified as:

- » traditional owners and Aboriginal stakeholders
- » landowners, residents, businesses and their employees who live and work within a 500-metre radius of the Waterloo Station site
- » stakeholders, such as the Waterloo Congregational Church, South Eveleigh, local community organisations and service providers, and City of Sydney
- » people and groups registered for regular communications about the Waterloo metro station and the integrated station development.

The timeframe for engagement coincided with the restrictions imposed to respond to the COVID 19 pandemic and engagement activities were modified to comply with requirements to minimise community exposure and transmission. While opportunities to conduct face-to-face engagement were limited, the developer hosted a series

of online events for the Waterloo integrated station development community to respond to emerging ideas and designs for the over station development.

Consultation was conducted over an extended period from May through to July 2020. This allowed for more sessions, and to accommodate smaller groups, so people had an opportunity to ask questions and provide feedback.

Engagement occurred through a series of online forums, targeted emails to stakeholders and invitations to call the stakeholder manager and talk about issues and opportunities relating to the design of the WISD, as well as construction impacts. Aboriginal placemaking consultancy Murawin also undertook a specific program to engage with Aboriginal stakeholders.

79 individuals participated across 19 consultation sessions. Community facing engagement undertaken across the period of preparing the detailed SSDA is outlined in the table below.

DATE	EVENT	PARTICIPATION
11 May	Yarning Circle with Aboriginal stakeholders	6
29 May	South Eveleigh	1
05 June	Meeting with City of Sydney, Community Infrastructure Team	4
16 June	Landowner – 60 Botany Road, Waterloo	1
17 June	Licensee – Cauliflower Hotel, Botany Road, Waterloo	2
	Custodian, Waterloo Congregational Church	2
	Waterloo Redevelopment Group (Inner Sydney Voice was part of the group and provided comments outside the group)	10
	Body corporate – 62–72 Botany Road, Waterloo (opposite site)	3
18 June	REDWatch	12
20 June	General community webinar – Wellington Street residents	2
22 June	General community webinar	4
23 June	South Sydney Business Chamber	1
24 June	General community webinar	3
1 July	Ethnic Communities Council – Cope Street	2
14 July	General community webinar	1
15 July	General community webinar	5
18 July	General community webinar	0
14–15 July	Aboriginal forums	8
July	Emails received providing feedback on the project	9
May–July	Ongoing engagement with Mirvac South Eveleigh Team	3

Consultation was notified by:

- » emails to about 1100 subscribers
- » flyers distributed to 5000 properties within 500 metres of the WISD site, incorporating residents, landowners, businesses and community groups

» invitations to community-based groups and organisations.

Supporting information on these activities is detailed in Appendix A.

2.5 Engaging with agencies, authorities and utilities

The detailed SSDA was prepared in consultation with several agencies, authorities and utilities, as outlined in the following table:

AGENCIES, AUTHORITIES AND UTILITIES	MEETING DATE
Design Excellence Evaluation Panel (DEEP)	
» DEEP #1	29 January 2019
» DEEP #2	19 February 2019
» DEEP #3	26 March 2019
» DEEP #4	7 May 2019
Department of Planning, Industry and Environment	
» Scoping meeting	3 February 2020
» Pre-lodgement meeting #1	4 June 2020
» Pre-lodgement meeting #2	23 June 2020
» Pre-lodgement meeting #3	29 July 2020
City of Sydney	
» Project overview	4 March 2020
» Focus session #1: Public domain	8 April 2020
» Focus session #2: Sustainability	28 April 2020
» Focus session #3: Urban form	28 April 2020
» Focus session #4: Traffic and transport	6 May 2020
» Focus session #5: Acoustic, natural ventilation and sustainability	19 May 2020
» Focus session #6: Sustainability	26 May 2020
» Focus session #7: Acoustic, natural ventilation and sustainability	22 July 2020
Design Review Panel (refer to Environmental Impact Statement (EIS) Appendix – Design Integrity Report)	
» DRP presentation #1	18 February 2020
» DRP presentation #2	17 March 2020
» DRP presentation #3	31 March 2020
» DRP presentation #4	9 April 2020
» DRP presentation #5	21 May 2020
» DRP presentation #6	4 May 2020
» DRP presentation #7	19 May 2020
» DRP presentation #8	1 June 2020
» DRP presentation #9	12 June 2020
» DRP presentation #10	30 July 2020
» DRP presentation #11	
Sydney Metro/Planning and Programs/Sydney Coordination Office within Transport for NSW	
» Full panel	

AGENCIES, AUTHORITIES AND UTILITIES	MEETING DATE
» Follow-up focus panel	17 June 2020
» Follow-up focus panel	25 June 2020
	5 August 2020
NSW Fire	16 April 2020 20 April 2020 13 May 2020
Sydney Water	28 May 2020 29 June 2020
Ausgrid	22 May 2020 25 May 2020 22 June 2020 8 July 2020 6 July 2020 6 July 2020 9 July 2020
NSW Police	13 July 2020
Jemena	17 June 2020 18 June 2020 1 July 2020
Sydney Trains	4 August 2020
Land and Housing Corporation (LAHC)	19 June 2020 11 August 2020
Department of Communities and Justice – Family and Community Services	19 June 2020
Sydney Health District	8 July 2020

3 What we heard

3.1 Overview

There were differing views about the emerging plans for the precinct, particularly regarding the:

- » design of individual buildings and proposed materials
- » level of car parking being provided
- » station access points
- » nature of retail to be provided throughout the precinct.

Overall the reduction in height from what was approved in the concept plan was well received and seen as an improvement, however some people felt the buildings were still out of scale, would overshadow surrounding neighbourhoods and dominate the character of the area. Residents living close to the precinct also cited concerns about loss of privacy and amenity impacts arising from increased residential and commercial activity on the site.

Aspects of the design relevant to the detailed SSD DA that gathered general support included the:

- » design of public domain and extent of planting
- » commitment to public art
- » provision of bicycle parking
- » incorporation of additional commercial floorspace to activate the precinct.

Many of the comments about the design of the buildings appeared to reflect personal preferences and it was difficult to discern an overall view on the precinct design. Some feedback encouraged building designs to be pushed further to be more distinctive and contribute to the character of Waterloo.

A constant theme in responses was that the precinct could not be considered in isolation. Community members requested a strategic approach to planning for traffic and pedestrian movement and the coordinated provision of open space, recreation, community facilities and services to address the cumulative impacts of development throughout the area.

Concerns were expressed that congestion along Botany Road (particularly at the Raglan Street intersection) would present ongoing problems for pedestrians using the precinct.

There was also some commentary that there was little demand for childcare in the area and that consideration be given to alternative uses for the community facilities building. It was also noted that over the next few years discussions should occur with local community organisations to ensure programs such as the MakerSpace respond to community needs and complement existing activities.

3.2 Murawin consultation with Aboriginal stakeholders

This section summarises suggestions and issues raised by Aboriginal stakeholders in the consultation program convened by Murawin. Key findings from this process included:

- » Waterloo is a significant area for the Aboriginal community, being a place bound up with self-determination. The station should be distinctive and highlight the contemporary Aboriginal culture of Redfern and Waterloo.
- » The Gadigal language and local heroes of the Aboriginal community should be celebrated throughout the precinct.
- » There was support for Murawin's cultural landscapes approach of telling the First Peoples' stories first and using this foundation to then tell the stories of colonial heritage and multicultural immigration to the area.

- » Opportunities for Aboriginal participation should not just be limited to public art. There should also be opportunities for Aboriginal enterprise, procurement, employment, retail, cultural practice and community.
- » Other points included:
 - > extent of change within the area which is displacing Aboriginal people
 - > proportion of affordable housing should be targeted to Aboriginal people who are being forced out of the area by rising rents
 - > public plaza and surrounding areas should be welcoming to Aboriginal people
 - > plenty of seating should be provided in and around the station and plaza.

It was also noted that Sydney Metro needs to:

- » run programs to recruit, train and employ Aboriginal staff
- » require consultant teams working for them to provide employment for Aboriginal professionals at the beginning of the project so Aboriginal and non-Aboriginal designers, architects and placemakers work in partnership
- » consult Aboriginal people in the early stages of a project rather than when designs are more fully developed
- » continue ongoing consultation with the local Aboriginal community throughout the project, including a project leaders' meeting with the Aboriginal community.

Responses to these matters can be found throughout Section 4 Community feedback.

3.4 Local Community Organisations

The following feedback was received during consultation sessions convened with the support of REDWatch and the Waterloo Development Group for the benefit of their members. It presents a summary of the range of issues discussed by members and should not be construed as representing the considered position of either organisation.

3.4.1 REDWatch

Feedback and issues raised	How is this addressed
<p>This project should not be seen in isolation from other developments within the area. There needs to be a study that looks at cumulative impacts of development upon pedestrian flows and traffic flows arising from this project and other large future developments in the area.</p> <p>There needs to be greater consideration of facilitating safe pedestrian flows into the site. Particularly for pedestrians alighting from northbound buses along Botany Rd.</p> <p>The width of footpaths along Botany Rd should be able to accommodate people queuing for buses while also allowing for trees and landscaping.</p> <p>A range of views were expressed about provision of car parking:</p> <ul style="list-style-type: none"> » A participant suggested that more parking was needed to address existing and future demand and relieve pressure on street parking within Alexandria and Eveleigh. » Others stated that given the precinct was very well served by public transport it made sense to limit parking on site. 	See Section 4.1
<p>There was general support for the decision to retain the overall amount of social and affordable housing even though the amount of residential development had decreased.</p> <p>It was requested that the affordable housing provider consider allocating a proportion of the affordable dwellings for Aboriginal people who were being forced out of this area by the high cost of dwelling ownership.</p>	See Section 4.3
<p>The reduction in height of the buildings from what was permitted in the Concept Plan was supported, although some noted they felt the buildings were still too high and would impact surrounding areas.</p>	See Section 4.2
<p>It was noted that while the northern building was reduced in height it would be good to see mapping that shows the sunlight to the plaza at different times of the year.</p>	See Section 4.6

Feedback and issues raised	How is this addressed
<p>The was discussion about the adequacy of the plaza area given the size of the redevelopment.</p> <p>A participant questioned whether there was enough park space and recreational spaces within the area to accommodate projected growth and that the COVID situation had put a focus on how important this type of space was and how overcrowded local parks were during the pandemic.</p> <p>Other participants noted the LAHC plan proposed a large park directly opposite the Metro Quarter.</p> <p>The public spaces and retail need to be welcoming and inclusive.</p>	
<p>The retail/place manager and security will need to be trained to deal with challenging behaviour in a sensitive and responsive way. The community would not want to see a heavy-handed response to people who may have mental health issues. Security and centre managers will need to build relationships with local health service providers to assist in difficult situations.</p> <p>Should have clear governance about who is responsible for maintaining what -so that people know who to go to if there is an issue. For example, within the estate many problems such as cleaning up sharps are not resolved as neither Health or LAHC say they are responsible.</p>	See Section 4.9
<p>Mirvac /JHG should speak with the Sydney Health District to locate a small Health One facility within the precinct as it is much needed community infrastructure and above a train station would be an ideal location for the many services Health One provides.</p>	See Section 4.5
<p>A drop-in session should be organized so that people in the wider community beyond REDWatch members have an opportunity to learn about the project and provide comment.</p>	Due to COVID restrictions this was not possible. A number of open online sessions were widely advertised. Drop in sessions are planned throughout the exhibition period, COVID permitting.

3.4.2 Waterloo Development Group

Feedback and issues raised	How is this addressed
<p>More detail is needed about the community space and community uses on the site.</p> <p>There is a need for a Community Centre of approximately 100 sqm that can accommodate arrange of community activities.</p> <p>Placemaking is complex and there is a lot of work that needs to be done - social infrastructure should at the core of placemaking at Waterloo.</p>	See Section 4.4
How many affordable housing dwellings will be provided?	<p>27 affordable apartments will be created, this is more than the required 5%.</p> <p>See Section 4.3</p>
<p>Reservations were expressed about relying solely on online forums for the pre-lodgement consultation.</p> <p>Early consultation was seen as important, because further through the process there is less scope for change and input. Clarity was sought about the scope of influence given the Concept Plan is already approved.</p>	<p>Due to COVID restrictions this was not possible. Drop in sessions are planned throughout the exhibition period, COVID permitting.</p> <p>Consultation is being undertaken within the parameters of the approved Concept Plan.</p>
The reduction in carparking from what was permitted in the Concept Plan was positively received.	See Section 4.1
<p>Some participants felt the building designs should be more distinctive and reflective of Waterloo.</p> <p>Concerns were expressed about the levels of solar access to social housing apartments.</p>	See Section 4.2
<p>A preference was expressed to see colourful and distinctive planting around the site to give the place attractiveness and character.</p> <p>There was discussion about the amenity of the public domain, including wind effects and solar access to the plaza given the changed massing of the northern building.</p>	See Section 4.6

3.5 Within precinct landowners

3.5.1 Waterloo Congregational Church

Feedback and issues raised	How is this addressed
<p>Given the proximity of the church within the precinct, the custodian is a key stakeholder. Discussions focused on:</p> <ul style="list-style-type: none"> » ensuring access for vehicles for weddings and funerals » enabling continued operations throughout construction » security given no fences are proposed » managing changes in levels around the church. 	<p>An initial meeting was held on the 17 June 2020 with the church custodian.</p> <p>Construction activities will be planned to avoid or minimise disruption of church operations as much as possible. As the existing vehicle zone will be retained on Botany Road, there is no disruption envisaged to the church.</p> <p>The church will have a dedicated relationship manager, who will be the sole point of contact and the interface with the construction team to resolve any issues.</p> <p>The existing dedicated wedding and funeral vehicle zone on Botany Road, immediately outside the church, will be retained. This was presented to the Transport Coordination Office on 25 June 2020 and agreed by all parties present at the session.</p> <p>The public domain has been designed to integrate the church seamlessly into the Waterloo Metro Quarter precinct. Bollards, vehicle mitigation devices and planting is proposed to control movement of vehicles and pedestrians in the vicinity of the church.</p> <p>The landscape design has been integrated with the existing church levels to ensure access via the side doors is retained.</p> <p>The custodian of the Church and the developer have agreed to meet regularly throughout planning and construction.</p>

4 Community feedback

4.1 Traffic, transport and pedestrian access



There were frequent comments that the precinct could not be considered in isolation and participants encouraged a strategic approach to planning for pedestrian and traffic movement throughout the area surrounding the precinct.

Feedback and issues raised	Developer response
<p>There were frequent comments that the precinct could not be considered in isolation and participants encouraged a strategic approach to planning for pedestrian and traffic movement throughout the area surrounding the precinct, including the need to:</p> <ul style="list-style-type: none"> » see detailed modelling for both vehicular and pedestrian traffic » look at cumulative impacts of the development upon pedestrian and traffic flows » facilitate pedestrian flows across Botany Road for commuters travelling to and from Eveleigh, Redfern Station and the south via Wellington and Buckland streets. 	<p>Pedestrian modelling has also been undertaken to ensure sufficient public spaces to accommodate not just the population anticipated when the station opens, but well into the future. Full details of these considerations are available in the Detailed DA reports.</p> <p>Refer to relevant Transport, Traffic and Parking Impact Assessment:</p> <ul style="list-style-type: none"> » SSD-10437 Southern precinct » SSD-10438 Basement car park » SSD-10439 Central precinct » SSD-10440 Northern precinct
<p>Congestion of surrounding streets, particularly Botany Road, was noted as a key issue to be addressed. Suggestions for further resolution included:</p> <ul style="list-style-type: none"> » positioning of the northbound bus stop on Botany Road » improvements to the footpaths on the western side of Botany Road to accommodate more pedestrian traffic » any footpaths along the Botany Road frontage must be wide enough to accommodate pedestrians and queuing bus passengers. 	<p>The northbound Botany Road bus stop is outside the development footprint.</p> <p>Widened footpaths around the perimeter of the precinct and at bus locations will enable waiting passengers to safely queue while also allowing pedestrians to pass.</p> <p>Enhanced pedestrian crossings are being created at the intersections of Cope and Wellington streets and Cope and Raglan streets. Provision is also made for a potential midblock crossing on Botany Road. The existing southbound bus stop on Botany Road located between Raglan and Wellington streets, will be extended to accommodate more buses.</p>
<p>Provision of infrastructure to support cycling such as on-street bike racks and bike parking at the station.</p>	<p>The precinct links directly into the regional cycle network via the bike path on Wellington Street.</p> <p>The Wellington Street bike path is a CoS/TfNSW requirement.</p> <p>Bike parking is provided throughout the precinct. There will be 80 bike parking spaces on surrounding footpaths and 320 undercover and secure bike spaces within the station.</p>

Feedback and issues raised	Developer response
<p>Feedback about buses noted that more consideration should be given to planning for:</p> <ul style="list-style-type: none"> » a layby for northbound buses to accommodate increased numbers of buses queuing along Botany Road between Raglan and Wellington streets » protection and shelter for bus patrons. 	<p>The northbound bus stop layby is outside the development footprint.</p> <p>Awnings on precinct buildings on Botany Road and Raglan Street will provide weather protection for bus customers.</p>
<p>While some people commented that more parking should be provided on site given the existing pressures on parking in surrounding streets, others felt that with the improvements to public transport, parking within the new development should be limited. Concerns were expressed about:</p> <ul style="list-style-type: none"> » loss of car parking along Cope and Wellington streets » retention of longer stay and disability permitted parking spaces in Cope Street. This was particularly important for older people and people with a disability who regularly access the services of the Ethnic Communities Council. 	<p>As an integrated station development, we are looking to public and active transport being the dominant and preferred modes of access to both the station and the development.</p> <p>On-street parking allocation, regulation and enforcement is the responsibility of the CoS.</p>
<p>When the precinct is operational, measures to ensure no commuter, worker and resident parking in surrounding streets will need to be implemented and enforced. Additional information was requested about how parking for construction workers would be managed.</p>	<p>Car parking allocation for the development is in accordance with CoS requirements.</p> <p>The kiss-and-ride area is an essential part of enabling access to the station and the broader precinct and was envisaged in the CSSI approval.</p> <p>Two new bus stops are proposed on Raglan Street and Botany Road.</p> <p>Construction workers will be encouraged to use public transport within the project induction program.</p>
<p>Facilitate pedestrian flows across Botany Road for commuters travelling to and from South Eveleigh.</p> <p>Look at opportunities to facilitate connections to the light rail network.</p>	<p>TfNSW and CoS are responsible for broader traffic and pedestrian infrastructure improvements.</p> <p>A two-minute direct trip on the metro network from Waterloo to Central will enable passengers to access the light rail to destinations such as Moore Park, the Randwick Health Precinct and the University of NSW.</p>

4.2 Precinct level design considerations



While the reduction in height from what was approved in the concept plan was well received some people noted that they felt the buildings were still too tall.

Feedback and issues raised	Developer response
<p>While the reduction in height from what was approved in the concept plan was well received, some people noted that they felt the buildings:</p> <ul style="list-style-type: none"> » were still too tall » would cast shadows within and beyond the precinct » were dominant compared to the scale of the surrounding area » would result in loss of amenity, views and privacy. 	<p>Building heights are lower than what is permitted in the approved concept plan.</p> <p>The proposed amendment to the concept approval significantly reduces the overshadowing on the Waterloo heritage conservation area.</p> <p>The proposed detailed designs further reduce overshadowing on Alexandria Park. There will be no overshadowing on the park after 10am on 21 June (winter solstice) and a maximum of 30 per cent between 9am and 10am on the same day.</p> <p>The southern and central buildings have been designed to be significantly below the approved envelope and lower on the western side of the rooftops to minimise overshadowing.</p>
<p>Suggestions to lessen these impacts included:</p> <ul style="list-style-type: none"> » reducing heights of the northern and southern buildings » equitably distributing social housing and student housing across the precinct » relocating entrances of student and social housing away from Wellington Street to non-residential Cope Street and Botany Road » removing balconies from the Wellington Street façade of the southern buildings » further setting back the social housing and student accommodation buildings to bring more light into Wellington Street. 	<p>Building heights are lower than what is permitted in the approved concept plan.</p> <p>Distribution of buildings and uses across the site are consistent with the concept plan.</p> <p>Student housing has a primary Botany Road address.</p> <p>Social housing will be owned by the Land and Housing Corporation as a single stratum. It occupies a prime location above the southern station box, facing the future Waterloo housing estate redevelopment, and is easily accessed from Wellington Street.</p> <p>Balconies in the southern building are an Apartment Design Guidelines (ADG) requirement. Potential amenity impacts from the use of these balconies have been addressed by setting the social housing building 12–14 metres back from the approved building line. Deep balconies and use of solid balustrades will further reduce noise transmission.</p> <p>The student housing building has been set back between 6.5 and 8.5 metres from the Wellington Street boundary – a greater setback than approved in the concept approval.</p> <p>Social housing has been set back 12 metres – 14 metres from the Wellington Street boundary – a greater setback than approved in the concept approval. Furthermore, Level 9 (top level) of the social housing building has been set back an additional 4.5 metres to improve solar access to Wellington Street.</p>

Feedback and issues raised	Developer response
<p>Many of the comments about the buildings appeared to reflect personal preferences and it was difficult to discern an overall view on the precinct design. Some of the responses that were more frequently heard included:</p> <ul style="list-style-type: none"> » need for building design that pushes the envelope and is unique to, and reflective of, Waterloo » greenery and landscaping to soften the appearance of the buildings and plaza » southern buildings do not seem to have the same level of design detail and resolution as the central and northern towers » designers should not be afraid of some colour on the buildings » palette of warmer natural materials was preferable to harder industrial materials and finishes » incorporation of public art across the precinct is important to telling the story of this area. 	<p>The Waterloo Metro Quarter has been carefully designed by industry leading architects in line with an Urban Design Framework, which is uniquely Waterloo. This includes use of materials unique to Waterloo, reflects the local character, scale and form of the history and buildings unique to this site. Careful consideration of the buildings has ensured responsive and sensitive architecture.</p> <p>Public domain includes significant planting including large trees and provision for deep soil planting.</p> <p>All buildings have been developed to the same level of design resolution. Buildings and public domain have benefitted from an extensive Design Review Panel process. The design team has focused on developing highly distinctive buildings while also ensuring the precinct remains cohesive.</p> <p>A diverse palette of building materials and finishes has been used to provide visual interest with a focus on highly detailed podium structures and masonry.</p> <p>Materials and colours have been carefully considered to be uniquely Waterloo. This includes an eclectic, diverse material palette across the precinct.</p> <p>The developer has made a significant contribution to public art that will be integrated throughout the precinct. The public art strategy has been informed by a deep understanding of the area. It also requires artists to undertake additional community engagement as they develop individual works.</p>
<p>Concerns about amenity impacts arising from the development included:</p> <ul style="list-style-type: none"> » measures to reduce the heat island effect » minimising the impact of wind within the plaza and around the precinct » measures to attenuate noise from servicing and plant for the new development to maintain the amenity of the surrounding area » overshadowing and loss of sunlight to Wellington Street and the Alexandria heritage area » noise from people congregating on balconies » loss of privacy and outlook for residents to the north of the site in the Cope Street apartments. 	<p>Green rooftops and photovoltaic solar panels occupy the majority of building rooftop areas.</p> <p>At the ground plane, over 50 per cent of the surrounding streets will have mature tree canopies, far more than the CoS 'street cover' guidelines.</p> <p>Awnings around the perimeter of the precinct will provide protection from wind.</p> <p>All plant rooms will be acoustically treated to minimise noise pollution.</p> <p>Waste collection will occur within loading dock enclosures.</p> <p>Overshadowing has been significantly improved from the approved concept.</p> <p>Balconies have been designed in line with ADG guidelines. Solid materials are used at lower levels to maximise privacy and minimise noise.</p> <p>The approved concept envelope has been reduced by up to 25 metres within the northern precinct. Privacy and outlook for residents has been improved because of the reduced height.</p>

4.3 Social, student and affordable housing



There were mixed views on both the location and amount of student housing and social housing components of the development.

Feedback and issues raised	Developer response
While most people supported the provision of social housing and affordable housing, there were mixed views on both the location and amount of student housing and social housing components of the development.	Student accommodation brings a diverse and vibrant group of residents to the precinct which supports a vision for the precinct to be active around the clock. The social housing, as a single stratum will be owned by LAHC, which occupies a prime location above the southern station box, facing the future Waterloo housing estate redevelopment area.
Some noted it was important for social and affordable housing to be provided in perpetuity and that consideration be given to ensuring some of this housing is targeted to Aboriginal people who are being forced out of this area by the high cost of dwelling ownership.	Social housing will be owned and operated by LAHC. Allocation and provision of housing will be the responsibility of LAHC and the affordable housing provider. Affordable housing on the site will be owned and operated by a certified not-for-profit affordable housing operator.
The developer was commended by some stakeholders for preserving the same amount of affordable housing even though overall apartment numbers had been reduced.	Noted.
A few residents living south of Wellington Street felt that the current proposal concentrates too many people in the southern portion of the site and could create amenity issues for this area. They suggested that student and social housing be more equitably distributed throughout the entire precinct.	The population density across the precinct is concentrated to the north, directly above the Waterloo Station entry. The commercial building will accommodate about 4000 workers.
Some people noted that student housing and social housing wasn't spoken about during preparation of the concept plan. They felt there was already enough of this housing type within the immediate area.	The delivery of social housing was a requirement and is permitted under the approved concept plan. Likewise, the provision of five per cent affordable housing is required by the Stage 1 approval. Student and social housing will contribute to activation of the public areas and surrounding businesses.

4.4 Community uses and facilities



There were several questions around the size and type of the community facilities.

Feedback and issues raised	Developer response
<p>There were several questions around the size and type of community facilities. While there was some support for a community workshop/MakerSpace, other suggestions included:</p> <ul style="list-style-type: none"> » Health One centre » new school facilities » community library or learning centre » small movie theatre » meeting rooms » farmer's market on a Saturday, like the one at Carriageworks » free events in the public space. 	<p>Childcare is an approved community use under the terms of the bid and the zoning.</p> <p>Preliminary discussions have been had with the Sydney Local Health District to explore opportunities for providing health services from the precinct.</p> <p>In addition to public art, there will be a contribution to placemaking, activation and events within the precinct. The details of this program and the nature and operation of the MakerSpace will be developed over the three-year construction period.</p>
<p>It was also seen as critical that community facilities were affordable for all in the community and didn't require users to have third party insurance, etc, which makes other facilities in the area prohibitive.</p>	<p>Noted.</p>
<p>It was also noted that the precinct redevelopment should secure economic opportunities for Aboriginal people and residents of social housing who live within the Waterloo area. This should not just cover participation in construction but extend to working with employers locating to the precinct.</p>	<p>In addition to a program for Aboriginal participation in construction. We will also look at ways to promote Aboriginal enterprise and employment opportunities within the precinct as part of the retail strategy and the placemaking activation program.</p>

4.5 Retail and services



There was a wide range of views regarding retail to be provided within the precinct.

Feedback and issues raised	Developer response
<p>There was a wide range of views about retail to be provided within the precinct, particularly on the matter of whether a supermarket is needed or desirable. Other suggestions included:</p> <ul style="list-style-type: none"> » smaller local offers with no chains 	<p>The feedback is noted and will inform the retail and procurement strategy to be implemented closer to when the station and precinct are ready to operate.</p> <p>The intention is for retail to support the varied needs of:</p> <ul style="list-style-type: none"> » metro customers

Feedback and issues raised	Developer response
<ul style="list-style-type: none"> » good quality cafes and food and places where you can sit outside » butchers, delicatessens and a bakery » a small specialty gift shop that showcases the work of local artisans and producers » not competing with established local retailers on Regent Street » affordable retail to respond to the needs of people on low incomes. <p>Ideas suggested for services included:</p> <ul style="list-style-type: none"> » health and medical » a small cinema » a Service NSW office. 	<ul style="list-style-type: none"> » workers and residents within the precinct » the surrounding community. <p>The retail strategy will respond to the diverse needs of people within the precinct and the surrounding area. This may include health and medical, Services NSW and many other potential operators.</p>
Positioning of retail in the station building on the corner of Cope and Wellington streets was supported as it would provide activation and passive surveillance to this end of the site.	Activation of the frontages along Cope Street and Botany Road is a key feature of the proposal.

4.6 The plaza and public domain



Although there were some concerns about the overall adequacy of the amount of open space provided, the design plans for the public plaza and open space were generally well received.

Feedback and issues raised	Developer response
Although there were some concerns about the overall adequacy of the amount of open space provided, the designs for the public plaza and open space were generally well received.	Provision of open space was addressed in the CSSI and concept plan approvals. The plaza is consistent with these approvals.
It was suggested that rooftops and podium areas be landscaped to extend the amount of planting and available open space across the precinct. Others noted that green walls on buildings would help to provide room for nature and soften the look and feel of the precinct.	The use of rooftop areas has been carefully considered to balance the provision of photovoltaic solar panels to support the precinct's sustainability initiatives and provide amenity to the residents and tenants of the buildings.
Overall feedback on the reduced height of the northern building was encouraging. People were keen to see more detail on the extent of sunlight to the plaza at different times of the year. Other suggestions received were: <ul style="list-style-type: none"> » minimising the amount of hard surfaces 	<p>Durable hard surfaces are required to withstand the significant foot traffic and use the plaza will receive. Plantings and public art will serve to soften the appearance of the plaza.</p> <p>Extensive plantings and advanced trees will be provided to soften the appearance of the plaza and provide shade. Endemic plants will be featured across</p>

Feedback and issues raised	Developer response
<ul style="list-style-type: none"> » planting advanced trees to provide instant shade and greenery » making the public spaces and retail safe, welcoming and inclusive » inclusion of plenty of areas to sit particularly closer to the station with supplementing shade trees with awnings and shade structures » sensitive design and operational measures to manage antisocial behaviour » not using deciduous trees » infrastructure to support events and activation of the plaza » introducing water features into the public domain design to cool and calm the plaza – possibly even water play areas such as in Darling Harbour » considering the final design of the plaza in the context of the park across the road as envisaged in the Waterloo Estate masterplan » using endemic trees and plants as part of the Aboriginal story of the area. 	<p>the precinct and their significance to Aboriginal people will be interpreted.</p> <p>The plaza has been designed as both a gathering place and access way to the station. Design of the public domain complies with all requirements for disability access.</p> <p>Additional seating has been incorporated into planter boxes, and within the plaza. Planter boxes around all street frontages will serve two purposes a) landscaping and b) safety against 'hostile' vehicles.</p> <p>CCTV and use of Crime Prevention Through Environmental Design principles will help address concerns around safety and antisocial behaviour.</p> <p>There are a variety of evergreen and deciduous trees proposed for around the precinct with careful consideration of ongoing maintenance and pedestrian safety.</p> <p>The Cope Street plaza has been carefully considered to incorporate public art and provide multi-purpose functionality to support community events.</p> <p>Water features are not proposed as they would impact on the flexibility of the proposed plaza.</p> <p>Endemic trees and plants are proposed.</p>
Provide awnings around the perimeter of the precinct and particularly near the bus stop on Botany Road.	Awnings will be provided around the entire precinct to maximise pedestrian amenity, in particular on Botany Road next to the southbound bus interchange.
Remove seating on the Wellington Street frontage to the precinct as it is a small street, will be in shade for a large part of the day, and has an interface with existing residential dwellings.	General seating is placed equitably throughout the precinct to provide universal amenity for all pedestrians, including those less mobile. Standard CoS street furniture is proposed.

4.7 Individual buildings

4.7.1 Southern buildings



Most commentary focused on the height of these buildings and a view that the design of these two buildings was not as resolved as other buildings within the precinct.

Feedback and issues raised	Developer response
This set of buildings attracted the most commentary due to height and a view that the design of these two buildings was not as resolved as other buildings within the precinct.	Noted.

Feedback and issues raised	Developer response
<p>It was noted by some residents living to the south of the precinct that these buildings concentrated a lot of particular types of residential premises in the south of the site and there would be an increase in noise and movement at all hours of the day. Requests were made to:</p> <ul style="list-style-type: none"> » orient the entrances and access of the social housing building to the plaza » remove balconies from south-facing building façades » set back the social housing building further from Wellington Street » improve the design and visual interest of these buildings to the level of others within the precinct. 	<p>Social housing, as a single stratum owned by LAHC, occupies a prime location above the southern station box, facing the future Waterloo housing estate development. Access to the social housing building is most appropriate from Wellington Street.</p> <p>Balconies in the southern building are an ADG requirement. Potential amenity impacts from use of these balconies have been addressed by setting the social building back between 12 to 14 metres from the Wellington Street boundary. This is a significant increase in setback from the approved concept plan.</p> <p>Deep balconies and use of solid concrete balustrades will reduce noise transmission.</p> <p>Both the social housing and student accommodation buildings have benefitted from an extensive Design Review Panel process.</p>

4.7.2 Northern building



The reduction in height of these buildings was welcomed and they were generally seen as having a good degree of design resolution and visual interest.

Feedback and issues raised	Developer response
<p>This building was generally viewed as having a good degree of design resolution and visual interest and providing a landmark address to the precinct. The open nature of the building lobby was also seen as contributing to activating the Botany Road edge of the site.</p>	<p>Noted.</p>
<p>Several participants noted they were pleased to see the height of this building dropped to below that permitted by the approved concept plan. Concerns were expressed by some about the apparent bulk of this building and concerns that it would overshadow the plaza.</p>	<p>Buildings in the northern precinct have been designed to present a series of distinct volumes with differing finishes and building articulation.</p> <p>The buildings have been configured to satisfy requirements for solar access to public spaces achieving compliance consistent with the condition achieved under the maximum envelopes approved in the Stage 1 concept plan.</p>
<p>A resident to the north in Cope Street noted she was not aware of the concept approval and expressed concern that due to the height of the commercial building with its 24-hour use, residents of her building would lose privacy, their district outlook and airflow.</p>	<p>The concept plan was approved in 2019.</p> <p>The reduction of height in the commercial building in Raglan Street is well under what is allowable within the approved concept plan, thereby presenting a reduced frontage to the north.</p> <p>Building separation will still allow for airflow throughout and beyond the precinct.</p> <p>Impacts on privacy and overlooking are managed by designing solid balustrades to the lower levels of the</p>

Feedback and issues raised	Developer response
	residential building, as well as incorporating a reduced level of glazing to the southern façade of the office building.

4.7.3 Central building



The comments received about the central building were focused mainly on uses within it such as childcare and affordable housing.

Feedback and issues raised	Developer response
The comments received about the central building were focused mainly on uses within it such as childcare and affordable housing. The use of awnings and active frontages to Botany Road was supported as was the setback to enable a wider footpath in this area.	Noted.
While the reduced height of this building was welcomed, some stakeholders noted it would negatively impact neighbourhoods to the south and west of the site.	<p>The central and southern buildings have been designed to be significantly lower than the approved envelope, primarily to avoid overshadowing of Alexandria Park.</p> <p>In addition to this, the northern building is proposed to be 25 metres lower in height than that approved in the concept scheme. This significantly reduces the overshadowing on the Waterloo Heritage Conservation Zone, improves wind conditions on the site and visual bulk.</p>

4.8 Public art



The commitment to public art was noted by some as adding a distinctive dimension to the precinct.

Feedback and issues raised	Developer response
<p>The commitment to public art was seen as adding a distinctive dimension to the precinct. Suggestions included:</p> <ul style="list-style-type: none"> » a sculpture that acknowledges First Nations peoples' links to the land » works that speak to the contemporary Aboriginal culture of the area » consideration of multicultural history 	<p>The public art strategy provides for a series of significant works to be commissioned throughout the precinct. These works will be in a range of media and scales. The strategy has been developed by curators Tess Allas and Sebastian Goldspink and informed by the work of Murawin, a specialist placemaking consultancy.</p> <p>A key focus of the strategy is responding to the links First Nations peoples have and continue to have with</p>

Feedback and issues raised	Developer response
<ul style="list-style-type: none"> » street art in laneways » bold largescale works like in Madrid Airport » bring colour into the area, particularly the station » works that reference the rich and diverse multicultural nature of the area » ongoing arts events and productions, not just large fixed public artworks. 	<p>Country, as well as the contemporary stories of Waterloo.</p> <p>One theme that will be explored is the diversity of people who have come to Waterloo from other countries and the area's multicultural history.</p> <p>One of the selection criteria for public artists involves their capacity and willingness to engage with the community in development of works. This will create further connections between the community and the precinct and also ensure the work reflects the character and stories of this very diverse community.</p> <p>Sydney Metro is also commissioning a large scale public artwork to be located within the station.</p> <p>The developer will establish a placemaking fund and Precinct Leadership Group. This group will engage with the local community and run events and activations. A place manager will also be engaged to coordinate activities on site.</p> <p>As the site is being constructed, the developer will be working with local organisations to explore:</p> <ul style="list-style-type: none"> » the nature of this program » how it would be curated » opportunities for local creatives.

4.9 Precinct operation and governance



Public areas of the site, including the plaza and footpaths, need to be designed and operated to ensure safety and amenity for all.

Feedback and issues raised	Developer response
It was noted that the public areas of the site, including the plaza and footpaths, need to be designed and operated to ensure safety and amenity for all. This was particularly important for areas that interface with existing residential dwellings.	<p>The plaza has been designed as both a gathering place and access way to the station. Design of the public domain complies with all requirements for disability access.</p> <p>Retail uses around the edges of the plaza and at key points on street frontages, along with residential balconies, will provide passive surveillance across a large part of the day.</p> <p>Footpaths around the perimeter of the precinct are under control of CoS.</p>
It was suggested that drinking of alcohol (outside of licensed areas) should be prohibited across the precinct to ensure a welcoming and safe environment.	The plaza area is publicly accessible private open space and managed by Mirvac. Mirvac's intention is to designate the plaza itself an alcohol-free area with exemptions for:

Feedback and issues raised	Developer response
	<ul style="list-style-type: none"> » licensed restaurants, small bars and food outlets surrounding the plaza » events such as food festivals, etc.
It was noted that when the precinct is operating, management and security will need to be trained to deal with challenging behaviour in a sensitive and responsive way. The community did not want to see a heavy-handed response to people who may have mental health issues. Security and centre managers will also have to build relationships with local health services and community service providers to assist in difficult situations.	<p>CCTV will operate within the station and throughout the precinct.</p> <p>The public areas will be privately owned publicly accessible space maintained by Mirvac as the long-term owner of the commercial building.</p> <p>Careful consideration of the management and security procedures will ensure the precinct is welcoming and safe for all residents and visitors.</p>
Clear precinct governance about who is responsible for maintaining the area would also be required given multiple ownership and that different parts of the precinct would fall under the responsibility of Sydney Metro, Mirvac, City of Sydney, Land and Housing Corporation and a community housing provider.	<p>Security within the station and at entrances to the station will be the responsibility of Sydney Metro.</p> <p>Responsibility for maintaining areas within and around the precinct is outlined below:</p> <ul style="list-style-type: none"> » station area – Sydney Metro » wider precinct including plaza, laneways, interfaces with buildings – Mirvac as the owner of the commercial lot » footpaths and local streets – CoS. <p>The WMQ owners and the Waterloo Station operator will be bound by a legal agreement ensuring responsible, efficient and coordinated maintenance and operation of the precinct.</p>
A few participants sought more information about emergency management. Some were concerned that the 'crowded nature' of the site and surrounding streets could make it difficult for emergency services to access the precinct.	The precinct has been designed with full consideration of emergency procedures and the increased population associated with the Waterloo Metro study (prepared in consultation with NSW Fire, NSW Police and expert security consultants).

4.10 Precinct activation



There was support for reducing the number of residential apartments and creating more commercial space to diversify uses across the site and activate the precinct.

Feedback and issues raised	Developer response
There was support for reducing the number of residential apartments and creating more commercial space to diversify uses across the site and make the place busy during the day.	Noted.

Feedback and issues raised	Developer response
<p>Programming and events in the plaza, community hub and MakerSpace were key to activating the precinct. Suggestions included:</p> <ul style="list-style-type: none"> » farmers markets » local artisan market » spaces for affordable retail and social enterprises » opportunities for Aboriginal enterprises » workshops to make and repair things. 	<p>Noted.</p> <p>The plaza has been designed:</p> <ul style="list-style-type: none"> » as a welcoming and inclusive community gathering space » for community events appropriate to a space of its size » to facilitate ready and unencumbered access to the station.
<p>The use of the MakerSpace for artist's studios was not supported, as it was felt this would not provide any extended community benefit.</p>	<p>The MakerSpace is one of many potential community orientated retail uses that may occupy the space.</p> <p>Over the next few years while the station is being built, engagement will occur with community organisations to identify locally relevant activations for publicly accessible areas and facilities when the precinct is operational.</p>

4.11 Cultural heritage



Waterloo is a place of great significance to First Nation peoples from across Australia. It is also a very diverse community; not just culturally but also socially given the large number of public housing residents within the area. Much of the commentary noted that this diversity should be reflected within the precinct.

Feedback and issues raised	Developer response
<p>In addition to the issues raised by Aboriginal stakeholders consulted by Murawin, some community members also noted the significance of Redfern and Waterloo to many new Australians who had settled in the area and that this diversity is strongly reflected in the social housing community.</p>	<p>These points are noted.</p> <p>The Public Art Strategy and Placemaking Strategy have a strong emphasis on recognition and celebration of Aboriginal culture, as well as the multicultural and social diversity of the area.</p>
<p>The Ethnic Communities Council (ECC) has been in the area since the 1970s and still services CALD communities from across Sydney and NSW. The ECC building in Cope Street was the birthplace of SBS and played a key role in the evolution of multiculturalism as a tenet of civic life within Australia. The ECC noted that this contribution should be celebrated within the precinct and offered to provide details of this history to inform the heritage and cultural strategy.</p>	
<p>While it was essential not to define the area through disadvantage, some people noted the strong sense of community within Waterloo was born out of adversity and a commitment to social justice and inclusion, as evidenced by its working class and social housing history.</p>	

4.12 Construction management



Community members close to the precinct noted that the contractor will need to continue to work with the community and keep them informed.

Feedback and issues raised	Developer response
<p>Community members who live near the site noted that although there have been amenity impacts from works to date, these have generally been well managed and complaints addressed. Other comments raised about construction included:</p> <ul style="list-style-type: none"> » contractor will need to continue to work with the community and keep them informed » construction vehicles will cause congestion and amenity impacts in surrounding streets » noise and dust will need to be managed » night work should be minimised and not go beyond 11pm. 	<p>A comprehensive community relations and communications program will support construction activities across the site. This includes:</p> <ul style="list-style-type: none"> » a dedicated place manager position » a 1800 number for queries and complaints » regular construction updates and notifications. <p>While the intention is to minimise night work, some will be required for utility connections, particularly off Botany Road.</p> <p>When night work is necessary, the place manager will liaise with impacted residents and businesses to ensure enough notice is given and respond to any issues arising from out of hours construction activities.</p> <p>Hours of work and any exceptions to these will be guided by the relevant consent conditions.</p> <p>Refer to the Construction Environment Management Plan for information on mitigation measures for construction impacts, including construction traffic.</p>

5 Consultation with Agencies, Authorities and Utilities

5.1 Design Review Panel

Feedback and issues raised	Developer response
<p>The refinement of the detailed SSD DA also benefitted from an exhaustive Design Review Panel (DRP) process led by the NSW Government Architect.</p> <p>This panel convened ten times to iteratively review and advise on the emerging design that was being developed within the parameters of the 2017 and 2019 approvals. A key focus of the panel's guidance was to optimise integration of the station and the public spaces and buildings throughout the precinct.</p>	<p>Details of this process and responses to issues raised by the DRP are contained in the EIS Appendix Y – Design Integrity Report.</p>

5.2 Design Excellence Evaluation Panel

Feedback and issues raised	Developer response
<p>The refinement of the initial proposal developed as part of the RFQ also benefitted from feedback from the Design Excellence Evaluation Panel (DEEP).</p>	<p>Details of this process and responses to issues raised by the DEEP are contained in the EIS Appendix Y – Design Integrity Report.</p>

5.3 NSW Government departments and agencies

5.3.1 Transport for NSW (TfNSW)

Sydney Coordination Office

Consultation	Developer response
<p>Consultation with the SCO occurred on 17 and 25 June, and 5 August 2020.</p> <p>Discussions focused primarily on the location and operation of the loading docks in the commercial building (northern precinct) and student accommodation building (southern precinct) and the capacity of the bus stop on Botany Road to accommodate a higher frequency of services given Waterloo's status as an interchange station.</p>	<p>Issues surrounding the loading dock were resolved to the satisfaction of the SCO at the meeting on 25 June 2020. Additional detail can be found in the relevant section of SSD-10438 Basement Car Park.</p> <p>The Botany Road bus stop has been designed to accommodate a number of buses at any one time with ample room for customers to queue without blocking pedestrian access along Botany Road.</p> <p>Detailed pedestrian modelling work was undertaken to ensure sufficient pedestrian movement at the bus stop, particularly in peak periods.</p> <p>Provision for the church vehicle zone (for wedding and funeral vehicles), currently located immediately outside the church on Botany Road, was discussed and agreed that it would remain in place. The retention of this dedicated zone has no impact on the increased bus movements anticipated at the new bus interchange.</p>

Sydney Trains

Consultation	Developer response
<p>Discussion with Sydney Trains staff on 4 August 2020 focused on the following:</p> <ul style="list-style-type: none"> » wayfinding to support ease of movement between Sydney Trains at Redfern Station, buses and the metro » positive responses to precinct design, landscaping and public art particularly Aboriginal artwork and cultural elements » student housing allocation to respond to changes in demand due to COVID-19 » need for ongoing dialogue. 	<p>Wayfinding and signage will be implemented close to completion of the station. Connections to Redfern Station will be highlighted.</p> <p>Student allocation remains unchanged.</p> <p>The WISD place manager has committed to regularly updating and liaising with Sydney Trains.</p> <p>Attendees invited to opt in to receive email correspondence, including notifications and newsletters.</p>

5.3.2 Land and Housing Corporation

Consultation	Developer response
<p>Virtual meeting with LAHC development managers and communications manager and Department of Communities and Justice – Family and Community Services Waterloo housing estate client liaison and assets management representatives.</p> <p>There have been regular discussions with LAHC department staff and these will continue about the over-station development.</p> <p>During consultation the following was noted:</p> <ul style="list-style-type: none"> » significant reduction in basement car parking » clarification of height of the commercial building » purpose of the pre-DA consultation and what it would achieve » interest in the plaza facing the housing estate » delivery date of the social housing. 	<p>Car parking is provided in line with CoS requirements.</p> <p>Height of the commercial building has been reduced by up to 25 metres below the approved envelope within the concept plan.</p> <p>The plaza faces Cope Street and the park proposed in the latest version of the Waterloo Estate master plan.</p> <p>The social housing building is expected to be completed by late 2023.</p>

5.3.3 Department of Communities and Justice – Family and Community Services

Consultation	Developer response
<p>Virtual meeting with LAHC development managers and communications manager and Department of Communities and Justice – Family and Community Services Waterloo housing estate client liaison and assets management representatives.</p> <p>There have been regular discussions with LAHC department staff and these will continue about the over-station development.</p> <p>During consultation the following was noted:</p> <ul style="list-style-type: none"> » disability access to the station » interest in social housing finishes and external elements » concerns about the impact to McEvoy Street and surrounding areas from development of the site » interest in over-station building design and future community facilities. 	<p>Design of the station’s public areas complies with all requirements for disability access.</p> <p>Social housing internal and external finishes will be as agreed in the PDA and are outlined in the SSD-10437 Southern Precinct.</p> <p>As an integrated station development, public transport will be the dominant and preferred mode of travel to and from the station precinct.</p> <p>Ample bike parking facilities will also help to encourage cycling as a mode of travel to the station precinct. This will reduce vehicular traffic on local roads, including McEvoy Street.</p> <p>Community facilities are in the southern and central precincts, including a MakerSpace, community hub and childcare centre.</p>

5.3.4 NSW Police

Consultation	Developer response
<p>Correspondence and meetings with NSW Police (South Sydney Police Area Command) occurred as follows:</p> <p>13 July 2020</p> <ul style="list-style-type: none"> » present the scheme, discuss local crime issues and items of consideration for the Waterloo precinct. <p>4 August 2020</p> <ul style="list-style-type: none"> » further consultation to understand the operational context and specific security threats. Items raised have been incorporated into the Security Risk Assessments. 	<p>For additional detail refer to the CPTED Assessment and Security Risk Assessment within the relevant EIS:</p> <ul style="list-style-type: none"> » SSD-10437 Southern Precinct » SSD-10438 Basement Car Park » SSD-10439 Central Precinct » SSD-10440 Northern Precinct.

5.3.5 NSW Fire

Consultation	Developer response
<p>Correspondence and meetings with Fire Rescue NSW occurred as follows:</p> <p>16 April 2020</p> <ul style="list-style-type: none"> » emails and phone discussion to agree on the content of the Fire Engineering Strategy <p>20 April 2020</p> <ul style="list-style-type: none"> » emails and phone discussion to agree on the presentation date and attendees for the Fire Engineering Strategy <p>13 May 2020</p> <ul style="list-style-type: none"> » virtual meeting to present the Fire Engineering Safety Strategy for WMQ. Fire Rescue NSW provided general positive feedback. 	<p>For additional detail refer to the Fire Strategy Report within the relevant EISs:</p> <ul style="list-style-type: none"> » SSD-10437 Southern Precinct » SSD-10438 Basement Car Park » SSD-10439 Central Precinct » SSD-10440 Northern Precinct.

5.4 City of Sydney

Consultation	Developer response
Sustainability	
<p>Matters raised included:</p> <ul style="list-style-type: none"> » opportunity with the precinct-wide renewal to achieve carbon neutrality » BASIX would apply to student housing » CoS is keen to see: <ul style="list-style-type: none"> > fossil fuel-free transition and no gas within the development > separation of organics and use of City of Sydney Guidelines for Waste Management in New Developments > initiatives that support the circular economy and local community needs > five per cent development energy targets for use of renewables > measures to optimise thermal performance and comfort of the student housing building through use of natural ventilation strategies > glazing and insulation use > NABERS for apartments rating and the incorporation of energy metering to facilitate these assessments. 	<p>The sustainability strategy was developed over a number of sessions with CoS.</p> <p>For more detail refer to EIS Appendix F - Architectural Design Report, Appendix L - Waste Management and Appendix M - Sustainability.</p>

Community facilities	
<p>Requested consideration be given to health services or a Health One facility on site.</p> <p>Cited study saying limited demand for childcare in the area.</p> <p>They also noted the importance of working with local organisations to explore:</p> <ul style="list-style-type: none"> » nature of activities provided within the MakerSpace to complement what is already occurring within the area » an ongoing program of community, recreational and cultural events » works that reference the rich and diverse multicultural nature of the area » ongoing arts events and productions not just large fixed public artworks » providing services and amenities that respond to changing demographics and community needs, including affordable retail and particularly fresh food » engaging with LAHC to work on the specific needs of the social residents. <p>Provide opportunities for social and local procurement beyond Aboriginal Participation in Construction. Any social enterprises should also have a strong local connection.</p> <p>The CoS sought clarification on how the MakerSpace for artist studios would provide any extended community benefit.</p>	<p>There will be flexibility within the retail strategy to meet the diverse needs of people within the precinct and the surrounding area. This may include health and medical facilities, Services NSW and other potential operators.</p> <p>Childcare is an approved community use under the zoning.</p> <p>There is a commitment to establish a placemaking fund to run events and activations. A place manager will also be employed to coordinate activities on site.</p> <p>As the site is being constructed, the developer will be working with local organisations to explore:</p> <ul style="list-style-type: none"> » the nature of this program » how it would be curated » opportunities for local creatives. <p>The intention is for retail to support the varied needs of the:</p> <ul style="list-style-type: none"> » metro customers » workers and residents within the precinct » surrounding community. <p>In addition to the Aboriginal Participation in Construction program, we will also look at ways to promote Aboriginal enterprise and employment opportunities within the precinct, as part of the retail strategy and the placemaking activation program.</p>
Traffic and transportation	
<p>The CoS had minor comments on the traffic and transportation components of the development, presented on 5 May 2020.</p>	<p>The developer confirmed traffic and pedestrian modelling is being undertaken collaboratively across the precinct. For more detail refer to the EIS Appendix I – Traffic Impact Assessment.</p>
Public domain	
<p>Comments included:</p> <ul style="list-style-type: none"> » ensuring consideration of the church in development of the scheme » ensuring appropriate flood protection is adopted for all areas of the site » querying the extent of land to be dedicated to CoS. 	<p>Refer to Waterloo Congregational Church section.</p> <p>These comments were all considered in the development of the design.</p> <p>For more detail refer to the EIS Appendix KK – Landscape and Public Domain Report.</p> <p>No actions or follow-up sessions for public domain were requested by CoS.</p>
Urban design and built form	

<p>The urban design and built form components presented on 28 April 2020.</p> <p>CoS generally supported the:</p> <ul style="list-style-type: none"> » central precinct scheme with minor comments and encouraged additional rationale be demonstrated in the Architectural Design Report and Solar Access Report, with respect to the objectives of solar access. » southern precinct scheme and encouraged additional rationale be demonstrated in the Architectural Design Report, with respect to the objectives of building separation. <p>CoS acknowledged the voluntary setback alignment with the church and desire to maximise sunlight access to Alexandria Park.</p>	<p>Central precinct (Building 2 residential)</p> <p>The developer's design team presented the scheme, in particular demonstrating compliance with the ADG.</p> <p>For more detail refer to Architectural Design Report and Solar Access Report these reports.</p> <p>Southern precinct (Building 3 student accommodation/Building 4 social housing)</p> <p>The developer's design team presented the scheme, in particular demonstrating compliance with the ADG.</p> <p>For more detail refer to the Architectural Design Report. For more detail refer to EIS Appendix F – Architectural Design Report.</p>
<p>Noise, vibration and natural ventilation</p>	
<p>Minor comments on the noise, vibration and natural ventilation requirements, particularly on the residential dwellings impacted by Botany Road.</p>	<p>The noise attenuation strategy employed on the residential buildings, includes the use of external wall integrated noise attenuators to achieve natural ventilation.</p> <p>For more detail refer to the EIS Appendix K – Noise and Vibration Assessment.</p>

5.5 Utilities

5.5.1 Ausgrid

Consultation	Developer response
<p>Correspondence and meetings with Ausgrid occurred as follows:</p> <p>22 May 2020</p> <ul style="list-style-type: none"> » email, confirm and accept application for power for Buildings 3 and 4 mini chambers <p>25 May 2020</p> <ul style="list-style-type: none"> » email, confirm and accept application for power for Building 1 chamber <p>22 June 2020</p> <ul style="list-style-type: none"> » virtual meeting, confirm appointment of Ausgrid contestable project coordinator <p>8 July 2020</p> <ul style="list-style-type: none"> » virtual meeting, discuss AN21263 Building 3 mini substation flood planning and position <p>6 July 2020</p> <ul style="list-style-type: none"> » email and virtual meeting, AN21263 PDS received <p>6 July 2020</p> <ul style="list-style-type: none"> » email and virtual meeting, AN21264 PDS received <p>9 July 2020</p> <ul style="list-style-type: none"> » virtual meeting, Buildings 3 and 4 substation flood planning levels. 	<p>For more detail refer to the Services and Utilities Infrastructure Report in the relevant EISs:</p> <ul style="list-style-type: none"> » SSD-10437 Southern Precinct » SSD-10438 Basement Car Park » SSD-10439 Central Precinct » SSD-10440 Northern Precinct.

5.5.2 Sydney Water

Consultation	Developer response
<p>Correspondence and meetings with Sydney Water occurred as follows:</p> <p>8 May 2020</p> <ul style="list-style-type: none"> » Sydney Water Statements of Flow and Pressure issued and received for WMQ water mains <p>22 May 2020</p> <ul style="list-style-type: none"> » submission of application for Feasibility Notice of Requirements for WMQ <p>28 May 2020</p> <ul style="list-style-type: none"> » emails and phone calls to confirm acceptance of application for Feasibility Notice of Requirements for WMQ <p>29 June 2020</p> <ul style="list-style-type: none"> » virtual meeting to discuss options and status on the Feasibility Notice of Requirements for WMQ <p>8 July 2020</p> <ul style="list-style-type: none"> » emails to follow up on agreements and actions from virtual meeting <p>21 July 2020</p> <ul style="list-style-type: none"> » emails from Sydney Water providing status on Feasibility Notice of Requirements for WMQ <p>31 July 2020</p> <ul style="list-style-type: none"> » Feasibility Notice of Requirements issued for WMQ. 	<p>For additional detail refer to the Services and Utilities Infrastructure Report in the relevant EISs:</p> <ul style="list-style-type: none"> » SSD-10437 Southern Precinct » SSD-10438 Basement Car Park » SSD-10439 Central Precinct » SSD-10440 Northern Precinct.

5.5.3 Jemena

Consultation	Developer response
<p>Correspondence and meetings with Jemena occurred as follows:</p> <p>17 June 2020</p> <ul style="list-style-type: none"> » email to confirm contact details in Jemena's Network Development Team <p>18 June 2020</p> <ul style="list-style-type: none"> » email, response to WMQ gas connection assessment and request for estimated design load for assessment from the design team <p>1 July 2020</p> <ul style="list-style-type: none"> » email to confirm WMQ gas connection capacity based on the information provided to Jemena as per its previous request. 	<p>For more detail refer to the Services and Utilities Infrastructure Report in the relevant EISs:</p> <ul style="list-style-type: none"> » SSD-10437 Southern Precinct » SSD-10438 Basement Car Park » SSD-10439 Central Precinct » SSD-10440 Northern Precinct.

Appendices

- A Notification procedures
- B Evidence of consultation
- C Waterloo integrated station development webinar presentation
- D Glossary

A Notification procedures

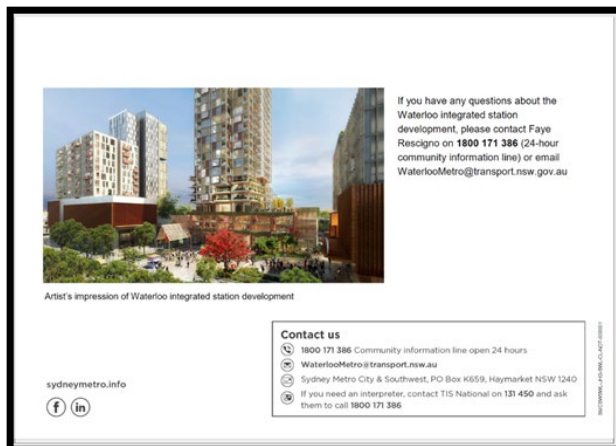
02 May	Invitation to attend an online Aboriginal Yarning Circle convened by Murawin
8 May	Introduction eNews <ul style="list-style-type: none"> » email to over 1100 registered Waterloo Station email subscribers: <ul style="list-style-type: none"> > introducing the John Holland and Mirvac joint venture team > directing subscribers to contact the Stakeholder Manager if they had any questions or would like to provide comments about the Waterloo integrated station development.
12 May	Offers to brief local community and residents organisations – emails sent to: <ul style="list-style-type: none"> » Waterloo Redevelopment Group » WARLOC » Alexandria Park Public School » REDWatch » Connect Redfern » South Sydney Business Chamber » Dunbar Rovers » Gymbaroo Redfern » South Sydney Police Youth Club » City Community Tennis » Alexandria Residents Action Group » Green Square School » Sporting and recreational groups via CoS Outdoor Events and Sportsfields Coordinator » Scouts NSW » Assistance Dogs Australia » Inner Sydney Voice » The Soccer Club » City of Sydney Basketball Association » Bike Sydney » South Sydney District Football Association
29 May	Invitation to South Eveleigh
12 June	Waterloo integrated station development update eNews <ul style="list-style-type: none"> » email to over 1100 registered Waterloo Station email subscribers » invitation to comment during the design development
12 June	A5 flyer invitation to comment – Waterloo integrated station development <ul style="list-style-type: none"> » flyer distributed to over 5000 properties within a 500-metre radius of the Waterloo Station site » invitation to comment during the design development
16 June	eNews invitation to online presentation <ul style="list-style-type: none"> » invitation to participate in online forums and comment during the design development
29 June	Have Your Say eNews <ul style="list-style-type: none"> » invitation to participate in additional webinar sessions
2 July	A4 flyer <ul style="list-style-type: none"> » invitation to participate in additional webinar sessions » distributed to over 5000 properties within a 500-metre radius catchment area

2 July	Invitation to Aboriginal stakeholder briefings <ul style="list-style-type: none"> » Department of Aboriginal Affairs » Aboriginal Employment Strategy AES Babana Men's Group » Aboriginal Legal Service » Alexandria Park Community School » Cootamundra Girls Home Cooperation » Department of Education » Elders and Wyanga » Jarjums » Mirvac and John Holland Group Aboriginal Participation in Employment Coordinator » National Aboriginal Sporting Chance Academy (NASCA) » Wunanbiri Preschool » Our Lady of Mount Carmel Catholic School » Redfern Aboriginal Medical Service » Redfern All Blacks » Redfern Community Centre » Souths Cares » TAFE Eora College » Tranby Aboriginal College » Tribal Warrior » University of Technology Sydney (UTS) » National Centre of Indigenous Excellence » IndiGrow » Metropolitan Local Aboriginal Land Council » Weave » Jiwah » Wirringa Baiya Aboriginal Women's Legal Centre » Dreamtime Southern X » Gamarada » Gawura » Kinchela Boys Home Aboriginal Corporation » ID. Know Yourself » Australian Indigenous Mentoring Experience (AIME) » Yerrabingin » NSW Aboriginal Chamber of Commerce » Inner City AECG » Community Aunty » City of Sydney Council » Redfern Police » Empowered Communities » Moogahlin Performing Arts » Mudgin-Gal » Aboriginal Housing Corporation » Barnardos
	Follow up contact from Stakeholder Manager <ul style="list-style-type: none"> » throughout the engagement period the stakeholder manager made follow up calls and emails to local businesses, stakeholder groups and individuals encouraging them to participate in sessions or provide feedback » email to CoS open space booking team to reach out to sporting and recreational groups who use Alexandria Park.

B Evidence of consultation

‘Have your say’ flyers

Figure 1 – A5 flyer distributed on 2 June 2020



A4 flyer 500-metre distribution zone

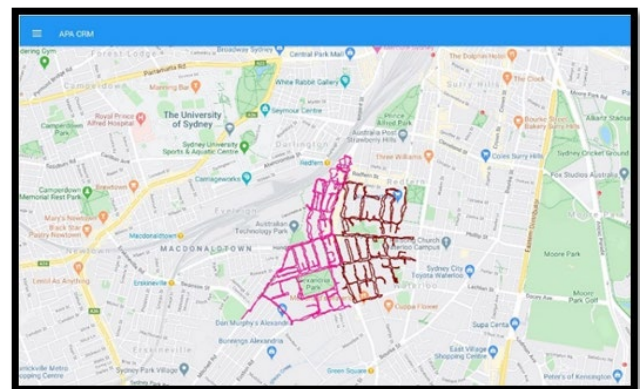


Figure 2 – A5 flyer distributed on 29 June 2020




City & Southwest

Invitation to comment on the Waterloo integrated station development

John Holland will build the Waterloo metro station while a joint venture between John Holland and Mirvac will deliver the Waterloo Metro Quarter, including five buildings above and next to the station. The team is currently preparing designs for the buildings and public space in the Waterloo Metro Quarter and would like to hear your comments about changes to the approved concept design.



Architectural render of the view of the Waterloo integrated station development from Cope Street (subject to planning approval)

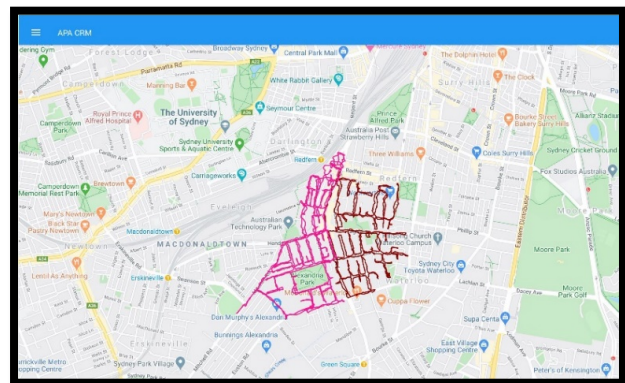
Contact us to join an online community information session and find out more information about:

- Waterloo Station precinct plan, including the Waterloo station architecture, design and street landscaping
- Waterloo Metro Quarter, including public spaces, community facilities, and building designs for commercial, residential, social, affordable and student housing.



Artist's impression of the Cope Street plaza

A4 flyer 500-metre distribution zone






Artist's impression of the residential and affordable housing at the corner of Cope Street plaza

Artist's impression of the commercial building from the corner of Regan and Cope streets



Artist's impression of the student and social housing at the corner of Cope and Wellington streets

Let us know your comments about:

- building designs
- public art
- landscaping
- facilities or services
- construction impacts
- public domain
- car parking
- retail spaces



Example of streetscape and landscape design

Cope Street aspect looking towards Wellington Street

Have your say:
If you would like join us at the Waterloo integrated station development webinar session to learn more about the station and overstation development, please contact Faye Rascigno on 1800 171 386 (24-hour community information line) or email WaterlooMetro@transport.nsw.gov.au.

Contact us

- 1800 171 386 Community information line open 24 hours
- WaterlooMetro@transport.nsw.gov.au
- Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240
- If you need an interpreter, contact TIS National on 131 450 and ask them to call 1800 171 386

sydnymetro.info

Webinars

Figure 3 – Webinar session on 18 June 2020

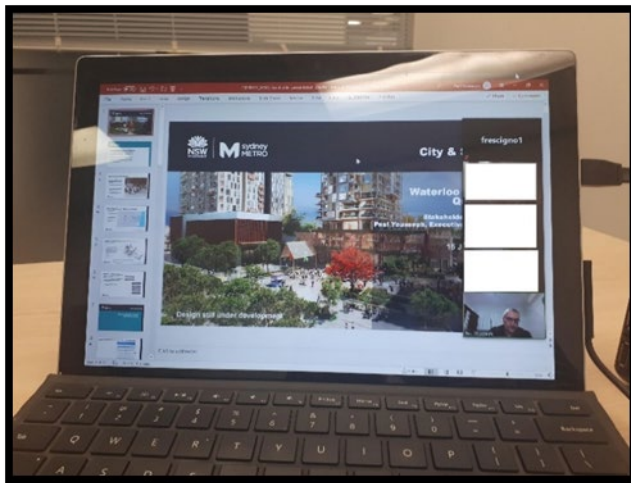
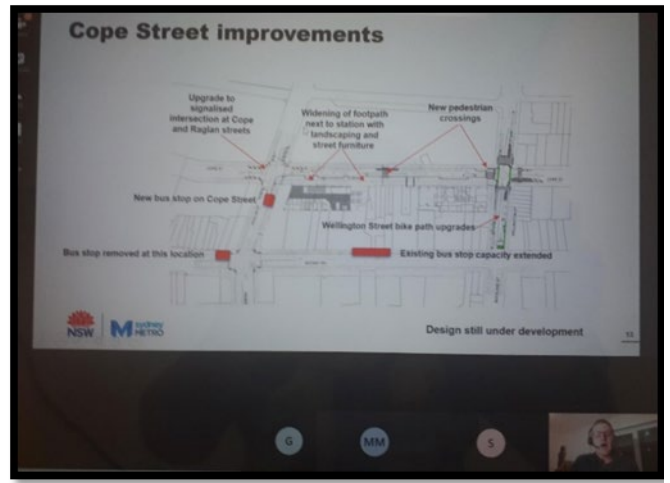


Figure 4 – Webinar session on 24 June 2020



eNews

Figure 5 – eNews on 12 June 2020

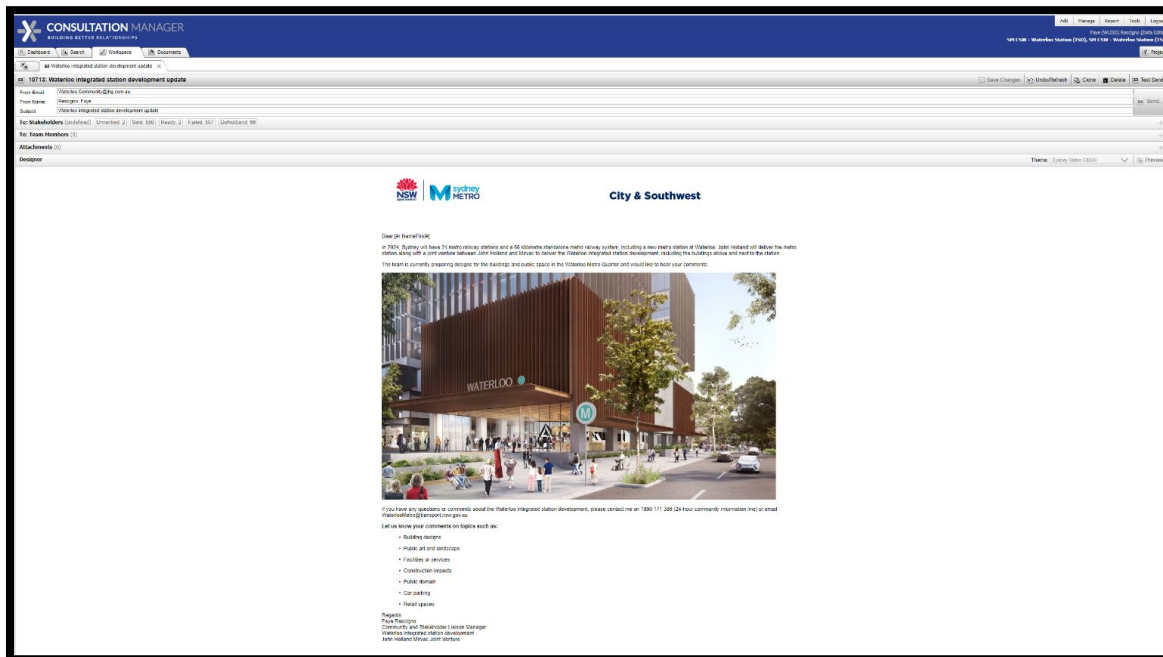


Figure 6 – eNews on 29 June 2020 with A4 flyer

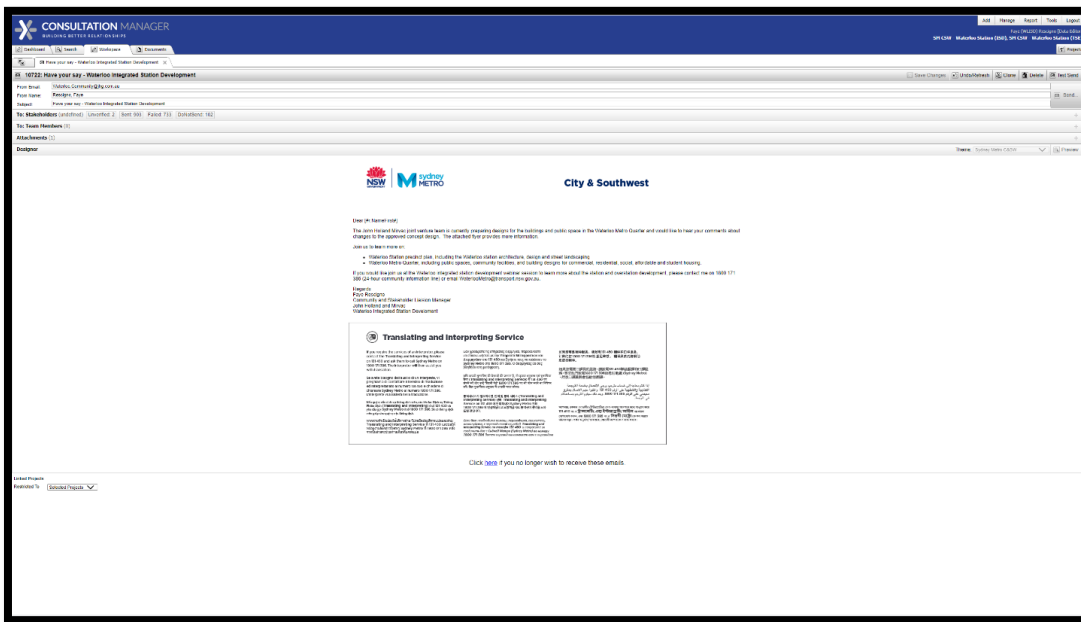


Figure 7 – Targetted eNews on 16 June 2020

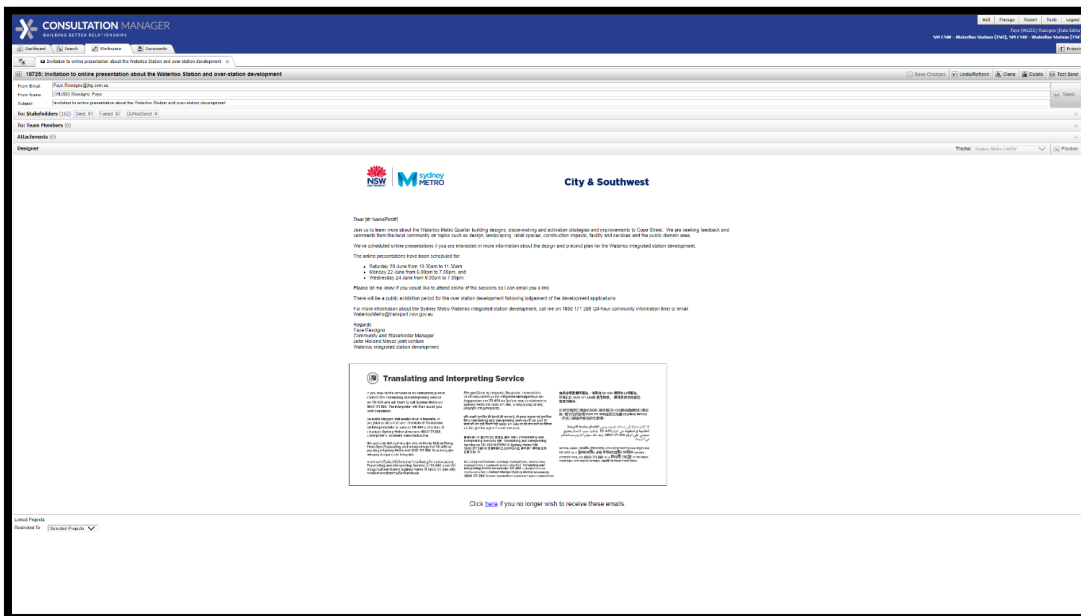


Figure 8 – Targetted eNews on 16 and 29 June 2020

Events (51)					
Note: 26 item(s) exist outside of your current project view					
Event Type	Event Date	Stakeholders	Summary	Stakeholder Comments	Projects
Email - Out (E-News)	03 Jul 2020 2:31 PM		Campaign Sent: Waterloo Station site update 3 July 2020		SM CSW - Waterloo Station (TSE)
Email - Out (E-News)	29 Jun 2020 12:06 PM		Campaign Sent: Have your say - Waterloo Integrated Station Development		SM CSW - Waterloo Station (ISD), SM CSW - Waterloo Station (TSE)
Email - Out (General)	16 Jun 2020 12:30 PM		Campaign Sent: Invitation to online presentation about the Waterloo Station and over-station develop ...		SM CSW - Waterloo Station (ISD)
Email - Out (E-News)	12 Jun 2020 11:22 AM		Campaign Sent: Waterloo integrated station development update		SM CSW - Waterloo Station (TSE)
Email - Out (E-News)	01 Jun 2020 2:10 PM		Campaign Sent: Waterloo Station site update		SM CSW - Waterloo Station (TSE)

Community organisation's confirmation emails

Figure 9 – REDWatch email to members

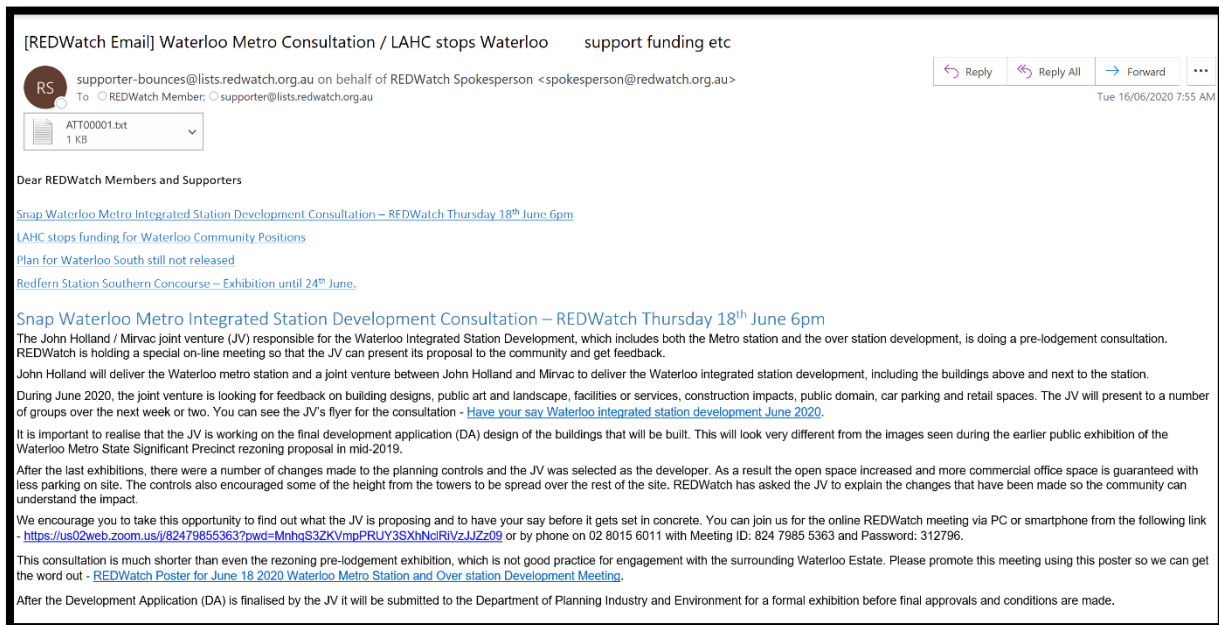


Figure 10 – WARLOC email to members

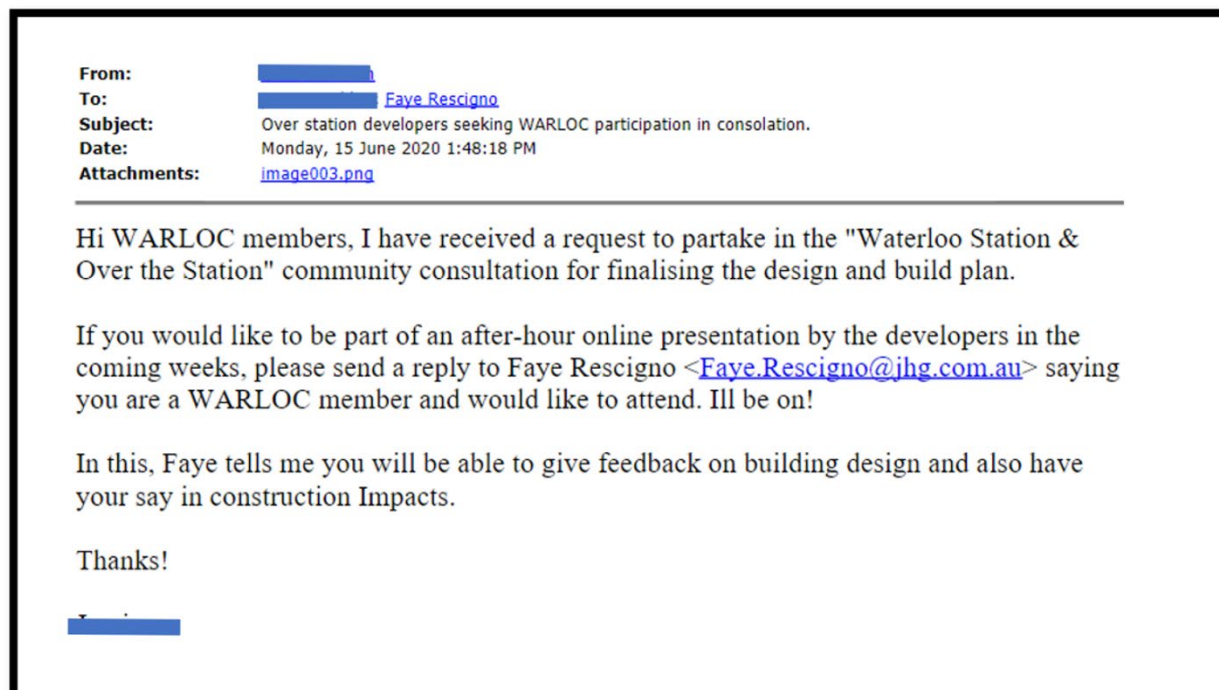


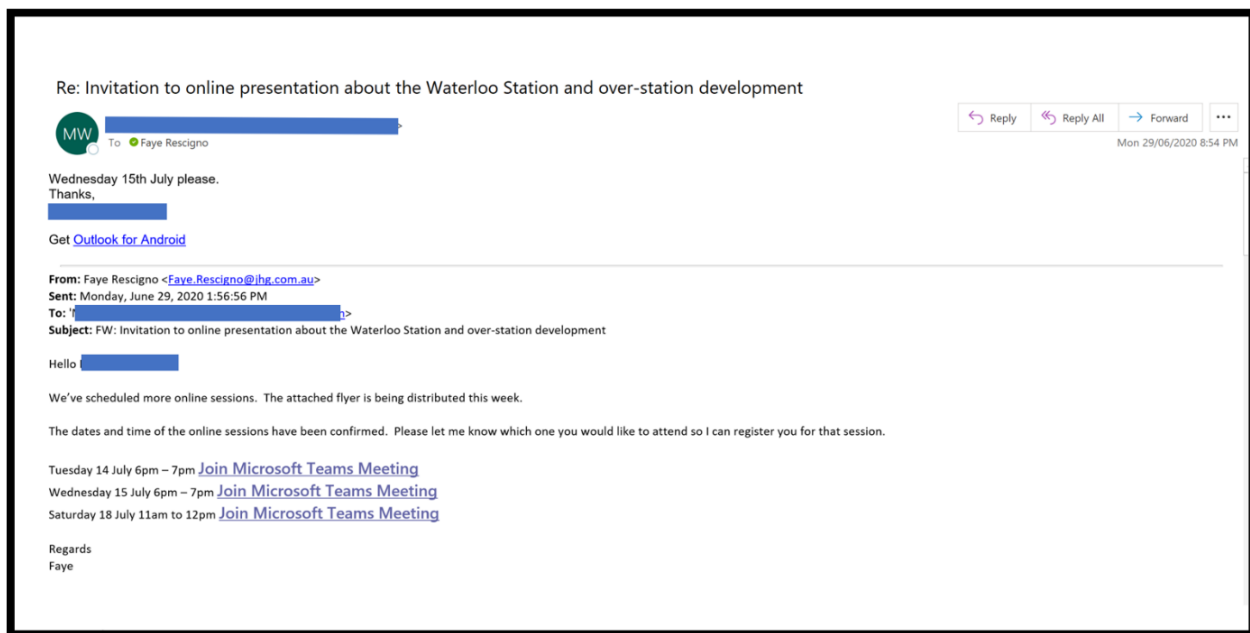
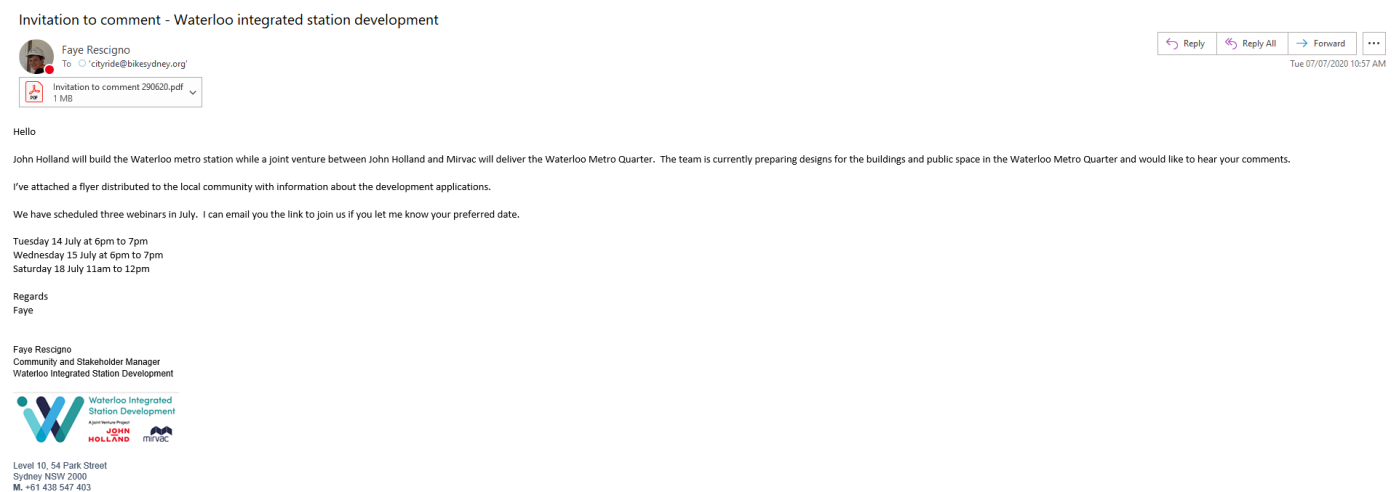
Figure 11 – Resident confirmation email to participate in webinar**Figure 12 – Invitation to comment to BIKESydney**

Figure 13 – Invitation to comment to Sydney Basketball Association

Sent: Tuesday, 7 July 2020 11:09 AM
To: 'info@sydneybasketball.com.au' <info@sydneybasketball.com.au>
Subject: Invitation to comment - Waterloo integrated station development

Hello

John Holland will build the Waterloo metro station while a joint venture between John Holland and Mirvac will deliver the Waterloo Metro Quarter. The team is currently preparing designs for the buildings and public space in the Waterloo Metro Quarter and would like to hear your comments.

I've attached a flyer distributed to the local community with information about the development applications.

We have scheduled three webinars in July. I can email you the link to join us if you let me know your preferred date.

Tuesday 14 July at 6pm to 7pm
Wednesday 15 July at 6pm to 7pm
Saturday 18 July 11am to 12pm

Regards
Faye

Faye Rescigno
Community and Stakeholder Manager

Figure 14 – Invitation to comment to City Community Tennis

Sent: Tuesday, 7 July 2020 12:48 PM
To: 'info@citycommunitytennis.com.au' <info@citycommunitytennis.com.au>
Subject: Invitation to comment - Waterloo integrated station development

Hello

John Holland will build the Waterloo metro station while a joint venture between John Holland and Mirvac will deliver the Waterloo Metro Quarter. The team is currently preparing designs for the buildings and public space in the Waterloo Metro Quarter and would like to hear your comments.

I've attached a flyer distributed to the local community with information about the development applications.

We have scheduled three webinars in July. I can email you the link to join us if you let me know your preferred date.

Tuesday 14 July at 6pm to 7pm
Wednesday 15 July at 6pm to 7pm
Saturday 18 July 11am to 12pm

Regards
Faye

Notes of meeting with Waterloo Congregational Church



Waterloo integrated station development (WIS)

Title	Waterloo Congregational Church Meeting No. 1
Date	17/06/2020
Time	1.00PM
Held at	Virtual Meeting and Presentation via Microsoft Teams

Attendee List

Waterloo Congregational Church

██████████ Custodian of the Waterloo Congregational Church (UN)
 ██████████ Forrest Engineering Pty Ltd

John Holland Mirvac joint venture

Paul Youssef – WISD Executive Director (PY)
 Tim Manning – Project Director – OSD Project Director (TM)
 Kate Luckraft – WISD landscape architect (KL)
 Faye Rescigno – WISD community and stakeholder manager (FR) - Minute taker

Distribution List

Distributed to all attendees

Item	Description / Action	Status
1.0	ACTIONS ARISING	
1.1	<ul style="list-style-type: none"> Nil to Report 	
2.0	Waterloo integrated station development overview presentation	
2.1	<ul style="list-style-type: none"> PY presented slides on the Waterloo Station and Precinct Plan and over-station development. 	Note
2.2	<ul style="list-style-type: none"> Presentation titled stakeholder briefing, 16 June 2020 	Note
2.13	<ul style="list-style-type: none"> KL outlined precinct landscape plan and information about the proposed local area work, including Cope Street improvements such as signalised lights, new bike path and pedestrian crossings. 	Note
2.14	<ul style="list-style-type: none"> UN and JF commented two basement car parking spaces was insufficient for the church requirements. PY confirmed the negotiations with Sydney Metro and the JV were finalised during contract award. No additional spaces can be provided. 	Note
3.01	Waterloo Congregational Church	
3.1	<ul style="list-style-type: none"> KL outline the proposed landscaping surrounding the church as well as surrounding building, structures and purposes such as the makerspace area on the southern side of the church. KL confirmed distance between the church boundary and the Makerspace is about 4 metres. 	



[illegible]

D Glossary

Term/acronym	Definition
ADG	Apartment Design Guidelines
AES	Aboriginal Employment Strategy
AIME	Australian Indigenous Mentoring Experience
BASIX	Building Sustainability Index
CALD	Culturally and linguistically diverse
CCTV	Closed circuit television
CoS	City of Sydney
CSSI	Critical State Significant Infrastructure
DA	Development application(s)
DEEP	Design Excellence Evaluation Panel
DPIE	Department of Planning, Industry and Environment
DRP	Design Review Panel
Inner City AECG	Inner City Aboriginal Education Consultative Group Inc.
EEC	Ethnic Communities Council
LAHC	Land and Housing Corporation
NAIDOC	National Aborigines and Islanders Day Observance Committee
NASCA	National Aboriginal Sporting Chance Academy
OSD	Over station development
RMS	Roads and Maritime Services, agency within TfNSW
SBS	Special Broadcasting Service
SCO	Sydney Coordination Office
SDPP	Station Design and Precinct Plan
SEARs	Secretary's Environmental Assessment Requirements
SLEP	Sydney Local Environment Plan 2012
SSD	State significant development
SSD DA	State Significant Development Development Application
Sydney Metro	Agency within Transport for New South Wales
TfNSW	Transport for NSW
UTS	University of Technology Sydney

