



WATERLOO STATE SIGNIFICANT PRECINCT STUDY
METRO QUARTER

URBAN DESIGN & PUBLIC DOMAIN STUDY

06 November 2018



UrbanGrowth NSW
Development Corporation

TURNER

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A New Urban Village for Waterloo



Source: Roberts Day Placemaking Framework - Waterloo Estate Family and Culture Day, 2015

an evolving context



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EXECUTIVE SUMMARY

Waterloo Metro Quarter along with the Waterloo Estate, is being investigated for rezoning through the State Significant Precinct (SSP) process. Study Requirements were issued by the Minister for Planning on 19th May 2017 and revised in March 2018.

The Metro Quarter Urban Design and Public Domain Study, as one of the key study requirements, investigates the preparation of a new planning framework for the Metro Quarter to facilitate a high-quality development that integrates with the new Sydney metro Waterloo Station. The development comprises retail, commercial, community and residential uses (including social, private and affordable housing). The analysis, evidence and key findings from this study have informed the types of uses and the level of density that the Metro Quarter can support.

Waterloo is of state importance in achieving key government policy objectives to deliver more jobs and housing. The proposed planning controls for the Metro Quarter site have been informed by the state government policies of the Greater Sydney Commission (GSC), Department of Planning & Environment (DPE), and NSW Government Architects Office (GANSW), together with the local government policies of the City of Sydney Council. The Metro Quarter controls are consistent with the goals, strategies and objectives of those policies.

As Sydney grows, available land in suitable locations is being renewed to accommodate more homes and jobs in a more dense, urban form. The Waterloo Metro Quarter is well positioned to provide new homes and jobs, being strategically located in Sydney's greatest economic corridor and as a key site close to Central Sydney, especially when compared to the surrounding heritage conservation areas or nearby areas that have already been developed.

Waterloo's place character is layered, proud, distinct and resilient, represented by a diverse community of cultures. It has already seen many cycles of renewal, with each cycle bringing with it changes to the building stock to suit the particular needs of the time. This has resulted

in a lot pattern and built form that is layered and diverse, which is also evident in the adjacent urban renewal areas of Green Square and Redfern. A layered response, with a diversity of uses, height and built form, is considered to be both appropriate and contextual in the ongoing cycle of renewal.

The Metro Quarter proposal has incorporated the many opportunities it presents including its potential as an activity centre, increased public domain area, pedestrian permeability, promotion of active transport options and the provision of space for cultural and community services. The existing Waterloo Congregational Church is retained and considered as part of the Indicative Concept proposal.

The Metro Quarter also presents other challenges and constraints; including the integration of the metro station's structural and service requirements, localised flooding issues, topography, universal access, and the traffic noise and poor pedestrian environment along Botany Road. At a broader context, solar access to Alexandria Park and the Alexandria Park Heritage Conservation Area to the West, and the views of the site from key approaches, have all been taken into consideration in determining the appropriate built form that can be supported on the Metro Quarter.

Precinct Urban Design Principles, Metro Quarter Design Responses and Public Domain & Built Form Strategies have been developed that inform the Metro Quarter proposal. These have been developed through analysis and understanding of the site at various scales – strategic importance, contextual neighbourhood diversity and local opportunities and challenges. The 6 core Design Responses of Integrated, Inclusive, Connected, Diverse, Local and Liveable underly the Strategies. The Public Domain Strategies respond to a diverse range of considerations including the flow of commuters throughout the day, the arrangement of the public domain, street scale and rhythm, the adjacent building context, permeability and connectivity. The Built Form Strategies respond by locating active frontages and built form to satisfy its role as a station marker and gateway to the Waterloo SSP, whilst

maintaining the potential for high amenity as well as visual and environmental permeability.

The Urban Design Principles, Strategies and design testing generated a range of options that were explored. This culminated in the preferred Concept Proposal for the Waterloo Metro Quarter – a mixed-use development integrated with the new Waterloo Station, organised around a new public domain including a station entry plaza, community square and pedestrian and shared laneways. Approximately 12,500 square metres of retail, entertainment, community, recreational and local business and commercial uses is accommodated in a 3 storey podium and freestanding Community Hub building. Approximately 700 apartments are provided, of which 10 percent is to be social housing, up to 10 percent is to be affordable housing, and the remainder to be private market housing. The apartments are accommodated in a number of podium buildings up to 10 storeys above the approved metro station and three residential buildings of 23, 25 and 29 storeys.

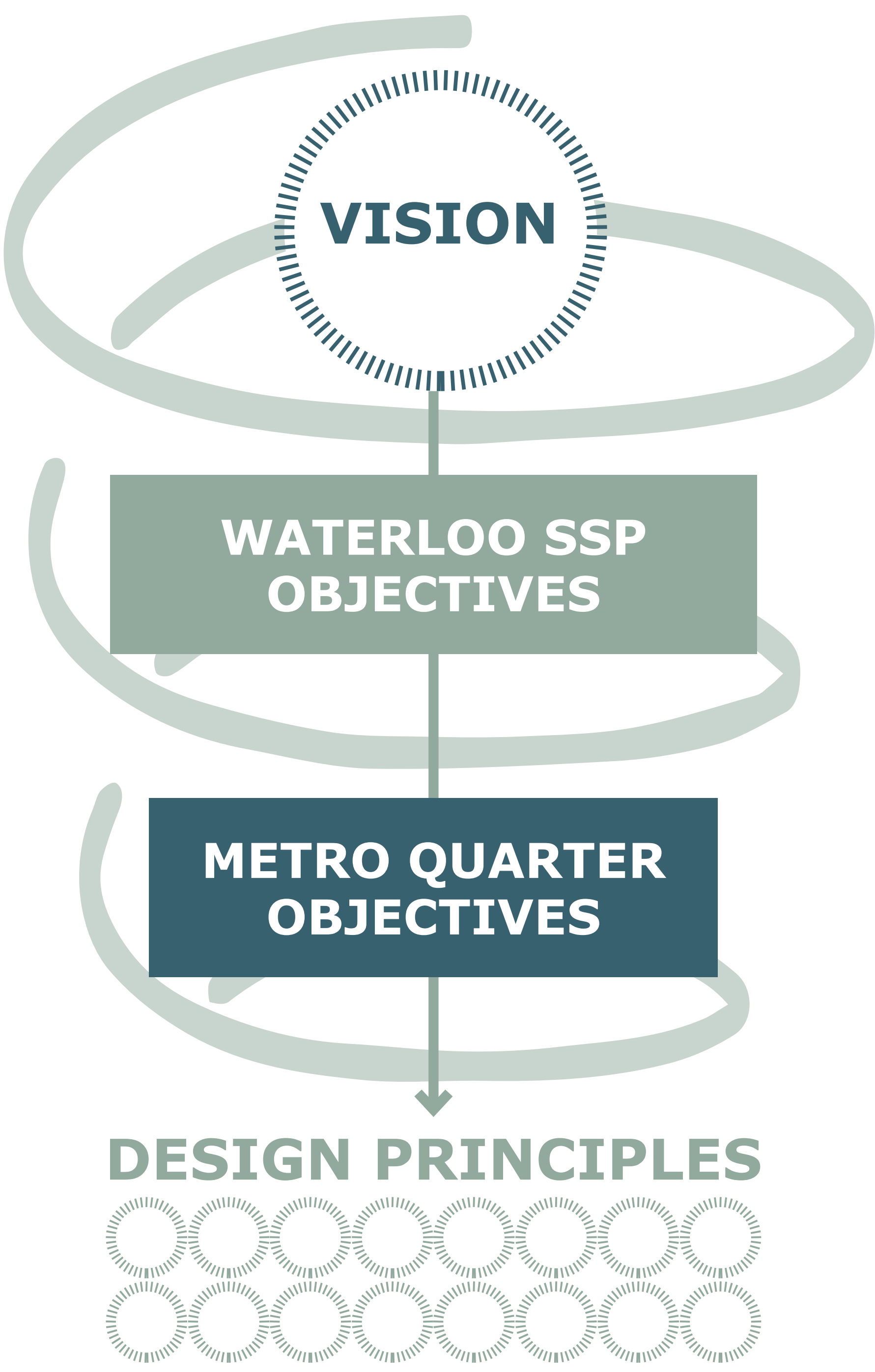
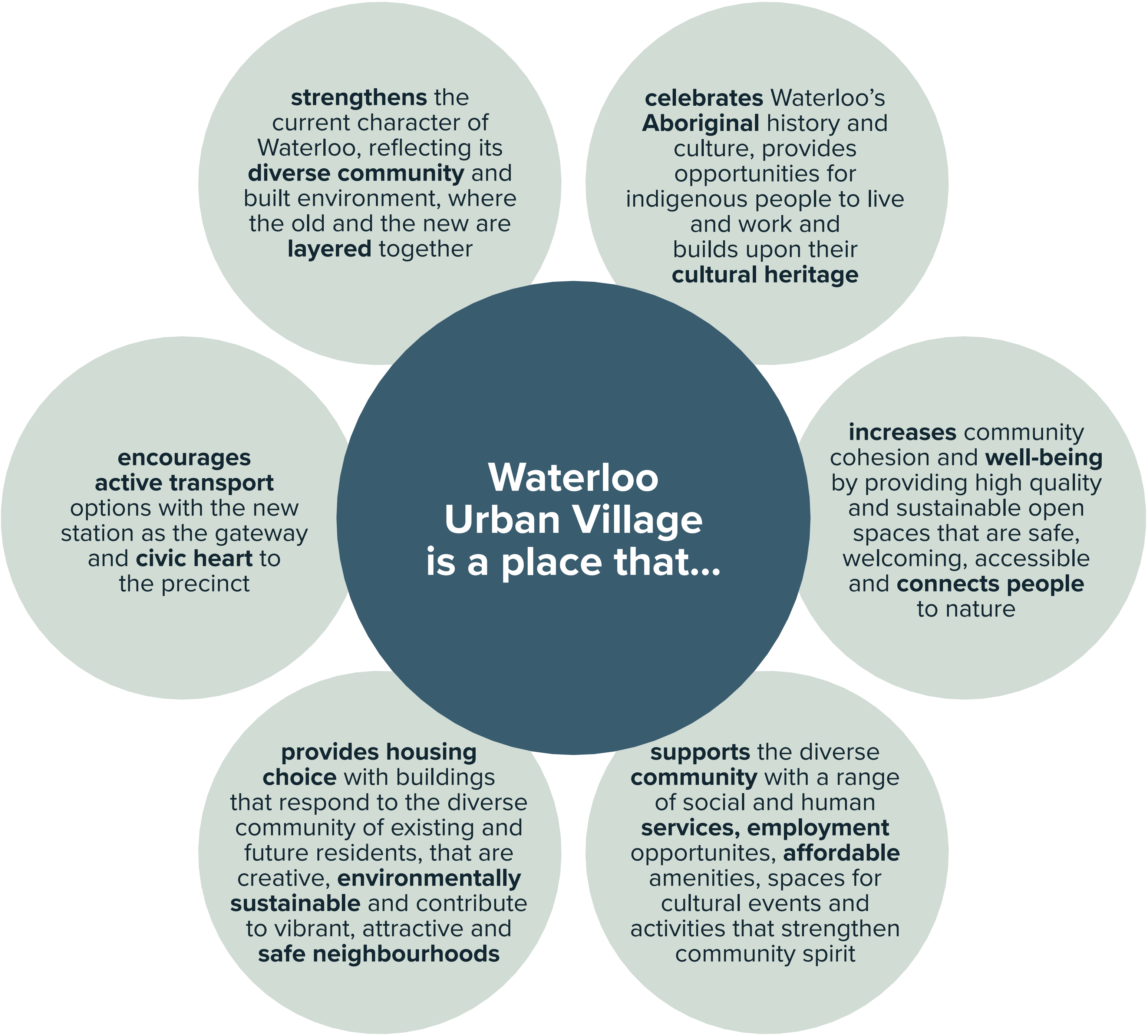
The preferred Concept Proposal was assessed on its own amenity performance and its impacts on the surrounding area through analysis of wind impacts, flooding, solar access, overshadowing and acoustic amenity. The Apartment Design Guide, National Construction Code, and City of Sydney DCP 2012 were used as appropriate guidelines. The NSW Government Architect's Better Placed draft guideline informed the development of a number of strategies to ensure that the future built environment of the Waterloo Metro Quarter will be healthy, responsive, integrated, equitable and resilient.

The preferred Concept Proposal for the Waterloo Metro Quarter represents a design-led, evidence based approach to planning. The urban design for the Metro Quarter has considered the 174 study requirements, reflected in the 26 specialist studies. It has been presented to a Panel including representatives from the City of Sydney, State agencies, and the NSW Government Architect iteratively throughout the SSP process.

ACKNOWLEDGEMENT

We acknowledge the Gadigal People of the Eora Nation as the traditional owners of this land and we pay respect to the traditional elders past, present and emerging.

VISION



PROJECT OBJECTIVES

Waterloo SSP Study Objectives

The following are the objectives for the renewal of the Precinct:



Housing: A fully, integrated urban village of social, private and affordable housing

A place that meets the housing needs of people with different background, ages, incomes, abilities and lifestyles - a place where everyone belongs. New homes for social, affordable and private residents that are not distinguishable and are modern, comfortable, efficient, sustainable and adaptable.



Culture & Design: A safe and welcoming place to live and visit

A place where there is activity day and night, where people feel safe, at ease and part of a cohesive and proud community. A place that respects the land and Aboriginal people by showcasing and celebrating Waterloo's culture, history and heritage.



Open Space & Environment: High quality public spaces and a sustainable urban environment

A place that promotes a walkable, comfortable and healthy lifestyle with high quality, well designed and sustainable buildings, natural features and safe open spaces for everyone to enjoy, regardless of age, culture or ability.



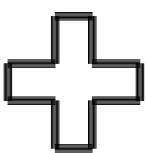
Transport and Connectivity: A well connected inner city location

Integrate the new metro station and other modes of transport in such a way that anyone who lives, works or visits Waterloo can get around easily, safely and efficiently.



Services & Amenities: New and improved services, facilities and amenities to support a diverse community

A place that provides suitable and essential services and facilities so that all residents have easy access to health, wellbeing, community support, retail and government services.



Waterloo Metro Quarter Project Objectives

The following are the objectives for the redevelopment of the Metro Quarter:

Deliver a high quality Sydney Metro customer experience, by providing safe, seamless interchange and a range of retail services

Act as a gateway to the Waterloo precinct, provide services that complements the estate redevelopment and deliver a diversity of housing.

Design Principles

The following are the urban design principles to meet the objectives of the Precinct:

- Locally responsive, distinctive and adaptable buildings, homes and spaces.
- Diversity of homes and living choices underpinned by innovative delivery and tenure models.
- Emphasise Waterloo's character areas and neighbourhoods.
- A variety of indoor and outdoor shared spaces that support resident needs and wellbeing.

- A significant place shaped by the community for gathering in Waterloo.
- Activated and engaging places for all.
- Aboriginal people are intrinsic to Waterloo.
- Embed local stories of people and place.

- Celebrate Waterloo's unique green attributes including topography, water and trees.
- Promote a sense of wellbeing and connection to nature.
- A high performing resilient environment.

- An active transport hub and local centre working as one.
- Highly connected neighbourhood that prioritises walking and cycling for all.

- Local services to meet every day and everyone's needs.
- Flexible and adaptable land uses, infrastructure and buildings that are responsive to opportunities and needs over time.
- Foster local economies and productive environments to create, learn and share.



for future generations



1.0 INTRODUCTION

The Minister for Planning has determined that parts of Waterloo (the Precinct) are of State planning significance which should be investigated for rezoning through the State Significant Precinct (SSP) process. Study Requirements for this investigation were issued by the Minister on 19 May 2017 and revised in March 2018.

The Waterloo State Significant Precinct under investigation includes two separate but contiguous and inter-related parts:

- The Waterloo Metro Quarter (the Metro Quarter)
- The Waterloo Estate (the Estate)



Investigation of the Precinct is being undertaken by UrbanGrowth NSW Development Corporation (UrbanGrowth NSW), in partnership with the NSW Land and Housing Corporation (LAHC). The outcome of the SSP process will be new planning controls that will enable future development applications for the renewal of the Precinct, with separate planning frameworks for the Metro Quarter and the Estate.

While the study requirements for the Precinct were provided as separate requirements for the Metro Quarter and for the Estate, comprehensive baseline investigations have been prepared for the entire Precinct. Lodgement of a separate SSP study for the Metro Quarter in advance of the SSP Study for the Estate is proposed to allow construction of Over Station Development (OSD) within the Metro Quarter to be delivered concurrently with the metro station, as an Integrated Station Development (ISD).

While this report therefore provides comprehensive baseline investigations for the entire Precinct, it only assesses the proposed Planning Framework amendments and Indicative Concept Proposal for the Metro Quarter. A separate SSP study for the Estate will be undertaken in the future.

This Urban Design and Public Domain Study, as one of the key study requirements, investigates the preparation of a new planning framework for the Metro Quarter to facilitate a high-quality development which integrates with the new metro station, accommodating retail, commercial, community and residential uses including social, private and affordable housing.

The new station is the catalyst for renewal of the Metro Quarter (the area above and around the station) and the surrounding area. The new Sydney Metro station at Waterloo will make it one of the most connected inner-city places to live, work and visit.

Purpose & Structure

The purpose of this report is to address the following Study Requirements:

2. Urban Design (particularly 2.1, 2.2, 2.3, 2.4, 2.6, 2.7, 2.8, 2.9, 2.11, 2.12 and 2.13), and;
3. Public Domain: Public Open Space and Streets (particularly 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8 and 3.9).

The remaining study requirements are addressed as follows:
2.5 A Views and Visual Assessment report provided by Cardno
2.10 Physical and 3D CAD models will be provided separately to the City of Sydney
3.1 This requirement has been met through the on-going consultation with the City of Sydney throughout the investigation period.

Further detail on where these study requirements are addressed is identified in Appendix C: Study Requirements.

This report provides the urban design vision and strategy to guide future development of the Metro Quarter as a vibrant, mixed use and transit oriented precinct. The Concept Proposal draws on other relevant studies and policy documents that have been prepared in recent years to guide the design proposal for the Metro Quarter.

The Urban Design and Public Domain Study is structured into 8 sections:

- | | |
|-----------------|--|
| Part 1.0 | Introduction
Establishes the project direction and the purpose of the report. |
| Part 2.0 | Strategic Context
Reviews the strategic documents and policies that shape the future of Sydney and assesses the role of the Waterloo Metro Quarter within this context. |
| Part 3.0 | Understanding Waterloo
Identifies the characteristics that are unique to Waterloo to establish the opportunities and challenges to create a centre that is identifiable and of its place. |
| Part 4.0 | Local Character
Analyses the local context and existing infrastructure to establish the opportunities and challenges for the Waterloo Metro Quarter to deliver a new transit oriented activity centre. |
| Part 5.0 | Site Character
Analyses the site context and identifies opportunities and challenges. |
| Part 6.0 | Urban Design Principles and Built Form Strategies
Establishes the urban design principles and design approaches underlying the Concept Proposal and defines the key urban design strategies that inform the development of the Concept Proposal. |
| Part 7.0 | Indicative Concept Proposal
Details the indicative Concept Proposal. |
| Part 8.0 | Appendices
Supporting documents. |

1.1 PLANNING CONTEXT

Waterloo is strategically located in the Eastern City's economic corridor

The Waterloo Metro Quarter is part of the Waterloo State Significant Precinct (SSP) study area, located approximately 3.3 km south of Central Sydney in the suburb of Waterloo.

The Waterloo SSP is located on the new Sydney Metro line, and is a short walk from Redfern Station to the North and Green Square to the South. It is located within close proximity to the University of Sydney and the Australian Technology Park to the West and Moore Park to the East. Green Square is the closest strategic centre. The Waterloo SSP is included in the *Central to Eveleigh Urban Transformation Strategy*.

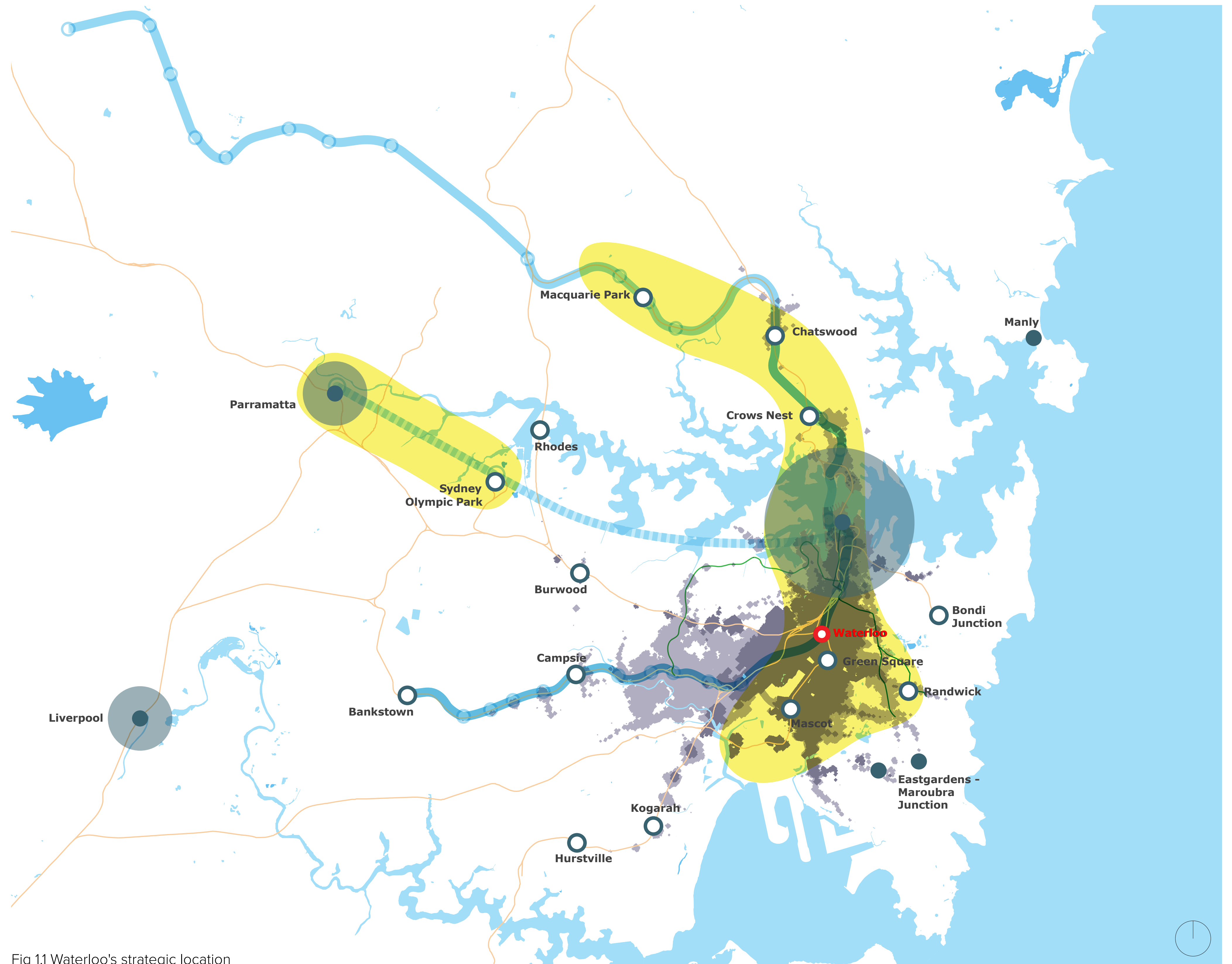


Fig 1.1 Waterloo's strategic location

Legend

- Economic Corridor
- 15 Minutes Travel
- 30 Minutes Travel
- Metropolitan Centre
- Waterloo Metro Quarter
- Strategic Centre at Station
- Strategic Centre
- Metro Line
- Metro Investigation Line
- Lightrail
- Train Line

1.2 WATERLOO STATE SIGNIFICANT PRECINCT

Waterloo State Significant Precinct

The Precinct is located approximately 3.3km south-south-west of the Sydney CBD in the suburb of Waterloo. It is located entirely within the City of Sydney local government area (LGA).

It is bordered by Phillip Street to the north, Pitt Street to the east, McEvoy Street to the south and Botany Road to the west. It also includes one block east of Pitt Street bordered by Wellington, Gibson and Kellick Streets. The Precinct has an approximate gross site area of 20.03 hectares (ha) (including road reserves) and comprises two separate but adjoining parts:

1. The Waterloo Estate

The Waterloo Estate comprises 18.12 hectares (gross) of largely state government land owned by Land and Housing Corporation (LAHC), and containing 2,012 social housing dwellings and a small number of privately owned sites.

2. The Waterloo Metro Quarter

The Metro Quarter comprises land to the west of Cope Street, east of Botany Road, south of Raglan Street and north of Wellington Street. It has an approximate gross site area of 1.91ha and a developable area of 1.28ha. The gross site area has been measured to the centre line of the streets bounding the Metro Quarter that include Botany Road, Raglan, Cope and Wellington Streets. The developable area comprises the development lot area available for development.

Formerly privately owned, all land in the Metro Quarter was purchased by the NSW Government to facilitate construction of the Waterloo Metro Station and associated over station development.



Fig 1.2.1 Waterloo Metro Quarter

Approved Metro Rail Infrastructure

The Waterloo Metro station will be constructed within the eastern side of the Metro Quarter as part of the Sydney Metro City & Southwest - Chatswood to Sydenham. This section of the Sydney Metro project received planning approval in January 2017 (SSI 15_7400), with construction led by Sydney Metro.

While most of the Metro Station will be located beneath finished ground level, two substantial entry/plant structures, with heights equivalent to a 5 storey residential building (up to 20 metres), will protrude above finished ground level; one along the northern end of Cope Street, the other along the southern end of Cope Street.

Demolition of existing buildings has been completed and excavation of the Waterloo Metro Station is underway.

Waterloo Metro Quarter Boundaries

The Metro Quarter comprises land to the west of Cope Street, east of Botany Road, south of Raglan Street and north of Wellington Street.

The site is approximately 220 metres in length, bisected by the Waterloo Congregational Church into two portions of 153 metres and 50 metres respectively.

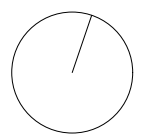
The site width is 64 metres along Raglan Street, narrowing to 62 metres along Wellington Street, with the metro station boxes reducing the ground plane significantly.

The site falls approximately 1.5 metres from north to south, though given the site length of 220 metres this fall is subtle in perception.

The heritage listed Waterloo Congregational Church located at 103–105 Botany Road is located within the Precinct. However, there are no proposals for physical works or changes to the planning framework applicable to the church. As an integrated station development, the Metro Quarter will be delivered at the same time as the metro station.



Fig 1.2.2 Waterloo State Significant Precinct





a new perspective



2.0 STRATEGIC CONTEXT

This chapter provides an outline of the strategic framework within which the Waterloo Metro Quarter, as part of the Waterloo SSP, is located to understand its future role within Greater Sydney. It provides an overview of the vision set by the strategic plans and strategies that have informed the development of the Metro Quarter and outlines how the Metro Quarter Concept Proposal aligns with the vision and key moves.

The role of the Waterloo SSP within Greater Sydney is explored in detail to provide an understanding of the opportunities and challenges in delivering the Metro Quarter Concept Proposal. This understanding informs the Metro Quarter response. Waterloo SSP's unique position within the Greater Sydney vision and the new metro station at Waterloo provides the opportunity to create a new active transport hub at the Metro Quarter, as the first stage of the renewal of the overall SSP.

The key strategic policies relevant to the site include:

NSW Government

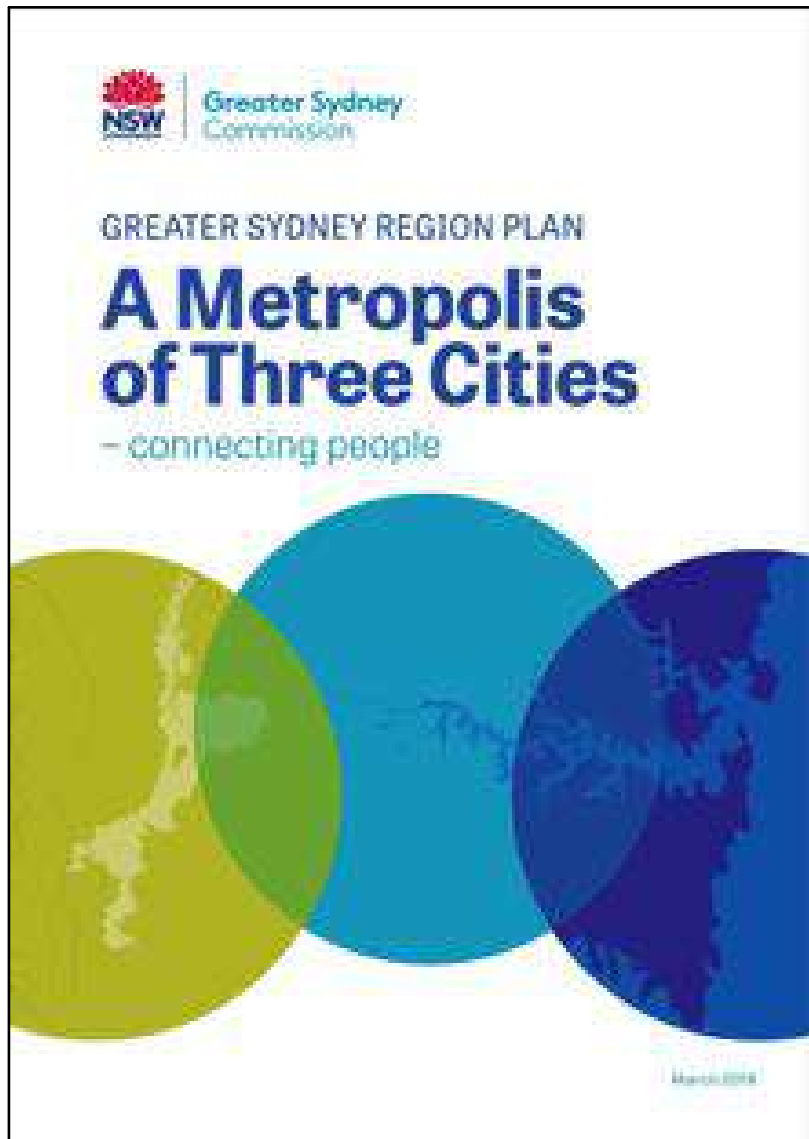
- Greater Sydney Region Plan 2018: A Metropolis of Three Cities, 2018, Greater Sydney Commission
- Our Greater Sydney 2056: Eastern City District Plan, 2018, Greater Sydney Commission
- Future Transport Strategy 2056, 2018, NSW Government
- Central to Eveleigh Urban Transformation Strategy, 2016, Urban Growth NSW Development Corporation
- Apartment Design Guide: NSW Department of Planning and Environment
- Better Placed, 2017, Government Architect of NSW
- Greener Places, 2017, Government Architect of NSW
- Sydney Green Grid, 2016, Government Architect of NSW
- Sydney Local Environmental Plan, 2012, NSW Department of Planning and Environment

City of Sydney Council

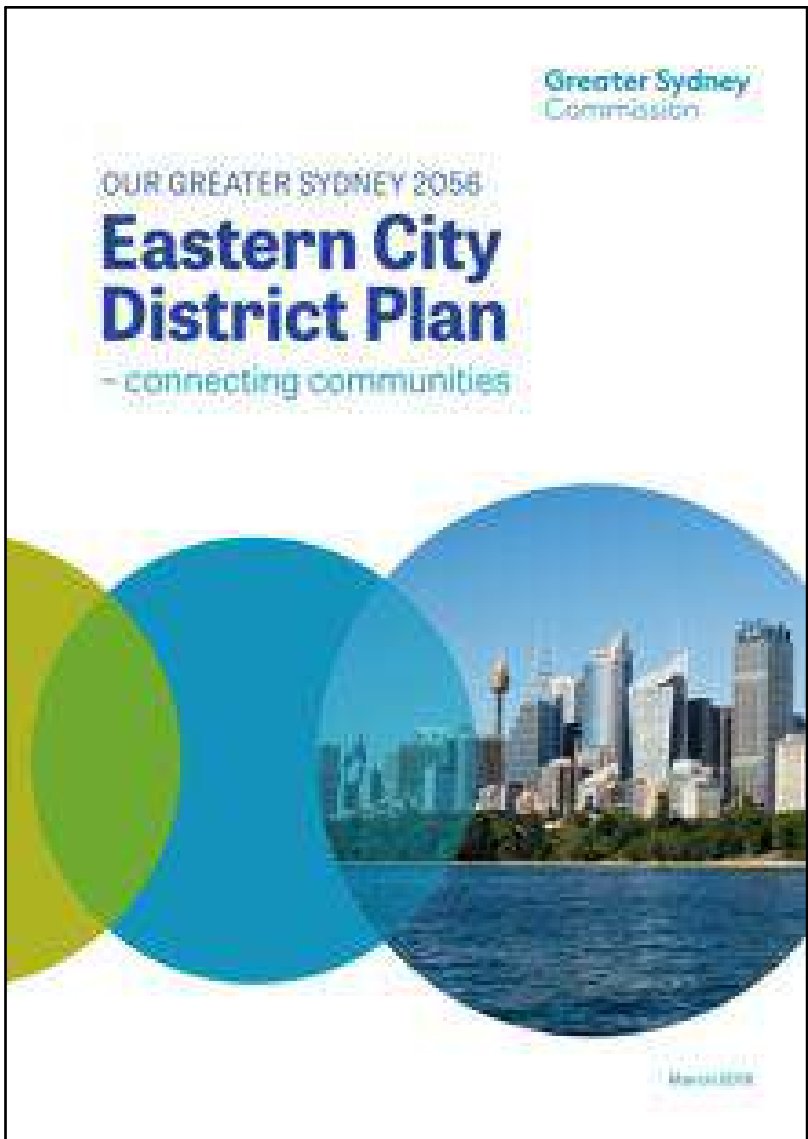
- Central Sydney Planning Strategy, 2018, City of Sydney
- Sydney Development Control Plan, 2012, City of Sydney
- Liveable Green Network, 2011, City of Sydney
- Open Space, Sports and Recreation Needs Study, 2016
- Public Domain Manual, 2017
- Sydney Street Code, 2013
- Sydney Street Technical Specification, 2016
- Street Tree Masterplan, 2011
- Urban Forest Strategy, 2013
- Sydney Landcape Code, 2017
- Sydney Lights
- Cycle Strategy and Action Plan. 2007 - 2017
- Legible Sydney Design Manual, 2016

2.1 STRATEGIC ALIGNMENT

The vision and objectives for the Waterloo Metro Quarter aligns with the strategies and goals set out across State and Local Policies



A Metropolis of Three Cities, Greater Sydney Commission, 2018



Eastern City District Plan, Greater Sydney Commission, 2018



Future Transport Strategy 2056, Transport for NSW



Central to Eveleigh Urban Transformation Strategy, Urban Growth NSW, 2016

Waterloo Metro Quarter plays a key role in delivering the 30 minute city.

The plan sets out the Government's vision of three cities where most residents live within 30 minutes of their jobs, education, health facilities, services and great places.

- The plan sets out ten directions:
1. A city supported by infrastructure
 2. A collaborative city
 3. A city for people
 4. Housing the city
 5. A city of great places
 6. A well-connected city
 7. Jobs and skills for the city
 8. A city in its landscape
 9. An efficient city
 10. A resilient city

The Waterloo SSP is located within the "Eastern City"

The Waterloo SSP is identified as an urban renewal area. Waterloo Metro Quarter is the first stage of the renewal process.

The plan sets priorities and actions to strengthen global competitiveness, increase productivity and continue to provide a high quality of life for residents.

- These are:
1. Improving housing supply
 2. Improving housing diversity and affordability
 3. Coordinating and monitoring
 4. Creating and renewing great places
 5. Fostering cohesive communities
 6. Responding to people's need for services

As an integrated station development, the Metro Quarter will be delivered at the same time as the Waterloo metro station.

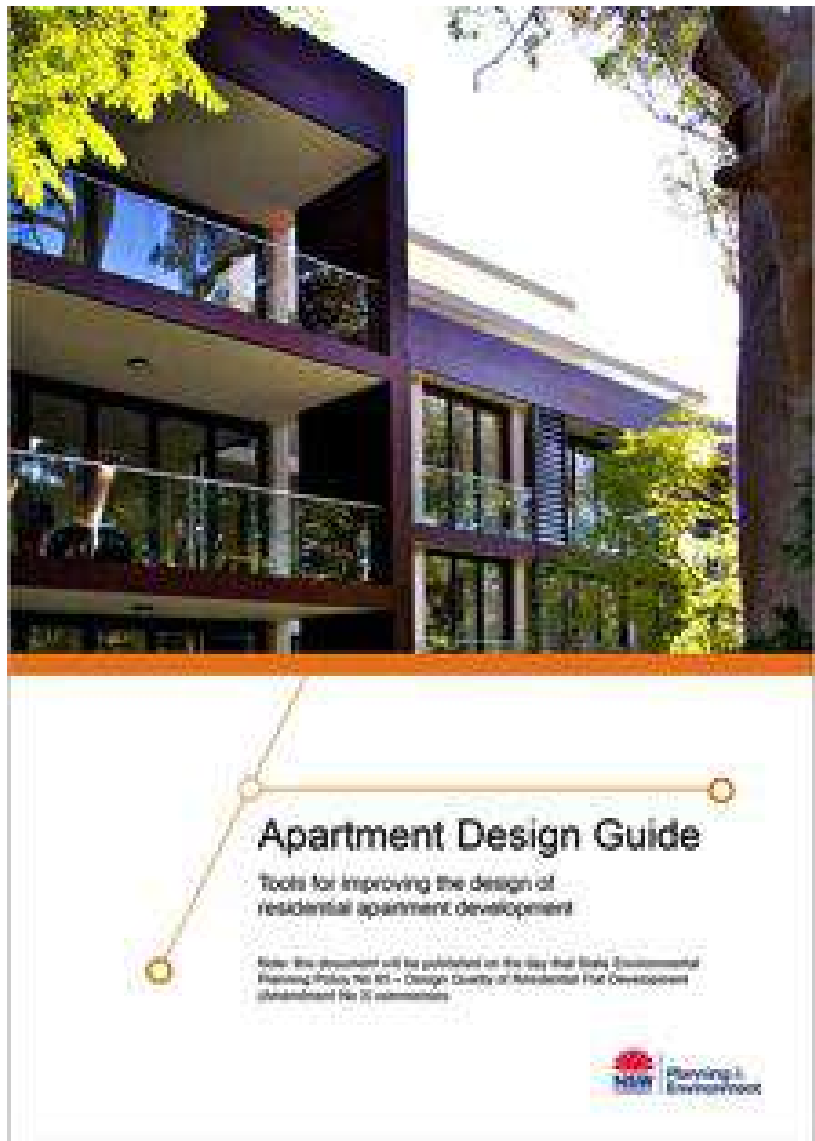
This strategy sets the 40 year vision, directions and outcomes framework for connecting Greater Sydney. The strategy is supported by a range of plans to achieve the 40 year vision that focus on delivering connectivity and place outcomes that support the character of places and communities of the future.

The Metro Quarter has the opportunity to become one of a number of activity centres located at stations.

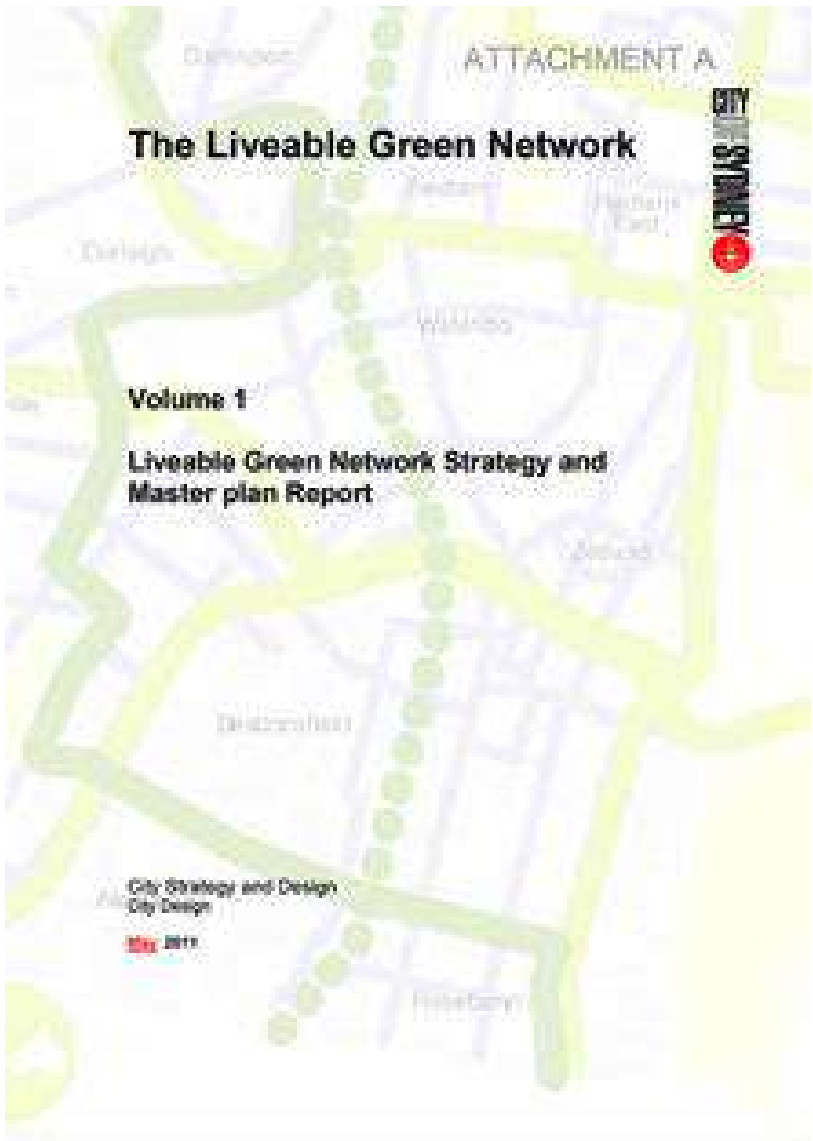
The strategy sets out the vision for the urban transformation of the Central to Eveleigh corridor to connect Sydney's diverse and vibrant communities, strengthen the global city and make a great place to live.

- Ten key moves have been developed to achieve the ambition :
1. Renew Redfern Station
 2. Create a green network
 3. Create connections across the railway corridor for walking and cycling
 4. Connect the city with surrounding places
 5. Deliver a new metro station at Waterloo
 6. Create centres of activity around stations
 7. Create a centre for Sydney's growing economies
 8. Strengthen arts, culture and heritage
 9. Integrate new high density mixed use buildings with existing neighbourhoods and places
 10. Deliver a diversity of housing choice and tenure





Apartment Design Guide, NSW Department of Planning & Environment



Liveable Green Network, City of Sydney, 2011



Better Placed, Government Architect, 2017



Greener Places, Government Architect, 2017



Sydney Green Grid, Government Architect, 2016



Draft Central Sydney Planning Strategy 2016-2036, City of Sydney

The nine design quality principles of SEPP 65 inform the design of the Metro Quarter.

The Apartment Design Guide provides consistent planning and design standards for apartments across NSW. It provides design criteria and general guidance to achieve the nine design quality principles identified in SEPP 65:

1. Context and neighbourhood character
2. Built form and scale
3. Density
4. Sustainability
5. Landscape
6. Amenity
7. Safety
8. Housing diversity and social interaction
9. Aesthetics

The Metro Quarter has the opportunity to enhance two liveable green network connections.

The Liveable Green Network is a part of the City of Sydney's plans to make the local area as green, global and connected as possible. The Liveable Green Network supports Liveability, Health, Environment and Fairness.

It aims to create a pedestrian and cycling network that connects people with the city and village centres as well as major transport and entertainment hubs, cultural precincts, parks and open spaces.

It will be important to embed the 7 principles of Better Placed to achieve design quality in the Waterloo Metro Quarter.

Better Placed defines what design quality is considered to be and the processes to achieve effective design outcomes.

- Seven principles are identified:
1. Contextual, local and of its place
 2. Sustainable, efficient and durable
 3. Equitable, inclusive and diverse
 4. Enjoyable, safe and comfortable
 5. Functional, responsive and fit for purpose
 6. Value-creating and cost effective
 7. Distinctive, visually interesting and appealing

The Metro Quarter is well placed to support the objectives for a healthier, more liveable, resilient and sustainable environment.

Greener Places is a draft policy to guide the design, planning and delivery of Green Infrastructure in urban areas across NSW. The aim of the policy is to create a healthier, more liveable, more resilient and sustainable urban environment through:

1. Improving community access to open space and parklands for recreation and exercise
2. Supporting walking and cycling connections
3. Improving the resilience of urban areas

The Metro Quarter provides the opportunity to enhance connections and access to existing major regional open spaces.

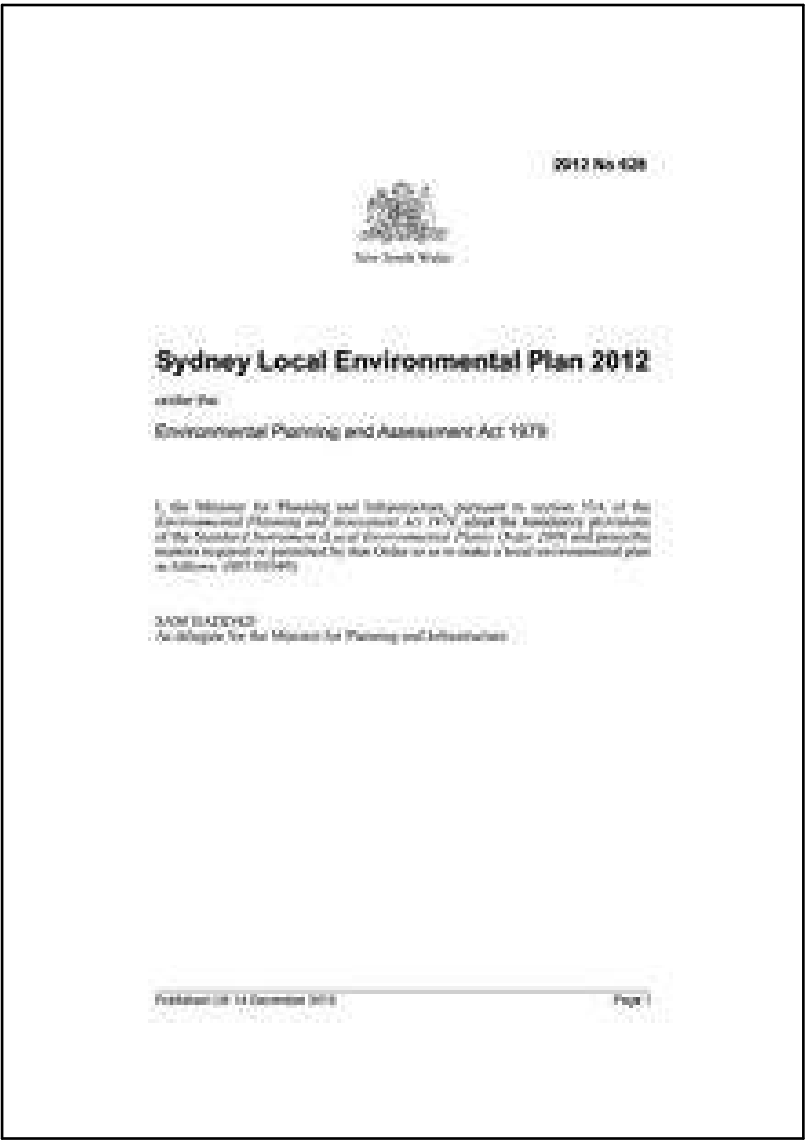
The Sydney Green Grid is a network of high-quality green space that connects town centres, public transport hubs, and major residential areas. Underpinning Greener Places, the Green Grid promotes sustainable development while maximising quality of life and well being.

The Sydney Green Grid's role is to deliver an interconnecting network of open space that will keep the city cool, encourage healthy living, enhance biodiversity and ensure ecological resilience.

The Metro Quarter supports the opportunity for the future growth of Central Sydney.

The draft strategy delivers on the City of Sydney's Sustainable Sydney 2030 program for a green, global and connected city. It supports opportunities for additional height and density in suitable locations and sets criteria for excellence in urban design.

Planning priorities include additional public transport links, affordable housing, diverse employment floor space, enhanced local connections and improved local infrastructure.



Sydney Local Environmental Plan 2012



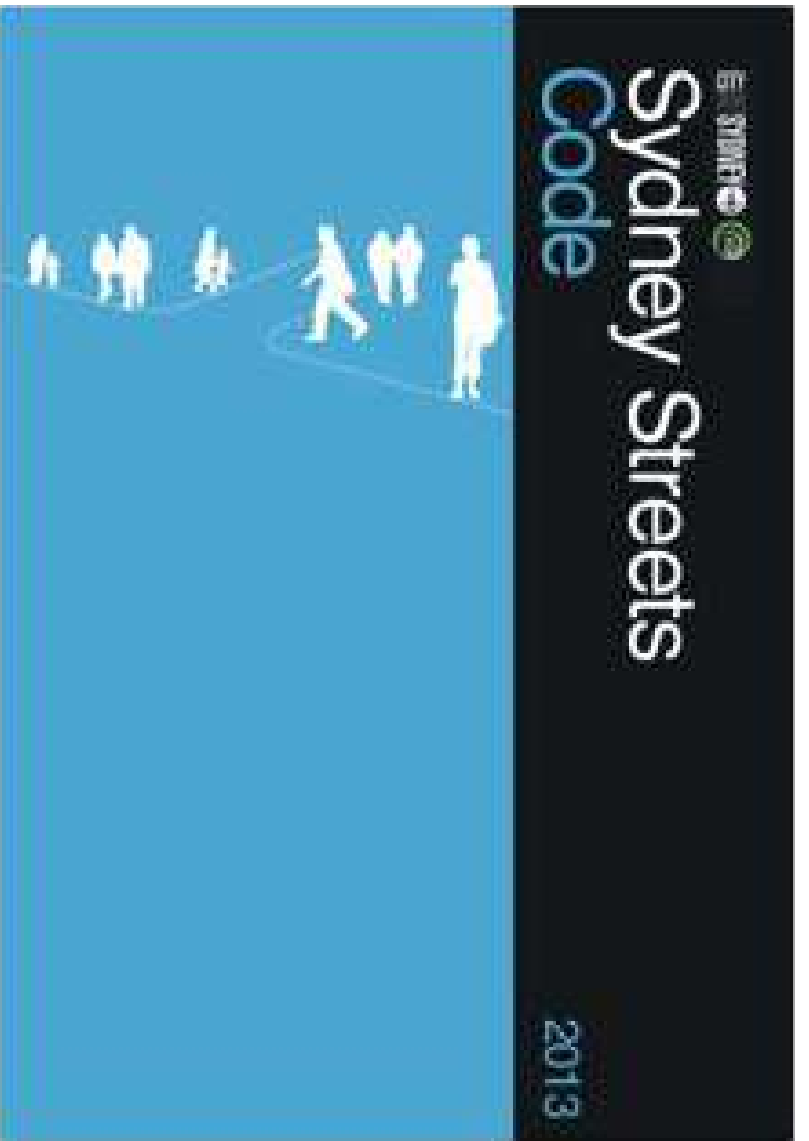
Sydney Development Control Plan 2012, City of Sydney



Open Space, Sports and Recreation Needs Study 2016



Public Domain Manual 2017, City of Sydney



Sydney Street Code 2013, City of Sydney



Sydney Streets Technical Specification 2016, City of Sydney

The Metro Quarter is currently zoned Mixed Use (B4) under the Sydney LEP 2012.

The Sydney Local Environment Plan 2012 guides the planning decisions for the City of Sydney through zoning, height, FSR, heritage and other key development controls.

Site specific development controls have been developed to achieve the vision for the Metro Quarter guided by the City of Sydney's DCP.

The Sydney Development Control Plan provides detailed planning and design guidelines to support the planning controls in the Sydney LEP. However, precinct specific controls have yet to be developed for the Waterloo SSP.

The Metro Quarter has the opportunity to add to the existing network of open space to increase local amenity.

The study details the objectives, directions and recommendations for the future planning provisions, development and management of the city's public open space and recreation facilities.

Section 4.4 of Volume 1 provides specific guidance for various urban renewal areas, including Waterloo

The Metro Quarter has the opportunity to provide high quality finishes and materials for an enhanced public domain.

The Public Domain Manual provides information on the process of submission, management and responsibilities of works undertaken in the public domain.

The document applies to works during Construction Certificate, construction and Occupation Certificate stages.

The Metro Quarter has the opportunity to provide streets that are responsive, connected and sustainable when delivered.

The Sydney Streets Code details the guidelines, design coordination and material palettes for works undertaken in the city's public domain.

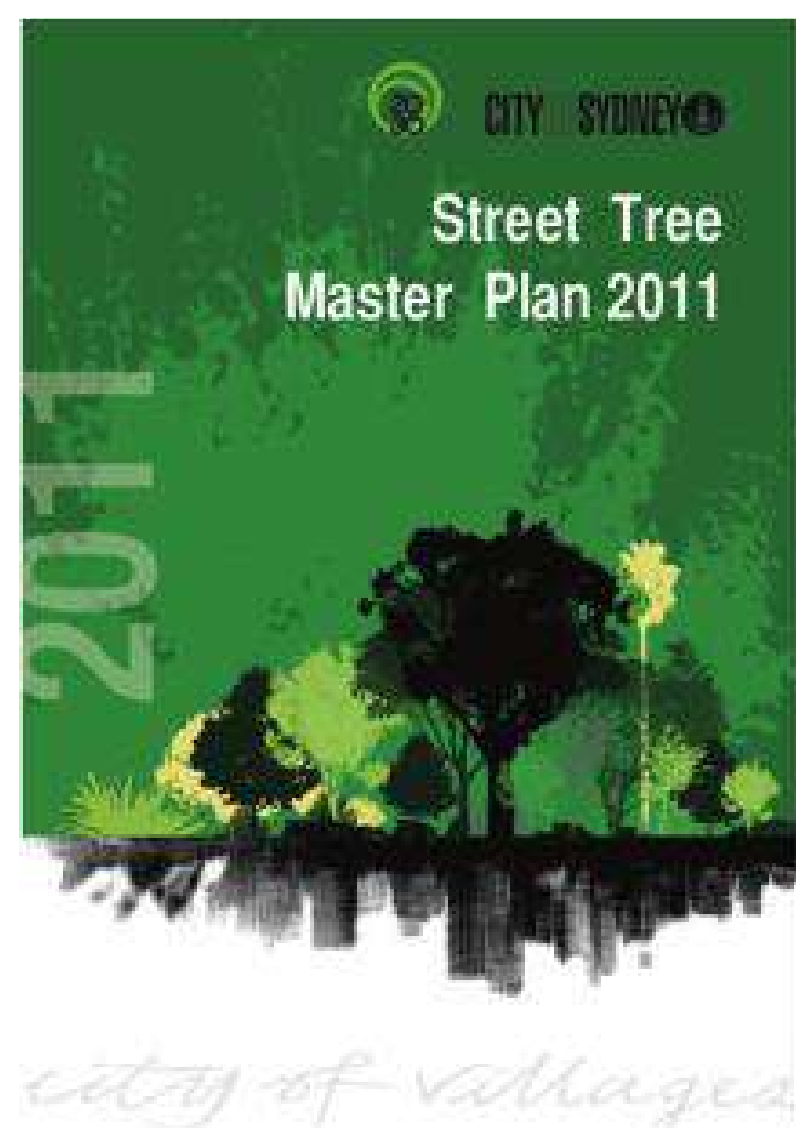
The code details five key design principles:

1. Public space, public life
2. Promote sustainability
3. Promote inclusive design
4. Promote active transport
5. Respect distinctiveness and place

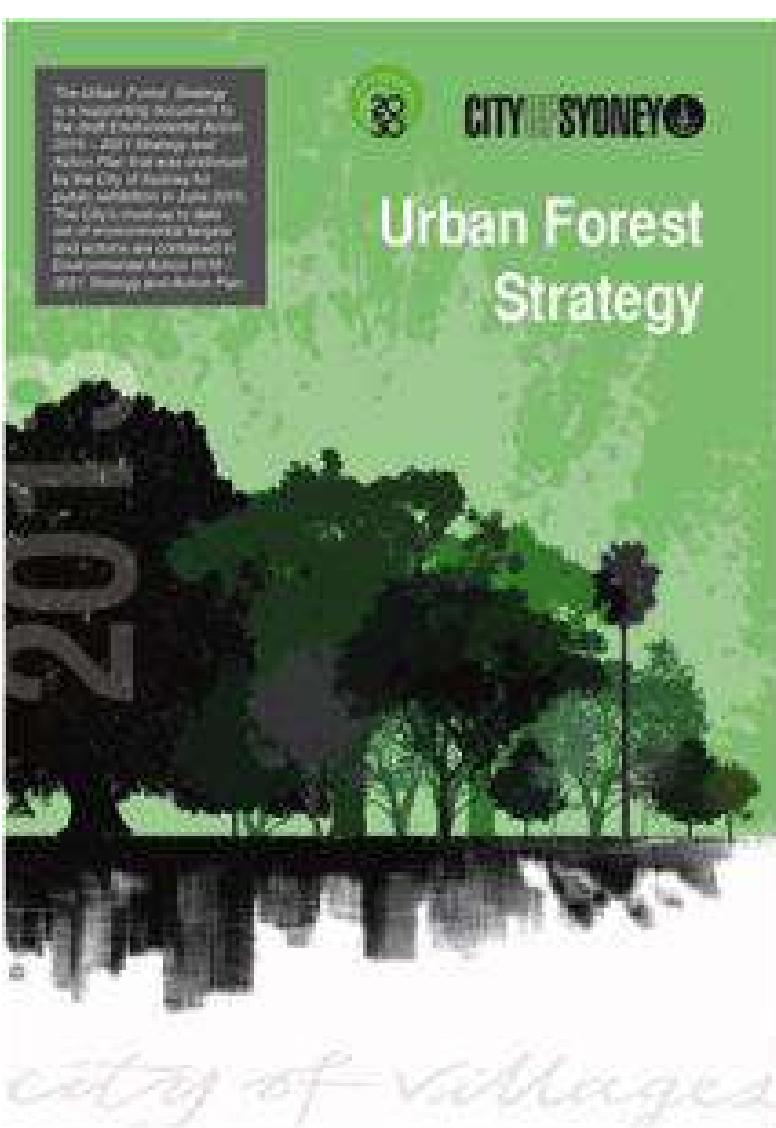
The Metro Quarter has the opportunity to provide streets that meet the requirements of the technical specifications.

The Sydney Streets Technical Specification sets out the technical requirements for streets and footpaths in the City of Sydney Local Government Area.

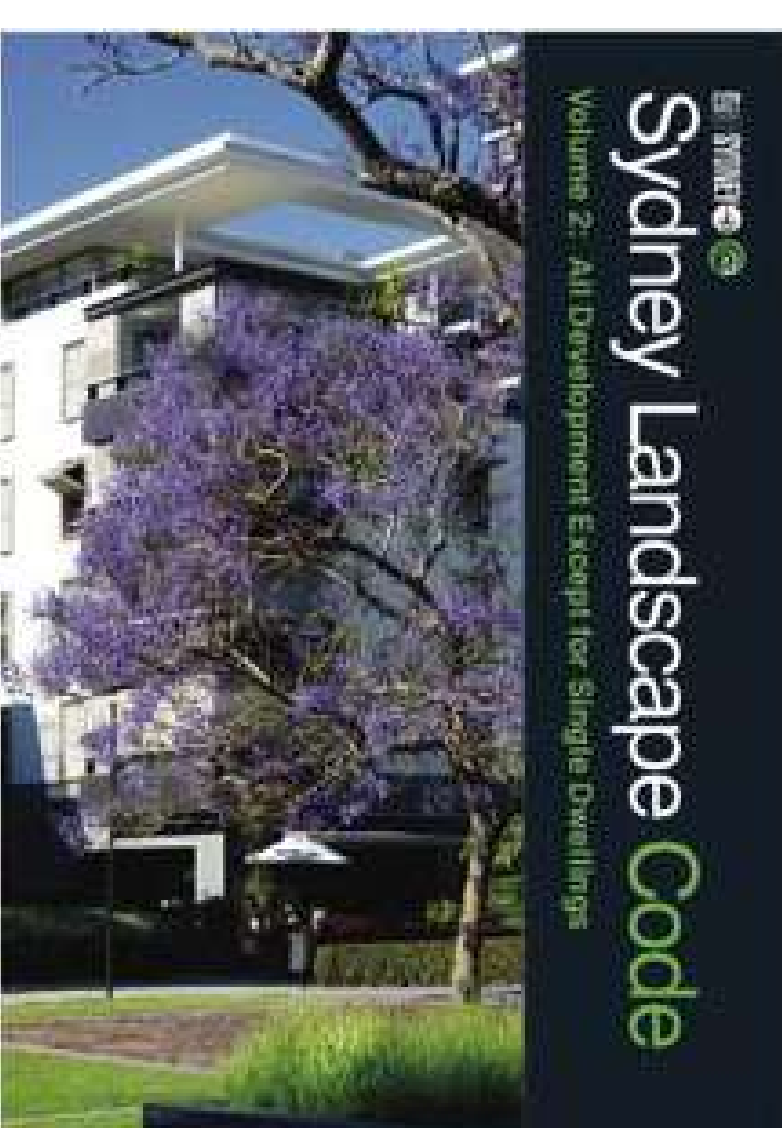
The document is an accompaniment to the 'Sydney Streets Code 2013.' The specification draws on the Sustainable Sydney 2030 objectives, with the new standards intending to produce long-term maintenance benefits.



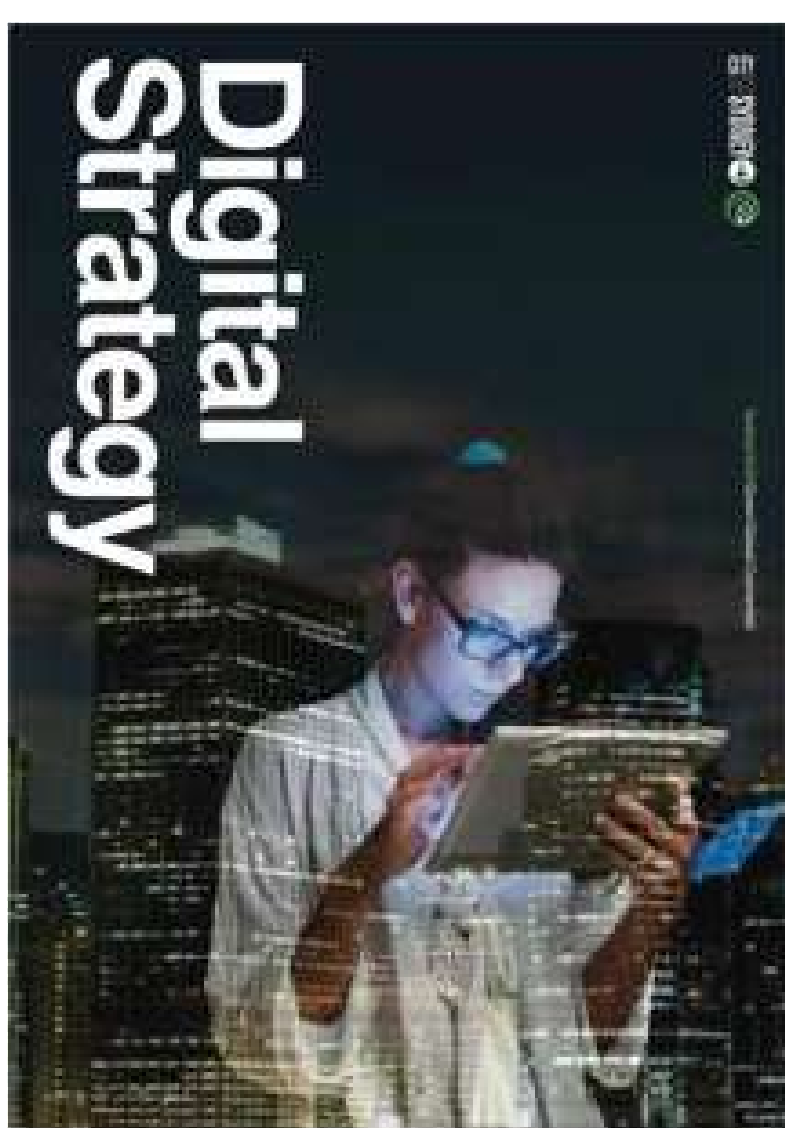
Street Tree Master Plan 2011, City of Sydney



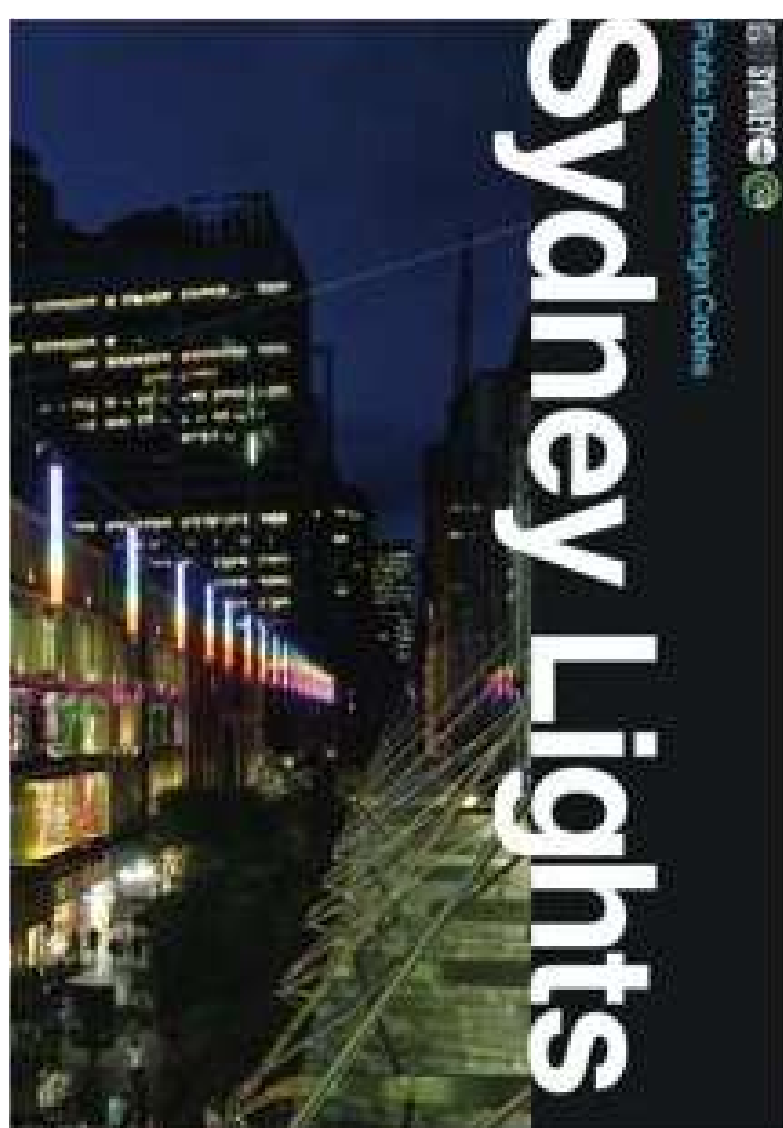
Urban Forest Strategy 2013, City of Sydney



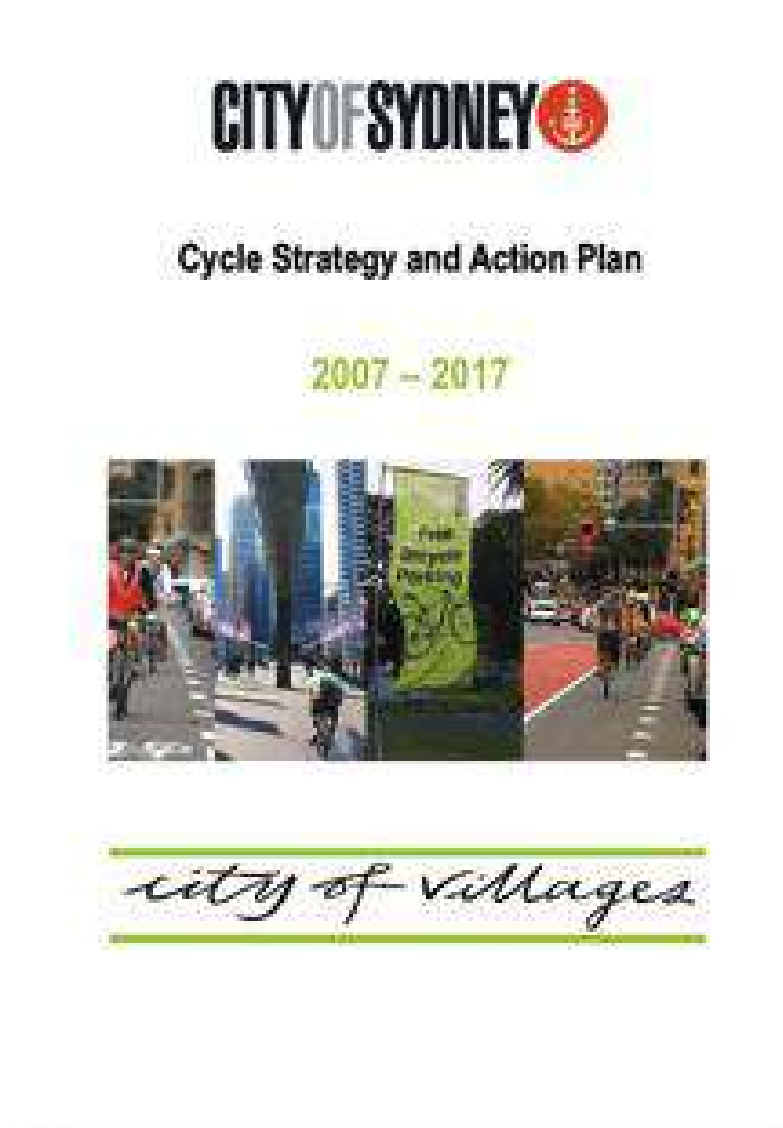
Sydney Landscape Code, City of Sydney



Digital Strategy 2017, City of Sydney



Sydney Lights Design Code, City of Sydney



Cycle Strategy and Action Plan, 2007 - 2017, City of Sydney



Legible Sydney Way finding Strategy 2016, City of Sydney

Part of Precinct 11, the Metro Quarter will help drive more sustainable and complete decisions on new planting and how it may better respond to its context.

The plan recognises that trees are one of the most significant factors in making a street a 'place.' With this resource, a co-ordinated and strategic approach to street trees will emerge.

The plan details the street tree arrangements for the city by understanding the city as a series of unique precincts. The plan also details the species selection process and the technical guidelines for planting, establishment and maintenance.

The strategy quantifies the existing canopy (as of 2008) of Waterloo to be 16 percent and sets an increased future target canopy of 20 percent.

The strategy acknowledges the need to protect and maintain existing trees, aims to increase the average total canopy by 23.25% by 2030, increase species diversity and engage and educate.

The strategy names 4 fundamental objectives:

1. Protect and maintain the existing urban forest
2. Increase canopy cover
3. Improve urban forest diversity
4. Increase community knowledge and engagement

The Metro Quarter has the opportunity to support the Sustainable Sydney 2030 vision for Sydney as a green, global and connected city.

The Code's purpose is to guide the creation of high quality and sustainable spaces within private developments in the City of Sydney.

5 landscape design principles are set out:

1. Promote responsive landscape environments
2. Promote sustainability
3. Create beautiful and comfortable places for people
4. Contribute to and enhance the natural environment and urban ecology
5. Promote and improve water quality

The Metro Quarter has the opportunity to support the new digital approach to place-making by engaging the community.

The document sets out a strategy for a digital city, being one that allows increased accessibility to technology, economic engagement and provides the amenities and services for the growing residential population.

Six key priorities are identified. All priorities are community driven, aiming to increase skills, participation, amenity and engagement for all members of the community.

The Metro Quarter has the capacity to meet the principles of the code, particularly those relating to safety, active transport and spatial distinctiveness.

The code sets out the approach for lighting the city's public domain to ensure safety, engagement and legibility. It also recognises the shift toward a more sustainable lighting strategy and lightings' role in creative and artistic expression.

Five key principles are identified:

1. Promote safety and inclusive design
2. Enhance public spaces, public life
3. Promote sustainability
4. Promote active transport
5. Respect distinctiveness and place.

Rethinking how cycling infrastructure is built into existing and proposed urban fabric is key for the Metro Quarter to make it a highly accessible active transport hub.

The plan sets out the infrastructure requirements needed to make cycling a safer, more comfortable experience for current and potential commuters. It has specific and measurable targets, including increasing the number of bicycle trips from less than 2% in 2006 to 10% by 2016.

The importance of social initiatives is also outlined to promote an awareness of cycling as a transit method, the benefits of cycling for community and personal and generally shift the occasionally negative behavioural responses that are aligned with cycling.

The Metro Quarter must adopt contemporary way finding strategies to ensure it is easily accessible for locals, workers and visitors.

The strategy is aimed at creating a more legible public domain that will begin to encourage people to walk with comfort and confidence around the City of Sydney.

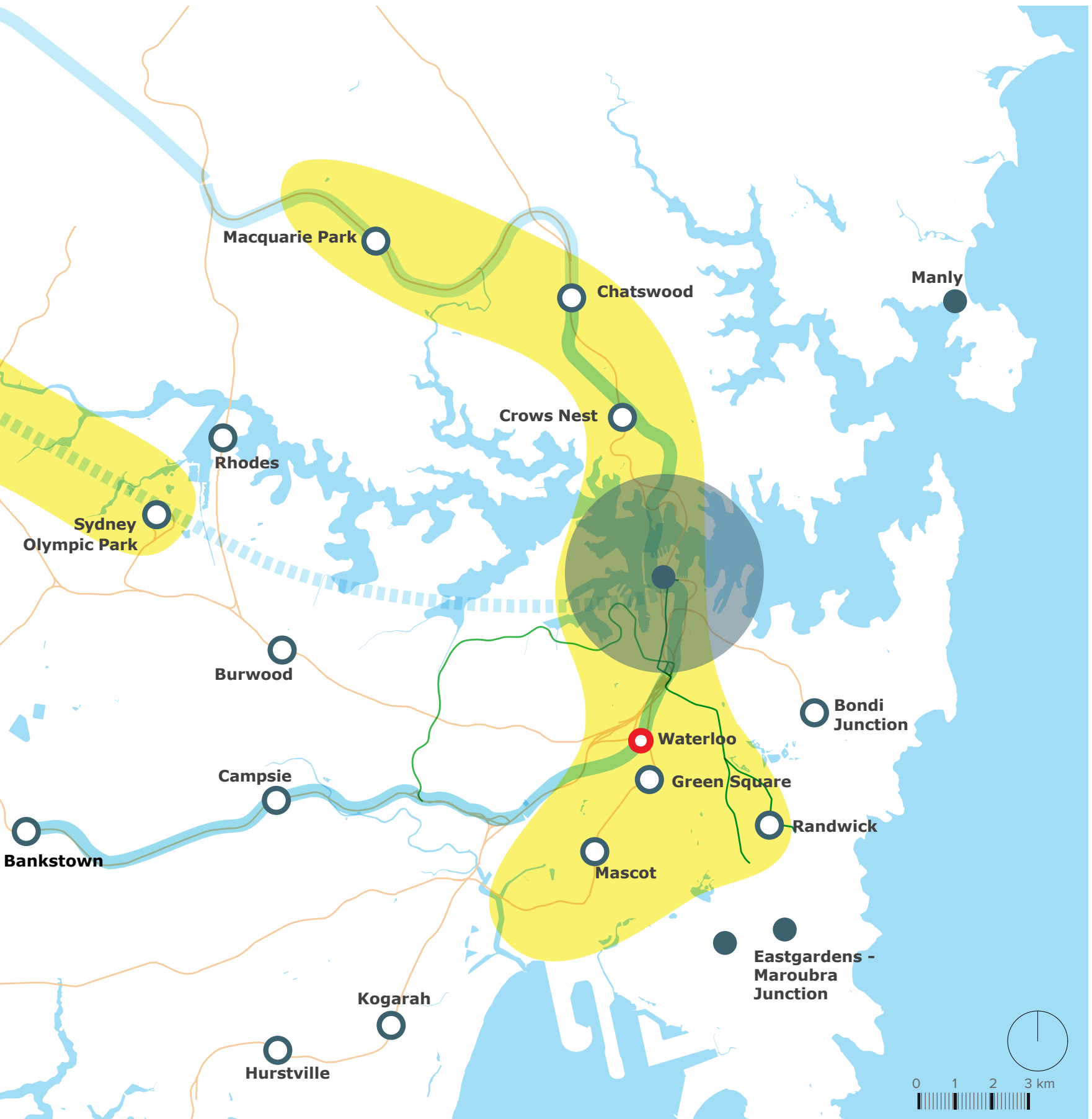
Delivering a communicable streetscape in both day and night is also highly important to ensure the space remains regularly active and safe for users.

2.2 DRIVERS FOR RENEWAL

Waterloo is well positioned to deliver the Government's vision for more housing, employment and increased connectivity

The Waterloo Metro Quarter's close proximity to Central Sydney provides the opportunity to support the vision set out in the Greater Sydney District Plan to provide housing, employment opportunities and services close to transport. As Sydney continues to grow, existing zoning patterns will need to be revised to better reflect the renewal of inner-city areas that include the Waterloo Metro Quarter. The Metro Quarter, as part of the Waterloo renewal precinct, will contribute to the development of the 30-minute city as an emerging centre providing essential access to day-to-day goods and services close to where people live.

Fig 2.2.1 STRATEGIC LOCATION



Waterloo is strategically located in the State's greatest economic growth corridor

By 2036, Sydney will grow by 1,740,400 people, support an additional 840,000 jobs and will need 680,000 new homes. This will fundamentally change the city's fabric.

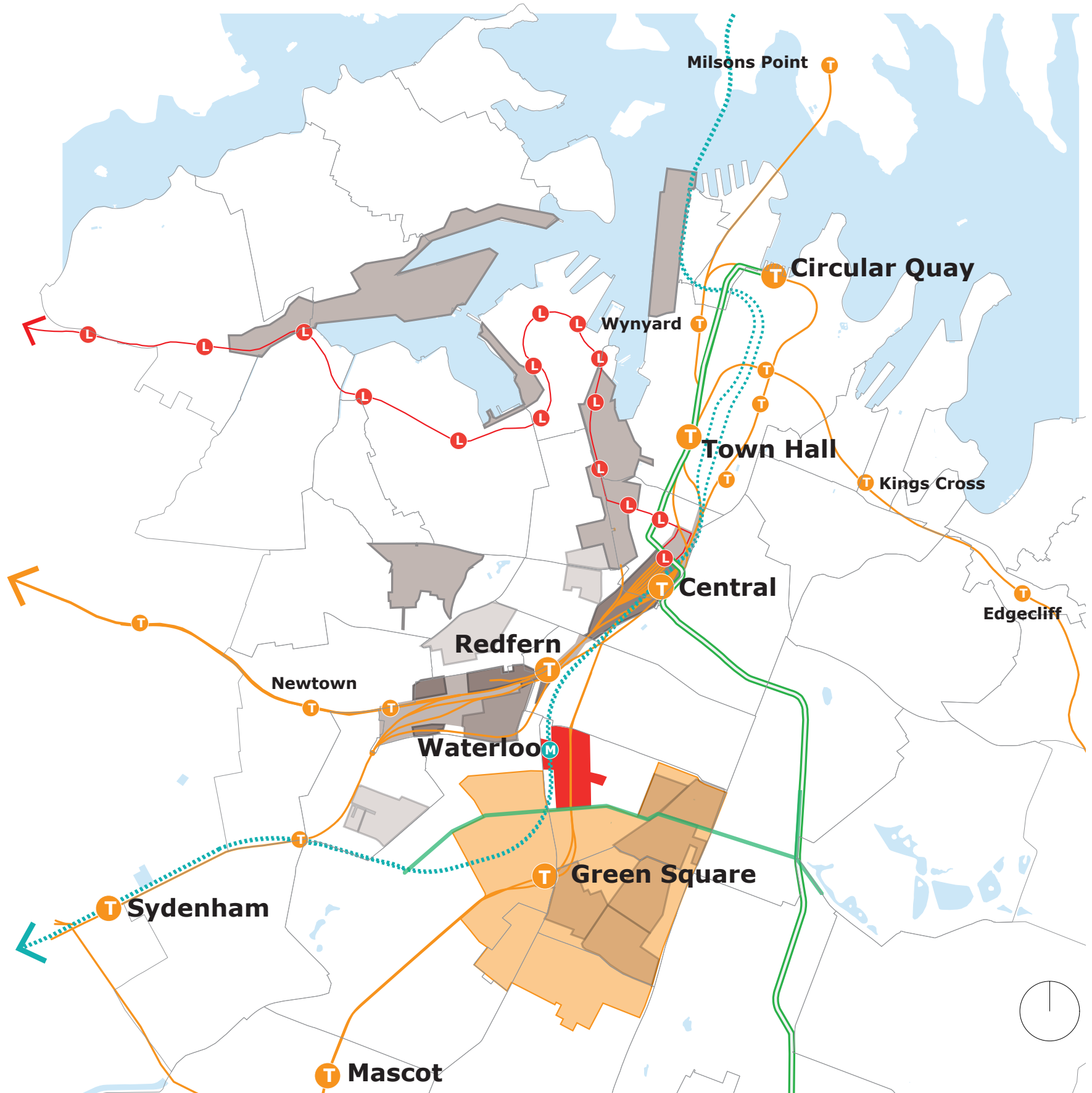
As Sydney continues to grow, the provision of high quality and affordable housing, connecting new jobs and educational opportunities closer to homes, will be key to meeting the needs of the growing and changing population and increasing liveability.

The Waterloo SSP is within the Eastern Economic Corridor that connects from Macquarie Park through Central Sydney to the airport. The Metro Quarter can deliver additional housing and employment opportunities at the same time that the Sydney Metro Waterloo Station provides increased connectivity.

Legend

- Economic Corridor
- Metropolitan Centre
- Waterloo Metro Quarter
- Strategic Centre at station
- Strategic Centre
- Metro Line
- Metro Investigation Line
- Lightrail
- Train Line

Fig 2.2.2 KEY SITES



Waterloo is one of the key sites close to Central Sydney with the opportunity for growth in housing and employment

The Central Sydney Planning Strategy 2016-2036 identifies the Central to Eveleigh and Bays Precinct urban renewal projects as the natural long term extensions to Central Sydney as growing employment centres.

As part of the Redfern Waterloo Growth Area, the Waterloo Metro Quarter is within a context that is set to fundamentally change over the next 40 years. A new Sydney Metro station at Waterloo, and proposed development opportunities around other stations (such as Green Square to the south) and areas close to Central Sydney, presents an opportunity to create activity in areas where the current provision of housing and jobs is relatively low and where growth can be accommodated without impacting Heritage Conservation Areas.

Legend

- Waterloo SSP
- Train Station
- Metro Line
- Lightrail
- Train Line
- Green Square Urban renewal area
- Major development on State Significant Government owned land

Fig. 2.2.3 **METRO AS CATALYST**



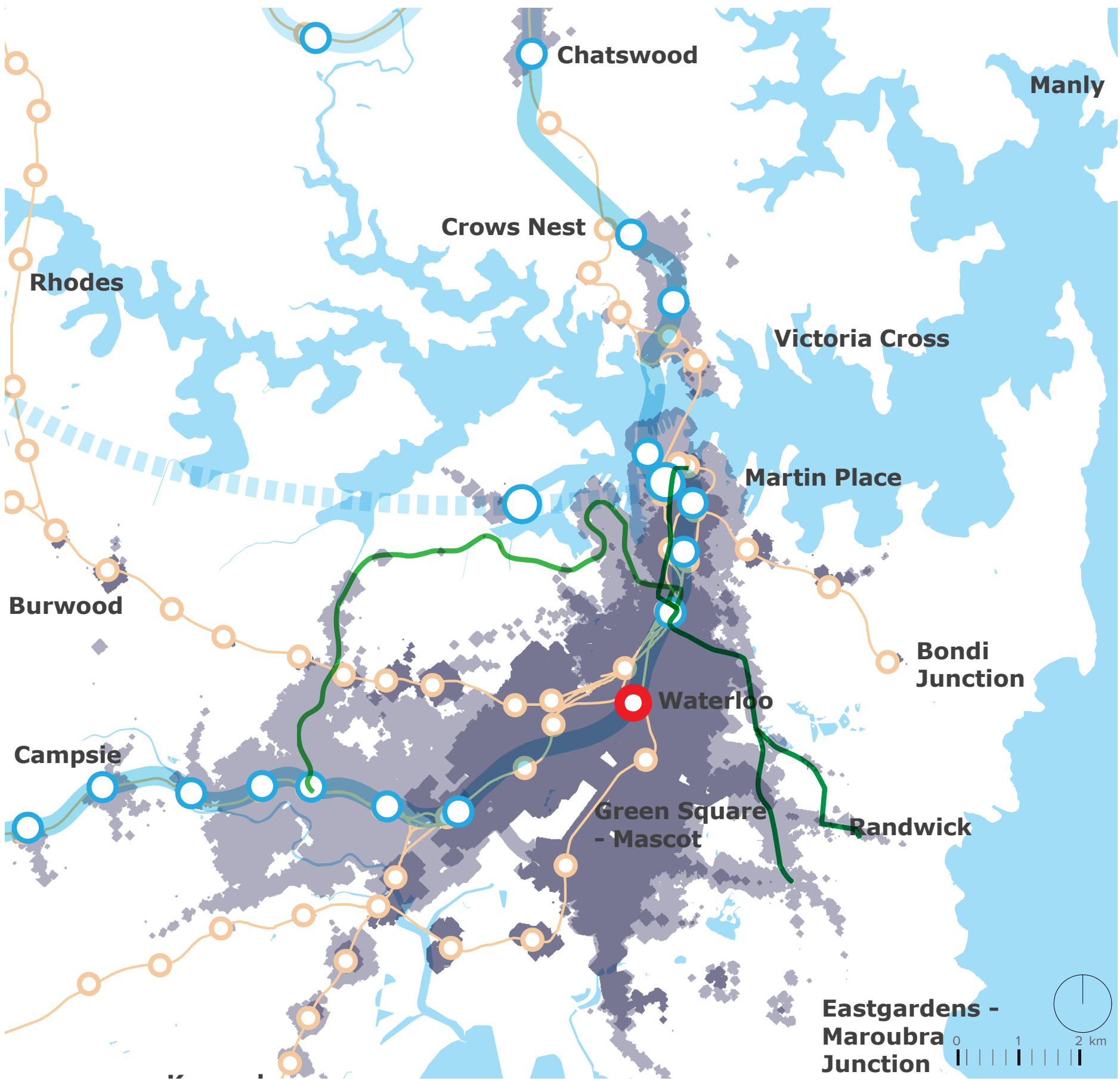
The Waterloo Station is the catalyst for unlocking Waterloo's unique growth and renewal potential

The Metro Quarter re-development will be the first stage of the renewal of the Waterloo SSP to support the diverse and vibrant community into the future and provide a choice of highly liveable housing options, as well as new community facilities, retail, services and public domain.

Legend

- Integrated station development
- Waterloo Metro Quarter
- Metro Line
- Metro Investigation Line

Fig. 2.2.4 **THE 30 MINUTE CITY**



The Metro will connect Waterloo to the 30 minute city, increasing opportunities for jobs, services and recreation

Waterloo Station, as part of the Sydney Metro City & Southwest project, is a key part of delivering the increased connectivity that is part of the Greater Sydney Region Plan 2018.

The vision for a 30 minute city is one where people can conveniently access jobs and services within 30 minutes by public or active transport, 7 days a week. Integration of land use, transport and infrastructure planning will be required to achieve this. Co-location of jobs and services, better access to education and greater housing choice and affordability will provide opportunities for people to live closer to their jobs and improve liveability.

Legend

- 15 Minutes Travel
- 30 Minutes Travel
- Waterloo Metro Quarter
- Train station
- Metro station
- Metro Line
- Metro Investigation Line
- Lightrail
- Train line

Fig. 2.2.5 **SYDNEY'S FRAMEWORK OF CENTRES**



The Metro Quarter has the opportunity to become a new centre of activity within Sydney's framework of centres.

Located in the existing Redfern Waterloo growth area as part of the Central to Eveleigh Urban Transformation Strategy, the Waterloo Precinct will deliver transformative urban renewal.

With the new metro station acting as a catalyst, Waterloo Metro Quarter has the opportunity to emerge as a new centre of activity within the Eastern District's framework of metropolitan, strategic and local centres.

Place-based planning and design excellence that builds on local characteristics is required to create great centres that improve the city's liveability. Improving liveability involves creating and renewing great places, neighbourhoods and centres.

Legend

- Metropolitan Centre
- Waterloo Metro Quarter
- Local Centre
- Local Centre at Station
- Strategic Centre
- Strategic Centre at Station
- Metro Line
- Metro Investigation Line
- Lightrail
- Trainline

2.3 A STRATEGIC RESPONSE

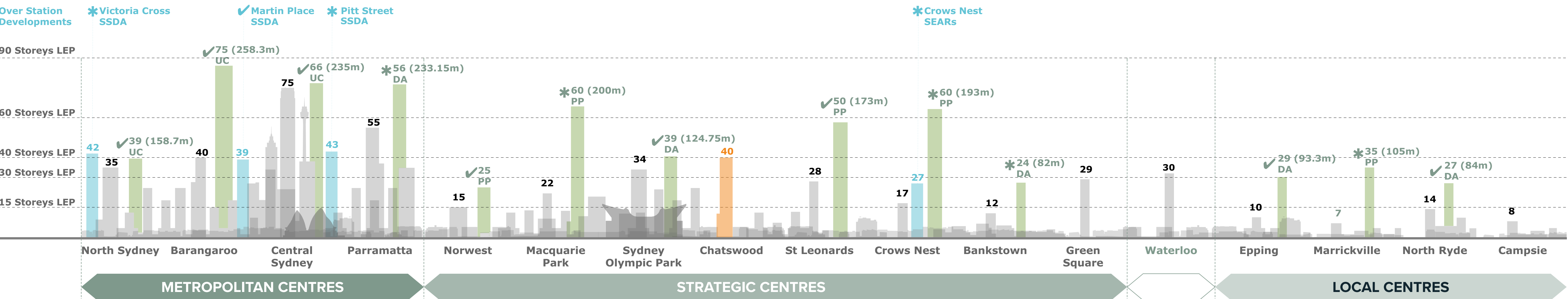
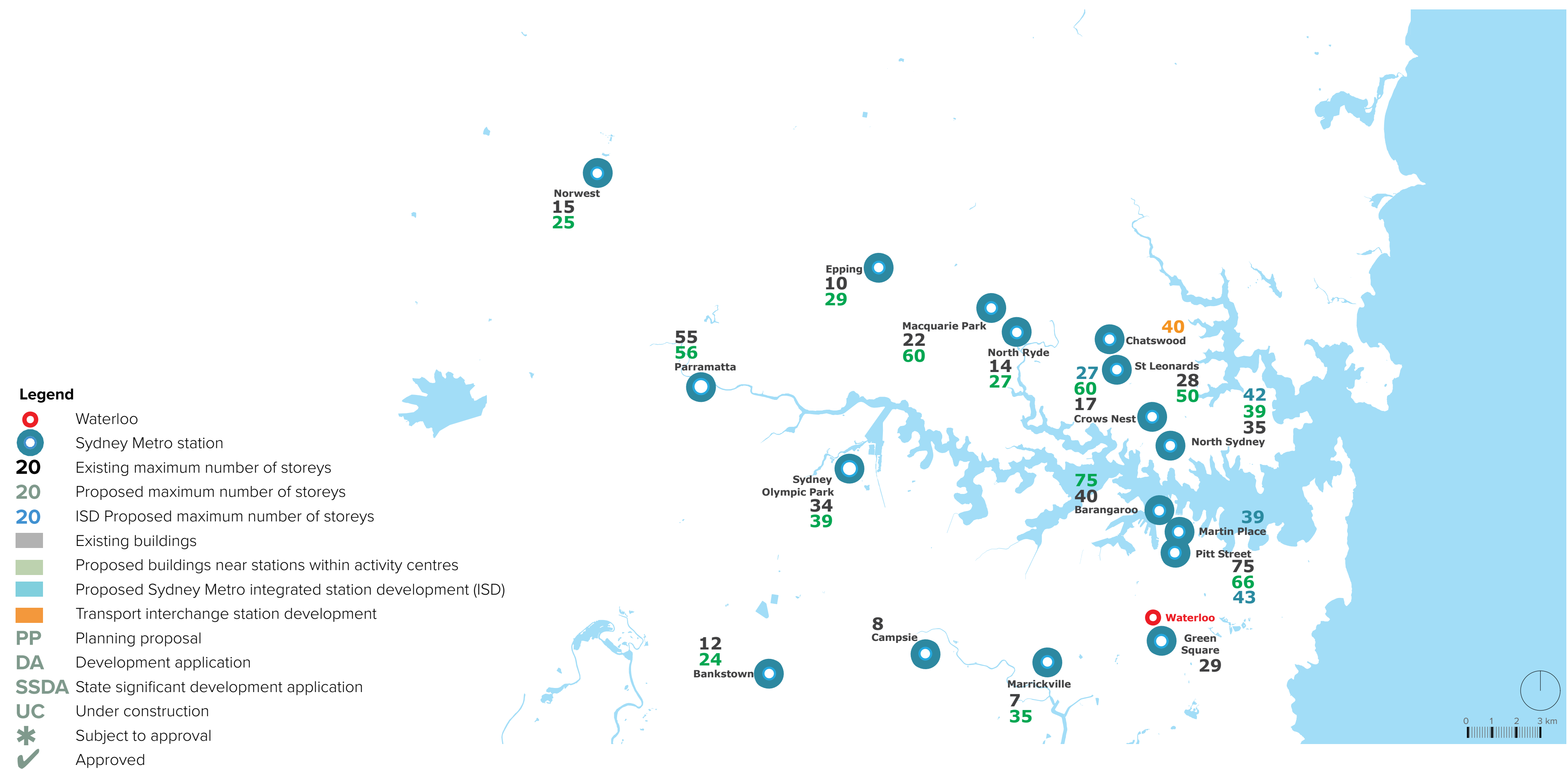
The height for transit corridors outside of Central Sydney and Parramatta ranges from 25 to 60 storeys

With the projected population and employment growth in Sydney over the next 40 years, well-located housing, public spaces, transport, local infrastructure and planning that is people and place focused will be key to ensuring that the liveability of the city is enhanced.

The emerging activity centres sit within Sydney's framework of metropolitan, strategic and local centres. The highest density and heights are focused in the Sydney and Parramatta CBD's as the key metropolitan centres. In planning the location of Sydney metro stations, consideration is given to the locations and objectives of these metropolitan, strategic and local centres. Sydney Metro will provide Sydney with more connected and liveable centres.

The strategy for higher densities in well-connected centres will bring greater vibrancy, reduced travel times and increased economic opportunities by locating people closer to jobs and education. Changing the heights and densities along transit corridors supports this growth strategy, with heights at or around stations (outside of Central Sydney and Parramatta CBD) ranging from 25 to 60 storeys.

Fig. 2.3.1 EXISTING & FUTURE HEIGHTS ALONG TRANSIT CORRIDORS



22 Fig. 2.3.2 Comparison of existing and future heights within activity centres along transit corridors

2.4 A NEW ACTIVITY CENTRE FOR WATERLOO

Encouraging growth in inner city areas like Waterloo provides retail, jobs and educational opportunities close to home

The Waterloo SSP is identified in the Central to Eveleigh Urban Transformation Strategy as a desirable inner-city precinct only a few minutes from the major transport hubs of Redfern and Green Square. The proximity to public infrastructure will be further enhanced with the new metro station and make Waterloo an easy commuting distance to Central Sydney, emerging employment centres and globally recognised universities. As an emerging centre of activity, the Waterloo Metro Quarter has the opportunity to become a focal point of the existing neighbourhood, providing essential access to day-to-day goods and services close to where people live and as an important part of the 30 minute city. Waterloo Metro Quarter will serve both local and global Sydney.



Fig. 2.4.1 Centres of Activity around Stations, Central to Eveleigh Urban Transformation Strategy, 2016

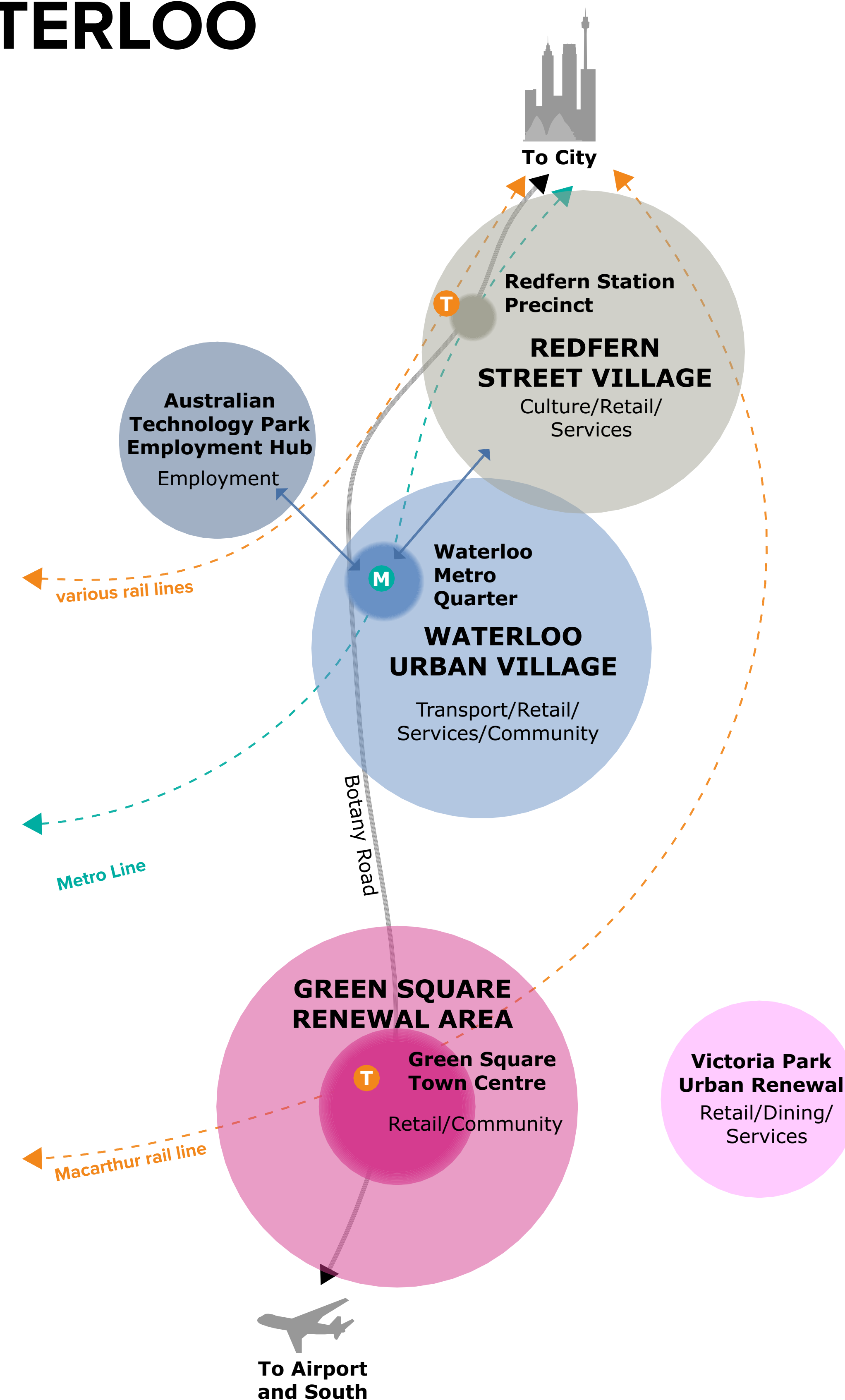
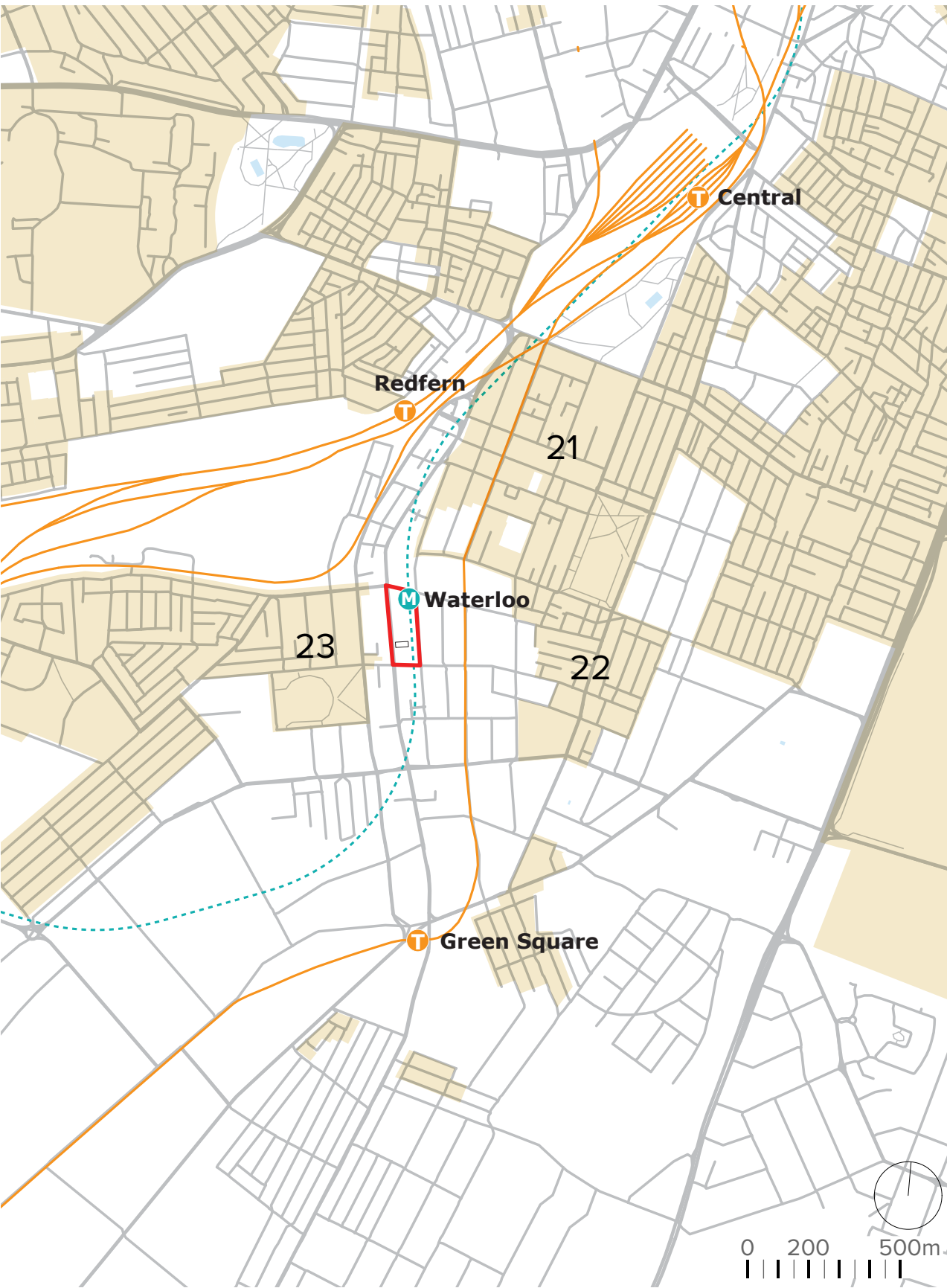


Fig. 2.4.2 Waterloo and adjacent Activity Centres

2.5 COMPLEMENTARY URBAN RENEWAL

Waterloo is well placed to deliver a vibrant urban village, complementary to surrounding precincts

Fig. 2.5.1 HERITAGE CONSERVATION AREA



The potential for growth and renewal is limited within the surrounding Heritage Conservation Areas

The Heritage Conservation Area status of land to the north, east and west of the Waterloo Metro Quarter means that the immediately adjacent urban fabric is not expected to significantly change over the coming years. Their current redevelopment potential is limited.

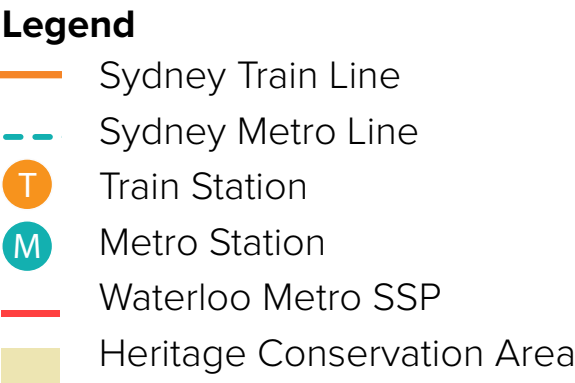
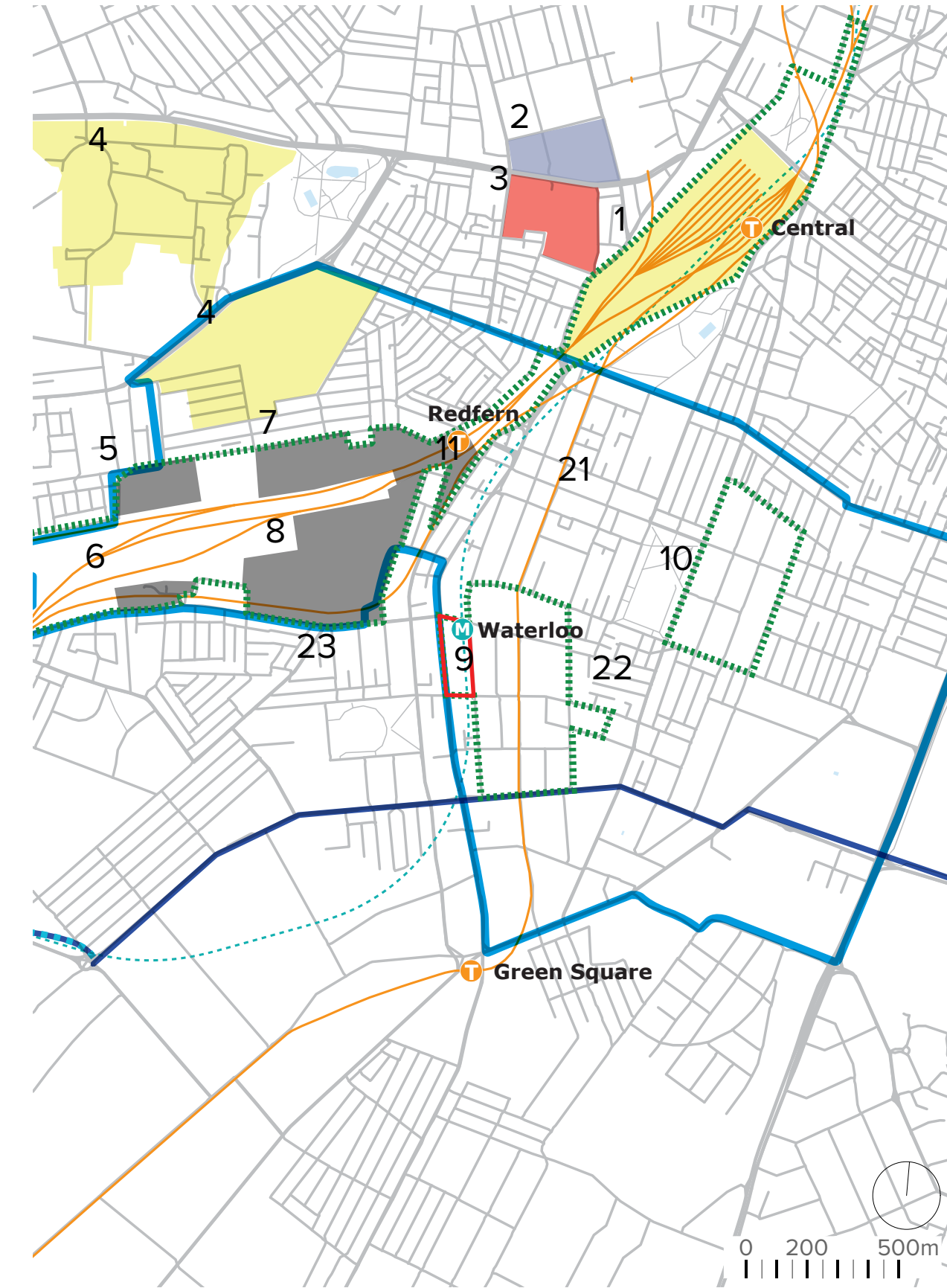


Fig. 2.5.2 STATE SIGNIFICANT PROJECTS



There has been significant investment in delivering employment, educational and cultural opportunities close to Waterloo

State Significant projects and developments around the Waterloo Metro Quarter are focused on delivering increased employment, enhanced educational facilities, student accommodation, cultural and work-related spaces, community and open spaces, with some residential development. These precinct strategies support the City of Sydney's long term plan to extend Central Sydney's growth south.

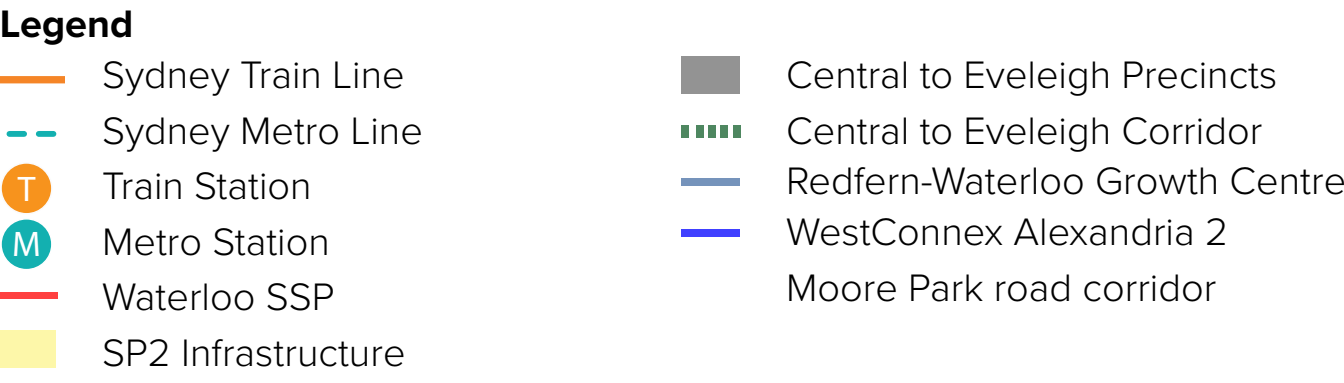
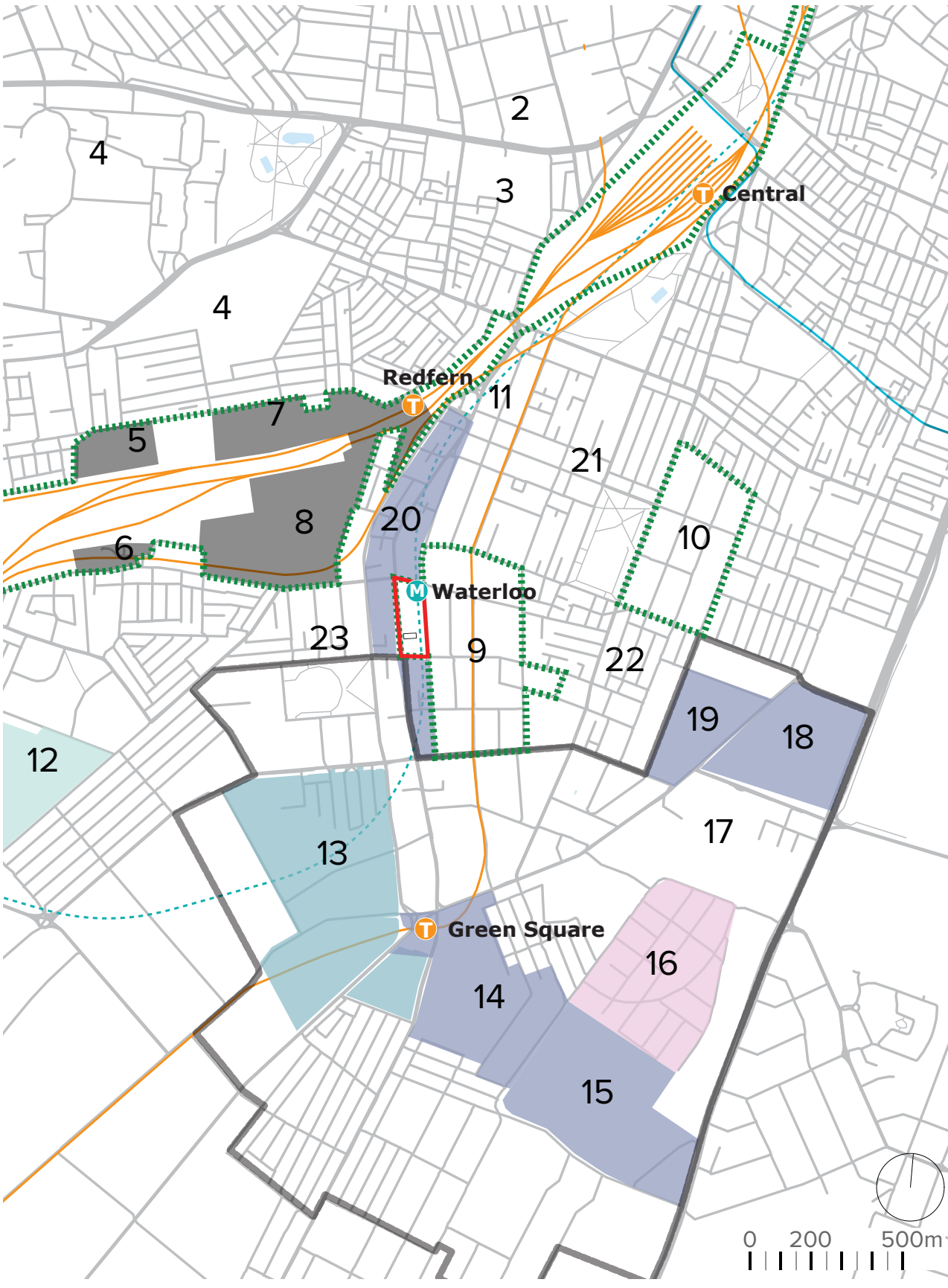
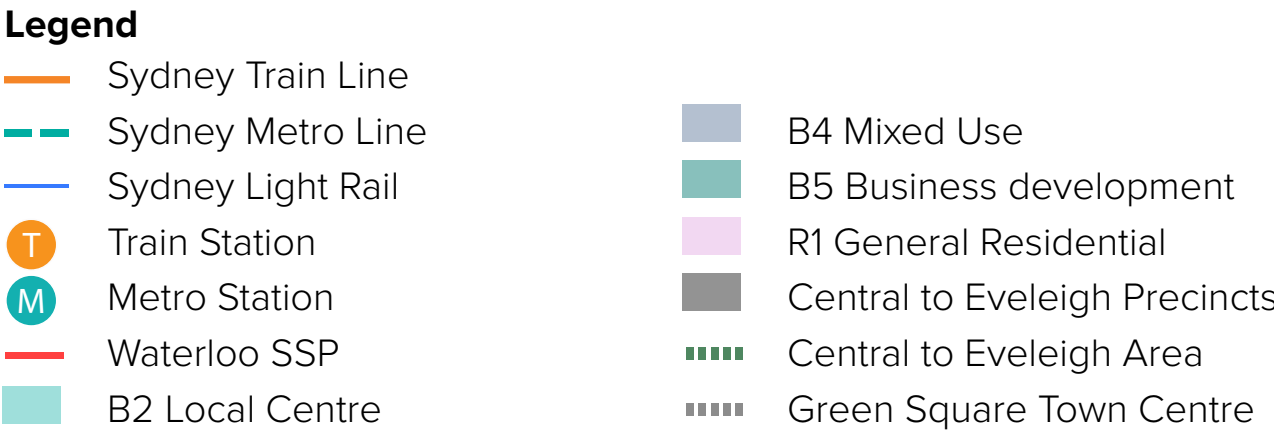


Fig. 2.5.3 URBAN RENEWAL



The potential for densification of adjacent local precincts and urban renewal areas is limited to sites that are still undeveloped.

The City of Sydney Precincts and Urban Renewal Areas around the Waterloo Metro Quarter are focused on delivering increased employment, community and open spaces alongside residential developments. Most of these areas have been recently developed.



2.6 A NEW TRANSPORT HUB

Serving four diverse catchment areas, Waterloo is well placed to realise the area's local and strategic value

The new Sydney Metro station at Waterloo will serve four primary catchment areas that include Eveleigh / Australian Technology Park (ATP), Redfern, Alexandria and Waterloo.

Eveleigh / Australian Technology Park

Providing employment, cultural uses and open space, the Australian Technology Park (ATP) is the nearest employment hub. The re-development of the ATP will increase the employment opportunities and provide additional open space, cultural and retail opportunities. Eveleigh as part of the Central to Eveleigh Corridor is also set to become a cultural and innovation hub.

Redfern

The nearest strategic centre providing retail, employment, educational and living opportunities as a high density precinct.

Alexandria

A Heritage Conservation Area with mainly low rise residential uses, parts of Alexandria are also set to be renewed as part of the Green Square urban renewal as a high density precinct.

Waterloo

A largely residential area with local services, community and cultural facilities, with urban renewal planned for the Waterloo Estate.

EVELEIGH / ATP



REDFERN



ALEXANDRIA



WATERLOO

Fig 2.6.1 Waterloo Station Catchment Area

2.7 CONNECTING A GROWING POPULATION

The new Sydney Metro station at Waterloo will connect the growing resident and worker population and bring new visitors to the area.

Residents

Historically a working class neighbourhood, the resident population is characterised by a mix of low income residents, Aboriginal and Torres Strait Islanders, ageing citizens who have been long-term residents to the area, young professionals, students and families. The residents come from a wide range of socio-economic status and diverse backgrounds including Chinese, English, Russian and European.

The current residential population is set to grow with the redevelopment of precincts around Green Square and Alexandria and the future urban renewal of Waterloo Estate.

Workers

Employment hubs around Waterloo such as ATP contain a large population of workers that comprises white collar, pink collar, new blue collar and creatives. This is set to increase with the redevelopment of ATP and Central to Eveleigh as a creative and innovation corridor.

Visitors

The connectivity provided by the new metro station and urban renewal of the Waterloo Estate will bring a wide range of visitors to the area.

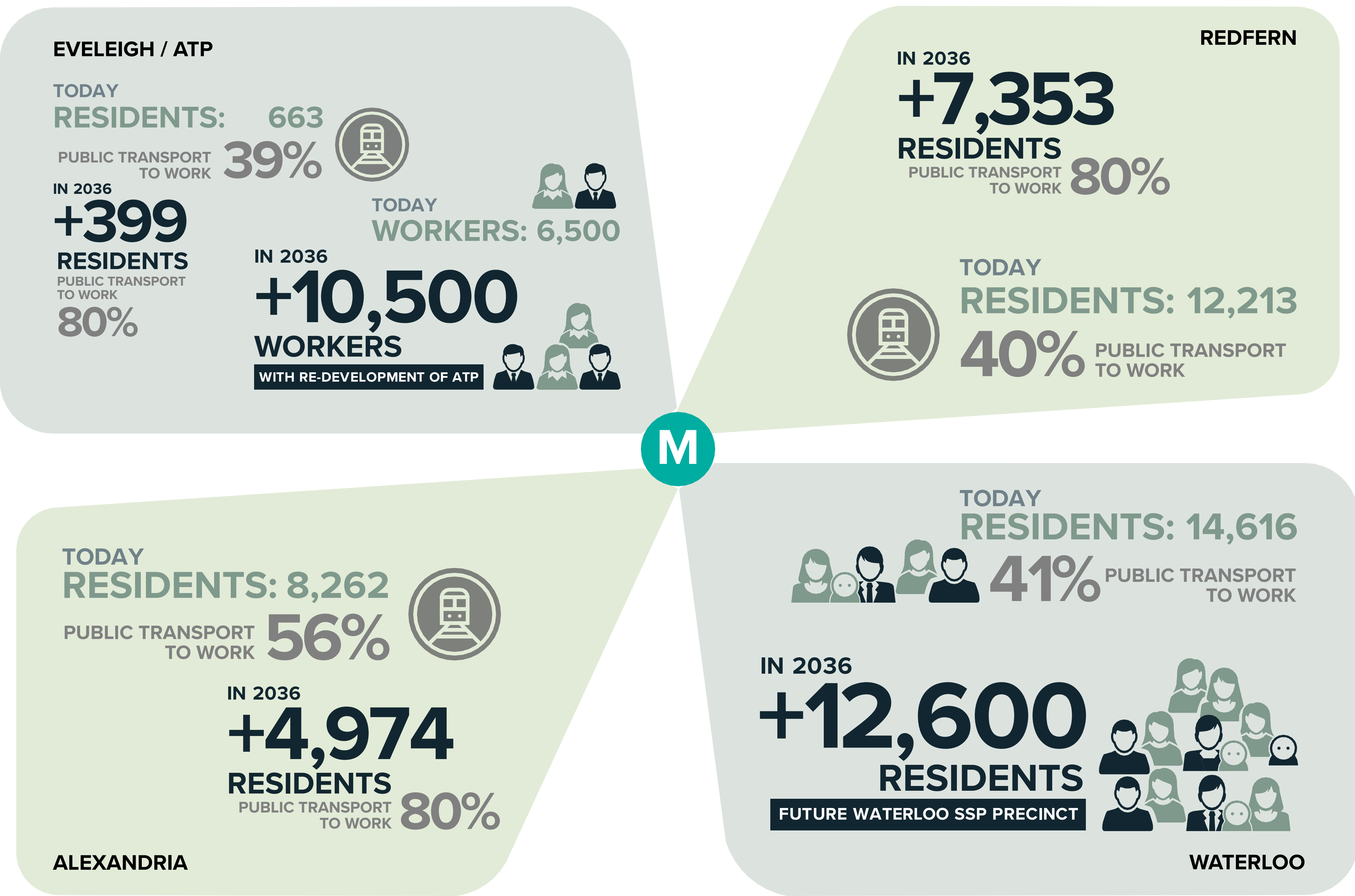


Fig. 2.71 Waterloo Station Catchment Areas: Residents and Workers
Notes: Population figures are sourced from Census 2016 data, Australian Bureau of Statistics
2036 population numbers are calculated using 2016 Annual Population Growth Rates, Department of Planning

2.8 OPPORTUNITIES & CHALLENGES FOR COMPLEMENTARY URBAN RENEWAL

The arrival of Waterloo Station provides the opportunity to create an active interchange hub

An understanding of the Waterloo SSP's position within the vision for Greater Sydney and the opportunities and challenges is key to the delivery of the Metro Quarter as the first stage of the overall Waterloo SSP urban renewal.



OPPORTUNITIES

Design Led and Place Focused SSP

Deliver on state and local policy for the renewal of Waterloo SSP.

Cultural Heritage & Diversity

To respect the precinct's special Aboriginal and European heritage with the design process.

Renewal Context

To grow Waterloo as an emerging centre that is connected to and complements the surrounding special-use districts, including the global economic corridor.

Active Transport Hub

To leverage major new public transport capacity in support of the renewal of the precinct.

Community Connection and Cohesion

To build on the strengths of the Waterloo community and its neighbouring context.

Integrated Grid Strategies

To embed the strategic Ochre and Green Grid principles within the design process.

CHALLENGES

Complementary Uses

To define a new centre that does not compete with but complements surrounding centres.

Urban renewal

To address uncertainty within the community through the design and engagement process.

Social and Community Support Facilities

To ensure the needs of the current community are met alongside those of the future residents of Waterloo.

Balanced Development

To ensure the right balance between density, liveability and financial feasibility.