

Attachment B

Amended Conditions of Consent

CONDITIONS OF CONSENT

SCHEDULE 1 - DEFERRED COMMENCEMENT CONDITIONS (CONDITIONS TO BE SATISFIED PRIOR TO CONSENT OPERATING)

The following deferred commencement conditions must be satisfied prior to the consent becoming operative:

(A) PART A - DEFERRED COMMENCEMENT CONDITIONS

(CONDITIONS TO BE SATISFIED PRIOR TO CONSENT OPERATING)

The consent is not to operate and the competitive design process shall not commence until the following condition is satisfied, within 24 months of the date of this determination:

(1) VOLUNTARY PLANNING AGREEMENT

- (a) A Voluntary Planning Agreement (VPA) between the Council of the City of Sydney and Landream Pymont Pty Limited shall be drafted, exhibited, executed and submitted to Council to capture the works within the Letter of Offer dated 15 April 2021 and submitted to Council on 15 April 2021.
- (b) The VPA, as executed, must be registered on the title of the land and registered with Council in accordance with the terms of the executed VPA.

(2) Evidence that will sufficiently enable Council to be satisfied as to those matters identified in deferred commencement condition, as indicated above, must be submitted to Council within 24 months of the date of determination of this deferred commencement consent failing which, this deferred development consent will lapse pursuant to section 4.53(6) of the Environmental Planning and Assessment Act 1979.

(3) The consent will not operate until such time that the Council notifies the Applicant in writing that deferred commencement consent condition, as indicated above, has been satisfied.

(4) Upon Council giving written notification to the Applicant that the deferred commencement condition has been satisfied, the consent will become operative from the date of that written notification, subject to the conditions of consent, as detailed in Part B Conditions of Consent (Once the Consent is Operation).

(B) PART B - CONDITIONS OF CONSENT

SCHEDULE 1A

(1) CONCEPT DEVELOPMENT APPLICATION

Pursuant to Sections 4.22 and 4.24 of the *Environmental Planning and Assessment Act, 1979* and Clause 100 of the *Environmental Planning and Assessment Regulation 2000*, this Notice of Determination relates to a concept development application. A subsequent development application (detailed design) or applications are required for any works on site.

(2) APPROVED DEVELOPMENT

- (a) Development must be in accordance with Development Application No. D/2019/649 dated 21 June 2019 and the following drawings prepared by BVN:

Drawing Number	Drawing Name	Revision	Date
AR-DA-MOD-0001	CONCEPT ENVELOPE 3D WEST	03	03/11/23
AR-DA-MOD-0002	CONCEPT ENVELOPE 3D EAST	03	03/11/23
AR-DA-MOD-1001	GENERAL ARRANGEMENT PLAN - LEVEL 00	03	03/11/23
AR-DA-MOD-1002	GENERAL ARRANGEMENT PLAN - LEVEL 01	03	03/11/23
AR-DA-MOD-1003	GENERAL ARRANGEMENT PLAN - LEVEL 02	03	03/11/23
AR-DA-MOD-1004	GENERAL ARRANGEMENT PLAN - LEVEL 03	03	03/11/23
AR-DA-MOD-1005	GENERAL ARRANGEMENT PLAN - LEVEL 03 & LEVEL 04	03	03/11/23
AR-DA-MOD-1006	GENERAL ARRANGEMENT PLAN - LEVEL 04 & LEVEL 05	03	03/11/23
AR-DA-MOD-1007	GENERAL ARRANGEMENT PLAN - LEVEL 05 & LEVEL 06	03	03/11/23
AR-DA-MOD-1008	GENERAL ARRANGEMENT PLAN - LEVEL 06 & LEVEL 07	03	03/11/23
AR-DA-MOD-1009	GENERAL ARRANGEMENT PLAN - LEVEL 07 & LEVEL 08	03	03/11/23
AR-DA-MOD-1010	GENERAL ARRANGEMENT PLAN - LEVEL 08 & LEVEL 09	03	03/11/23
AR-DA-MOD-1011	GENERAL ARRANGEMENT PLAN - LEVEL 09 & LEVEL 10	03	03/11/23
AR-DA-MOD-1012	GENERAL ARRANGEMENT PLAN - LEVEL 10 & LEVEL 11	03	03/11/23

Drawing Number	Drawing Name	Revision	Date
AR-DA-MOD-1013	GENERAL ARRANGEMENT PLAN - LEVEL 11 & LEVEL 12	03	03/11/23
AR-DA-MOD-1014	GENERAL ARRANGEMENT PLAN - LEVEL 13	03	03/11/23
AR-DA-MOD-1015	GENERAL ARRANGEMENT PLAN - LEVEL 14	03	03/11/23
AR-DA-MOD-2001	JONES ST ELEVATION	04	03/11/23
AR-DA-MOD-2002	JONES ST ELEVATION	03	03/11/23
AR-DA-MOD-2003	WATTLE ST ELEVATION	03	03/11/23
AR-DA-MOD-2004	LIGHT RAIL ELEVATION	03	03/11/23
AR-DA-MOD-2005	LIGHT RAIL ELEVATION	03	03/11/23
AR-DA-MOD-3001	SECTION A	04	03/11/23
AR-DA-MOD-3002	SECTION B	03	03/11/23
AR-DA-MOD-3003	SECTION C	04	03/11/23
AR-DA-MOD-3004	SECTION D	04	03/11/23
AR-DA-MOD-3005	SECTION E	04	03/11/23
AR-DA-MOD-3006	SECTION F	04	03/11/23
AR-DA-MOD-4001	CONCEPT ENVELOPE - JONES STREET	01	03/11/23
AR-DA-MOD-4002	CONCEPT ENVELOPE - THROUGH SITE LINKS	01	03/11/23
AR-DA-MOD-4003	CONCEPT ENVELOPE - ROOF FEATURES	01	03/11/23
AR-DA-MOD-4004	CONCEPT ENVELOPE - CLIFF	01	03/11/23
AR-DA-MOD-4005	CONCEPT ENVELOPE - ACOUSTIC	01	03/11/23
AR-DA-MOD-4006	COMMERCIAL BUILDING ARTICULATION	01	03/11/23

(a1) As amended by the following drawings prepared by BVN that relate to the Fig Street Building only (including the southern side of the through site link and area beneath Jones Street through site link stairs):

Drawing Number	Drawing Name	Revision	Date
AR-DA-MOD-0001-COM	CONCEPT ENVELOPE 3D WEST	01	22/05/2025
AR-DA-MOD-0002-COM	CONCEPT ENVELOPE 3D EAST	01	22/05/2025
AR-DA-MOD-1001-COM	GENERAL ARRANGEMENT PLAN - LEVEL 00	01	22/05/2025
AR-DA-MOD-1002-COM	GENERAL ARRANGEMENT PLAN - LEVEL 01	01	22/05/2025
AR-DA-MOD-1003-COM	GENERAL ARRANGEMENT PLAN - LEVEL 02	01	22/05/2025
AR-DA-MOD-1004-COM	GENERAL ARRANGEMENT PLAN - LEVEL 03	01	22/05/2025
AR-DA-MOD-1005-COM	GENERAL ARRANGEMENT PLAN - LEVEL 03 & LEVEL 04	01	22/05/2025
AR-DA-MOD-1006-COM	GENERAL ARRANGEMENT PLAN - LEVEL 04 & LEVEL 05	01	22/05/2025
AR-DA-MOD-1007-COM	GENERAL ARRANGEMENT PLAN - LEVEL 05 & LEVEL 06	01	22/05/2025
AR-DA-MOD-1008-COM	GENERAL ARRANGEMENT PLAN - LEVEL 06 & LEVEL 07	01	22/05/2025
AR-DA-MOD-1009-COM	GENERAL ARRANGEMENT PLAN - LEVEL 07 & LEVEL 08	01	22/05/2025
AR-DA-MOD-1010-COM	GENERAL ARRANGEMENT PLAN - LEVEL 08 & LEVEL 09	01	22/05/2025
AR-DA-MOD-1011-COM	GENERAL ARRANGEMENT PLAN - LEVEL 09 & LEVEL 10	01	22/05/2025
AR-DA-MOD-1012-COM	GENERAL ARRANGEMENT PLAN - LEVEL 10 & LEVEL 11	01	22/05/2025
AR-DA-MOD-1013-COM	GENERAL ARRANGEMENT PLAN - LEVEL 11 & LEVEL 12	01	22/05/2025
AR-DA-MOD-1014-COM	GENERAL ARRANGEMENT PLAN - LEVEL 13	01	22/05/2025
AR-DA-MOD-1015-COM	GENERAL ARRANGEMENT PLAN - LEVEL ROOF	01	22/05/2025
AR-DA-MOD-2001-COM	JONES ST ELEVATION	01	22/05/2025
AR-DA-MOD-2002-COM	FIG ST ELEVATION	01	22/05/2025
AR-DA-MOD-2003-COM	WATTLE ST ELEVATION	01	22/05/2025
AR-DA-MOD-2004-COM	LIGHT RAIL ELEVATION	01	22/05/2025

Drawing Number	Drawing Name	Revision	Date
AR-DA-MOD-2005-COM	STREETSCAPE ELEVATION	01	22/05/2025
AR-DA-MOD-3001-COM	SECTION A	01	22/05/2025
AR-DA-MOD-3002-COM	SECTION B	01	22/05/2025
AR-DA-MOD-3003-COM	SECTION C	01	22/05/2025
AR-DA-MOD-3004-COM	SECTION D	01	22/05/2025
AR-DA-MOD-3005-COM	SECTION E	01	22/05/2025
AR-DA-MOD-3006-COM	SECTION F	01	22/05/2025

and as amended by the conditions of this consent.

- (b) In the event of any inconsistency between the approved concept development plans and other supplementary documentation, the approved concept development plans will prevail.

(Condition amended – 28 March 2024)

(Condition amended – 19 June 2025)

(3) MATTERS NOT APPROVED IN CONCEPT DEVELOPMENT CONSENT

The following matters are not approved and do not form part of this concept development consent:

- (a) The use for any part of the building envelopes for residential accommodation. The buildings may only be used for residential accommodation and identified as such in a detailed design development application on demonstration that acoustic amenity and natural ventilation are achieved simultaneously in accordance with Objectives 4B-1 and 4J of the Apartment Design Guide (ADG). Should suitable design resolution not be achieved, the use of some of all of the buildings are to revert to non-residential use or non-permanent use in a future detailed design development application.
- (b) The pedestrian connection to the Wentworth Park Light Rail Station (and any associated tree removal). In principle approval is required from Sydney Trains for any future pedestrian connection to the Wentworth Park Light Rail Station (and any associated tree removal) prior to the commencement of the competitive design process.
- (c) ~~The location and design of the pedestrian access zone as illustrated on the concept plan drawings DA2-1006 Rev 9, DA2-1007 Rev 8, DA2-1012 Rev 10 and DA2-8000 Rev 8 on the Jones Street frontage of the site.~~
- (d) Any works, including demolition, excavation and/or construction.

- (e) The removal or pruning of any tree on the site.
- (f) The siting and location of a substation.
- (g) The number of basement levels, car parking spaces, bicycle spaces, car share spaces and loading spaces/zones.
- (h) The precise total quantum, ratio and distribution of commercial, recreation, child care centre and residential floor space.
- (i) The indicative floor layouts of buildings.
- (j) ~~The floor or ceiling levels of each storey.~~
- (k) The number and configuration of residential apartments and commercial tenancies.
- (l) ~~Up to 10% design excellence uplift in building height or floor space ratio.~~

(Condition amended – 28 March 2024)

(4) COMPETITIVE DESIGN PROCESS

A competitive design process in accordance with the provisions of the Sydney Local Environmental Plan 2012 shall be:

- (a) Conducted in accordance with 'Design Excellence Strategy, 14-26 Wattle Street Pyrmont dated 30 March 2021, prepared by Mecone on behalf of Landream Pyrmont Pty Ltd.
- (b) Conducted prior to the lodgement of a detailed design development application for the site.

The detailed design of the building/s must exhibit design excellence, in accordance with Clause 6.21 of Sydney Local Environmental Plan 2012.

(5) DETAILED DESIGN OF BUILDINGS

The drawings lodged for the detailed design development application must incorporate the following requirements:

~~(a) Amended Fig Block building envelope showing the following:~~

- ~~(i) Commercial Levels 4, 5 and 6: The setback to the Jones Street site frontage (as shown on DA2-1007_8, DA2-1008_8 and DA2-1009_8) is to be increased by at least 3.2m. The Jones Street footpath is to be extended to the face of the realigned commercial levels, with opportunities provided for public views down to the rockface below;~~
- ~~(ii) Residential Level 7 (and up to 10% additional height subject to design excellence): Provide a minimum setback of 4m from the Commercial Level 6 street wall height on the Jones Street site frontage;~~

- ~~(iii) Residential Level 7 balustrade/planter zone: Provide a minimum setback of 1.3m to the balustrade/planter zone from the realigned Jones Street street wall (generally in accordance with that shown on DA2-1010_9, DA2-1011_10, DA2-20002_9 and DA2-3003_10); and~~
- ~~(iv) Level 7 Residential communal open space: Retain the residential communal open space shown on DA2-1010_9 and relocate it to the western end of the Fig Block (Level 7).~~
- ~~(a) Amended Building C Courtyard building envelope showing the following:~~
 - ~~(i) The Plant Room Equipment and Parapet Zone height (and any other structures at Level 13 of Building C Courtyard) is to be reduced by at least 2m (to a maximum of RL 43.55 (AHD)).~~
- (b) A new footpath and street tree planting along the site's frontage to Jones Street, as required by condition 12 below.
- (c) Areas nominated as deep soil zones must be designed as actual deep soil throughout the competitive design process and detailed design development application. Deep soil zones must be unencumbered by built elements above and below. This include basements, through site links and other paved areas.
- (d) Tree planting must be able to provide a minimum of 15% canopy cover across the site within 10 years of completion.

(Condition amended – 28 March 2024)
(Condition amended – 19 June 2025)

(6) BUILDING ENVELOPE

Subject to the other conditions of consent, the building envelope is only approved on the basis that the ultimate building design (including balconies, clerestory windows, skylights, balustrades, services, shading devices and the like) will be entirely contained within the approved envelope and provide an appropriate relationship with neighbouring buildings.

(7) BUILDING HEIGHT

The maximum heights of the building envelopes, as defined in Sydney Local Environmental Plan 2012, are:

~~(a) Jones Block:~~

- ~~(i) RL 35.700 (AHD) to the Communal roof terrace zone for lift overrun and pergola structures~~
- ~~(ii) RL 32.400 (AHD) to the Level 8 Communal roof terrace balustrade/planter zone~~
- ~~(iii) RL 31.400 (AHD) to the Level 7 Residential Roof~~

~~(iv) RL 29.000 (AHD) to the Level 7 balustrade/planter zone~~

~~(v) RL 28.00 (AHD) to the Level 6 Residential Roof~~

~~(b) Fig Block:~~

~~(vi) RL 32.550 (AHD) to the Level 7 Residential Roof~~

~~(vii) RL 30.150 (AHD) to the Level 7 balustrade/planter zone and Communal roof terrace balustrade/planter zone facing Jones Street, Fig Street and Wattle Street~~

~~(viii) RL 29.150 (AHD) to the roof of Level 6 Commercial Roof~~

~~(c) Wattle Block:~~

~~(i) RL 35.950 (AHD) to the Level 9 Residential Roof~~

~~(ii) RL 33.550 (AHD) to the Level 9 balustrade/planter zone facing Wattle Street~~

~~(iii) RL 32.550 (AHD) to the Level 8 Residential Roof~~

~~(iv) RL 30.150 (AHD) to the Level 8 balustrade/planter zone facing Wattle Street~~

~~(v) RL 29.150 (AHD) to the roof of Level 7 Residential Roof~~

~~(d) Café/retail building: RL 11.150 (AHD) to the roof.~~

(a) Building A – Retail Pavilion:

(i) RL 10.75 (AHD) to the roof

(ii) RL 11.05 (AHD) to the parapet wall

(b) Building B - Jones Street:

(i) RL 37.100 (AHD) to the PV array on top of plant and lift overrun

(ii) RL 36.600 (AHD) and RL 36.800 (AHD) to the top of plant and lift overrun

(iii) RL 35.10 (AHD) to the Level 10 roof

(c) Building C - Courtyard:

(i) RL 45.55 (AHD) to the Plant Room Equipment and Parapet Zone

(ii) RL 42.35 (AHD) to the Level 12 roof

(iii) RL 39.45 (AHD) to the Level 09 parapet

(d) *Building D - Wattle Street:*

- (i) *RL 36.450 (AHD) to the PV array*
- (ii) *RL 36.250 (AHD) to the Level 11 roof*
- (iii) *RL 32.750 (AHD) to the Level 10 roof*
- (iv) *RL 30.850 (AHD) to the Level 09 balustrade/planter zone*
- (v) *RL 29.550 (AHD) to the Level 09 roof*

(e) ~~*Building E – Fig Street*~~ ***Building:***

- (i) ~~*RL 37.950*~~ ***38.450*** (AHD) to the top of plant ~~*and lift overrun room*~~
- (ii) ~~*RL 36.350*~~ ***35.850*** (AHD) to the Level ~~*10*~~ ***11*** roof ***and RL 36.255 to the Level 11 parapet***
- (iii) ~~*RL 32.350*~~ ***32.150*** (AHD) to the Level ~~*09*~~ ***10*** roof and ~~*RL 33.640 (AHD) 33.550 to the Level 09 parapet*~~ ***10 top of balustrade***
- (iv) ~~*RL 29.150*~~ ***28.950*** (AHD) to the Level ~~*08*~~ ***09*** roof ~~*and RL (AHD) 29.950 to the Level 08 parapet*~~

The maximum heights shown above are inclusive of additional height approved pursuant to the provisions of Clause 6.21D(3) of Sydney Local Environmental Plan 2012. The development is not eligible for any additional height under any circumstances.

Notwithstanding clause (a) and (b) above, the Jones Block and Fig Block may be eligible for up to 10% additional height pursuant to the provisions of Clause 6.21(7) of Sydney Local Environmental Plan 2012 if the consent authority is satisfied that the resulting detailed design development application exhibits design excellence and is the result of a competitive design process.

(Condition amended – 28 March 2024)
(Condition amended – 19 June 2025)

(8) FLOOR SPACE RATIO

- (a) The Floor Space Ratio of the development must not exceed the maximum permissible floor space ratio development standard and shall be calculated in accordance with the provisions of Clause 4.4 of the Sydney Local Environmental Plan 2012.
- (b) Precise details of the distribution of gross floor area shall be provided with the future detailed design development application.

(9) ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Details are to be provided with the subsequent development application for the detailed design of the building to confirm that the building has adopted the following proposed ESD targets reflected in the Design Excellence Strategy referred to in Condition 4:

- (a) 4 Star Green Star Design & As-Built or GreenStar Buildings Rating using the most contemporary version of the Green Star rating tool that applies at the time of DA lodgement.
- (b) ~~5.5 Star NABERS Office Energy Base Building Rating if the development contains 1,000sqm or more of commercial office net lettable area~~
- (c) Exceed the relevant BASIX Energy Target (defined by number of storeys of residential development) by 10 BASIX points
- (d) Inclusion of on-site renewable energy generation via roof top photovoltaic system(s) and/or solar or heat pump service for domestic water heating
- (e) ~~Property Council of Australia (PCA) Office Quality Grade B~~

The ESD targets are to be carried through the competition phase, design development, construction, and through to completion of the project.

(Condition amended – 19 June 2025)

(10) PUBLIC ART

- (a) The requirement to accommodate public art as part of the redevelopment of the site must form part of the competitive design process brief. The 'Public Art Strategy', prepared by Mecone, dated 20 June 2019 should form an attachment to that brief.
- (b) A Preliminary Public Art Plan must be submitted as part of any detailed design development application in accordance with the 'Public Art Strategy', prepared by Mecone dated 20 June 2019.

Note: Public Art Plans must be reviewed and endorsed by the City's Public Art Team and/or the Public Art Advisory Panel prior to submission for Council approval. Further information is available online at <http://www.cityofsydney.nsw.gov.au/explore/arts-and-culture/public-art>. Please contact the Public Art Team at publicartreferrals@cityofsydney.nsw.gov.au for further information.

(11) SUBMISSION OF ELECTRONIC CAD MODELS PRIOR TO COMPETITIVE DESIGN PROCESS

- (a) Prior to the commencement of any competitive design process for the site, an accurate 1:1 electronic CAD model of the envelope approved by this consent must be submitted to and approved by Council's City Model officers.

- (b) The data required to be submitted within the surveyed location must include and identify:
 - (i) envelope design above in accordance with the development consent;
 - (ii) a current two points on the site boundary clearly marked to show their Northing and Easting MGA (Map Grid of Australia) coordinates, which must be based on Established Marks registered in the Department of Lands and Property Information's SCIMS Database with a Horizontal Position Equal to or better than Class C.
 - (iii) The data is to be submitted as a DGN or DWG file on a Compact Disc. All modelling is to be referenced to the Map Grid of Australia (MGA) spatially located in the Initial Data Extraction file.
- (c) The electronic model must be constructed in accordance with the City's 3D CAD electronic model specification. The specification is available online at <http://www.cityofsydney.nsw.gov.au/development/application-guide/application-process/model-requirements> Council's Modelling staff should be consulted prior to creation of the model. The data is to comply with all of the conditions of the Development Consent.

(12) PUBLIC DOMAIN CONDITION

- (a) Prior to any competitive design process, a Public Domain Concept Plan must be prepared by a suitably qualified architect, urban designer, landscape architect and engineer. The plan must show all existing and proposed public domain elements within the surrounding site frontages, any through site links, land dedications and/or setbacks.
- (b) The Public Domain Plan and Levels and Gradients are to include detailed sections sufficient to show how the footway, ~~tree and verge planting~~ will be delivered along the length of Jones Street. A footway of not less than 1.2m in width is to be provided from the kerb along the width of Jones Street. The Sections need to be from the centre line of Jones Street to the internal floor of the buildings and clearly show access, retaining structures and any engineering information to demonstrate the proposal is feasible and deliverable.
- (c) The final Public Domain Concept Plan, shall be submitted as part of the documentation submitted as part of the detailed design development application.

(Condition amended – 28 March 2024)

(13) THROUGH SITE LINK

- (a) A Pedestrian Through Site Link is to be provided from Wattle Street to Jones Street and is to include a clear pedestrian path with a width of at least 6 metres and must be open to the sky. Any detailed design development application is to include lifts to provide equitable access and details of the location, dimensions and stratum limits (if any) of the proposed Through Site Link which will also be the subject of an Easement for Public Access and associated Positive Covenant.

(14) LANDSCAPING OF THE SITE

- (a) The detailed design development application must include a Landscape Concept Plan and Landscape Design Statement prepared by a qualified landscape architect or landscape designer.
- (b) The ~~Landscape Concept Plan and Landscape Design Statement~~ detailed design development application must:
 - (i) Clarify the vision and design principles for all landscaping to achieve design excellence in accordance with Clause 6.21 of the Sydney Local Environmental Plan 2012 and the integration of landscape design.
 - (ii) Identify any site, landscape, streetscape, heritage view and/or planning constraints, including (but not limited to), microclimate, ground contamination, existing levels, services and easements, existing trees, landscape features, landscape setbacks and screening/buffer requirements.
 - (iii) Identify the location of deep soil areas, tree planting, communal open spaces, green roofs and walls, sustainable design measures including water sensitive urban design treatments, sustainability targets and direct sunlight to communal and private open spaces.
 - (iv) Quantify and illustrate landscape design compliance with the relevant codes including Parts 3 and 4 of the Apartment Design Guide, Section 4.2.3 of the Sydney Development Control Plan 2012 and Sydney Landscape Code Volume 2.
 - (v) Tree planting that will provide a minimum of 15% canopy cover across the site within 10 years of completion.
 - (vi) Provide deep soil zones to a minimum area of 7% of the total site area, with a minimum dimension of 6 metres.
- (c) The Landscape Concept Plan and Landscape Design Statement must establish a clear commitment to designing landscape sustainably and in an integrated manner and demonstrate that the function and aesthetic of both the landscape and the building have been considered concurrently in relation to each other.

- (d) The requirements noted above in (a) through (c) inclusive must be included in the competition brief for the competitive design process.

(Condition amended – 28 March 2024)

(15) HERITAGE INTERPRETATION STRATEGY

Prior to commencement of the competitive design process, a Heritage Interpretation Strategy must be prepared and approved by Council that addresses (as a minimum):

- (a) The history of the site as a quarry and its role as part of a network of disused quarries in the area;
- (b) The use of the site as a Council Depot;
- (c) The proposed treatment, exposure and interpretation of the rock face (noting areas to be excavated and retained in a natural state);
- (d) Use of salvaged sandstone from the site within the detailed design of development, noting that some sandstone will need to be removed to allow for the development;
- (e) The retention and display of the weighbridge scales in a publicly accessible location on the site; and
- (f) An archival recording of the buildings and structures on the site (comprising measured drawings and photographic recording) to form part of the heritage interpretation of the site and to be lodged with Council.

The approved Heritage Interpretation Strategy must be included in the Design Excellence brief.

(16) SIGNAGE STRATEGY

A detailed signage strategy developed in accordance with Section 3.16.1 of the Sydney Development Control Plan 2012 must be submitted with any detailed design development application or applications. The signage strategy must include information and scale drawings of the location, type, construction, materials and total number of signs proposed for the development.

(17) NOISE IMPACT AND ACOUSTIC ASSESSMENT

The detailed design development application is to include a detailed noise impact assessment to address the impact of traffic noise on any residential apartments within the site of the development arising from the adjacent classified roads, prepared by a suitably qualified acoustic consultant.

(18) LAND CONTAMINATION

- (a) No development works are to be undertaken on the site until such time as a detailed design development application has been approved by the City.

(b) The detailed design development application must include documentation that demonstrates the requirements of State Environmental Planning Policy No 55 are addressed. To address the requirements of SEPP No 55, the hierarchy of assessment may include but not be limited to the following:

- (i) Preliminary Environmental Site Assessment (PESA) (Also known as Stage 1)
- (ii) Detailed Environmental Site Assessment (DESA) (Also known as Stage 2)
- (iii) Remediation Action Plan (RAP)
- (iv) Review by NSW EPA Site Auditor
- (v) Site Validation Report
- (vi) Site Audit Statement (SAS).

(19) ~~LAND DEDICATION – NO LONG TERM ENVIRONMENTAL MANAGEMENT PLAN~~

Condition deleted via D/2019/649/A

(20) ACID SULPHATE SOILS

As part of any detailed development application, one of the following must be provided:

- (a) Evidence that an acid sulphate soils management plan is not required; or
- (b) An acid sulphate soils management plan.

(21) WASTE COLLECTION

The detailed design development application must demonstrate compliance with the City's Guidelines for Waste Management in New Developments. The design of the building must ensure that it can accommodate onsite waste collection, including meeting the requirements set out in section 3.11.13 of Sydney Development Control Plan 2012; and be accompanied by a waste management plan addressing section 3.11.13 and Guidelines for Waste Management in New Developments.

(22) PARKING DESIGN

The design, layout, signage, line marking, lighting and physical controls of all off-street car parking facilities is to *generally* satisfy the Australian Standard AS/NZS 2890.1 - 2004 Parking facilities Part 1: Off-street car parking and Australian Standard AS/NZS 2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities and Australian Standard AS/NZS 2890.6 - 2009 Parking facilities Part 6: Off-street parking for people with disabilities. The design must be provided as part of the detailed design development application.

(Condition amended – 28 March 2024)

(23) BICYCLE PARKING AND END OF TRIP FACILITIES

- (a) Any subsequent development application for the detailed design of the building must include a Bicycle Parking Plan and End of Trip Facilities are to be provided in accordance with Section 3.11.3 of the Sydney Development Control Plan 2012. The layout, design and security of bicycle facilities must comply with Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking Facilities and Section 3.11.3 of Sydney Development Control Plan 2012.
- (b) The layout, design and security of bicycle facilities must comply with Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking Facilities and Section 3.11.3 of Sydney Development Control Plan 2012.

(24) SECURITY GATES

Where a car park is accessed by a security gate, that gate must be located at least 6 metres within the site from the street front property boundary.

(25) VEHICLE ACCESS

The Wattle Street driveway is to be a maximum of 6 metres wide to allow for combined vehicle access (left in and left out exit) on Wattle Street.

The site must be configured to allow all vehicles to be driven onto and off the site in a forward direction.

(26) SERVICE VEHICLE SIZE LIMIT

The future detailed design development application must include swept paths of the largest vehicle to access the proposed loading area(s). These will be used to determine a condition for the largest vehicle permitted to service or access the site.

(27) SERVICING

- (a) Service vehicle parking space is to be provided according to the Section 7.8 rate of Sydney Development Control Plan 2012.
- (b) The loading dock is to be designed to accommodate a 9.25m Council Waste Vehicle and a Medium Rigid Vehicle. The waste collection area must meet the requirements of Section 3.11.13 (3) of the Sydney Development Control Plan 2012.
- (c) The loading area is to provide for access for a Medium Rigid Vehicle and must comply with the minimum requirements of Australian Standard AS/NZS 2890.2 Parking facilities Part 2: Off-street commercial vehicle facilities including that vehicle access will provide for a 8.8m truck such as a removalist vehicle and minimum vertical clearance of 4.5 metres.
- (d) As a part of the development application for the detailed design a revised swept path diagram is required to demonstrate that a 9.25m Council vehicle and an 8.8m Medium Rigid Vehicle can able to enter and exit the site from Fig Street in a forward direction.

(28) TRAFFIC IMPACT STUDY

A detailed Traffic Impact Study focusing on the following intersections is required a part of a future detailed design development application:

- (a) Bridge Road – Wattle Street
- (b) Wattle Street – Fig Street
- (c) Harris Street-Upper Fig Street- Western Distributor

The Traffic Impact Study should consider existing condition (without development), cumulative traffic generations from the approved developments adjacent to the site and with this proposed development. The Traffic Impact Study should critically analyse the intersection performance and traffic impact from the development to the adjacent road network.

(29) CAR SHARE SPACES

Car share parking spaces must be publicly accessible by people who do not occupy the building. The spaces must be retained as common property of the Owners Corporation and not sold or leased at any time. The spaces must be made available to car share operators without a fee or charge. The spaces must be well lit and sign posted for use only by car share vehicles.

The car share spaces are to be available at the same time that the building is occupied.

Details of the number, location and public accessibility of the car share spaces must be included in the future detailed design development application.

[Note: it is recommended the applicant contact car share operator/s to discuss the proposed car share parking spaces and related documentation should submit to the council as a part of future detailed design development application submission]

(30) TREE PROTECTION PLANS AND DETAILED DESIGN APPLICATION

All detailed architectural, building, engineering (structural, stormwater and drainage services) and landscape documentation submitted as part of the detailed design development application shall clearly show on all drawings the retention of all existing trees recommended for retention in the Arboricultural Impact Assessment Report prepared by 'Earthscape Horticultural Services' (Report No. 22-069, Version 11, dated 6th February 2023) and Addendum [1] (dated 11 October 2023) and Addendum 2 dated 14 February 2024 ~~dated 3 September 2019 (Version 6)~~ dated 3 September 2019 (Version 6), including the position of their trunks, full diameter of their canopies, Structural Root Zones (SRZs) and Tree Protection Zones (TPZs).

(Condition amended – 28 March 2024)

(31) STREET TREES AND DETAILED DESIGN APPLICATION

- (a) All existing street trees surrounding the site which are recommended for retention in the Arboricultural Impact Assessment Report prepared by 'Earthscape Horticultural Services' (*Report No. 22-069, Version 11, dated 6th February 2023*), *Addendum [1] (dated 11 October 2023)* and *Addendum 2 dated 14 February 2024* ~~*dated 3 September 2019 (Version 6)*~~ must be included for retention with any subsequent detailed design development application *subject to the following amendment:*
 - (i) *Retain Tree 46 (London Plane tree)*
- (b) Any design elements (awnings, street furniture, footpath upgrades etc) within the public domain must ensure appropriate setbacks are provided from the street tree to ensure ongoing retention and allow the maturity of new tree to be achieved.
- (c) The location of any new driveways shall ensure it does not require the removal of any existing street trees which are recommended for retention in the Arboricultural Impact Assessment Report prepared by 'Earthscape Horticultural Services' (*Report No. 22-069, Version 11, dated 6th February 2023*) *Addendum [1] (dated 11 October 2023)* and *Addendum 2 dated 14 February 2024 as amended by (a) above*. The driveway shall be appropriately setback so as it does not have any adverse below or above ground impacts for any existing street trees which are to be retained.
- (d) A pruning specification prepared by a qualified Arborist (minimum AQF 5) ~~*must*~~ *must* be submitted with detailed design development application. Pruning of any street tree must not exceed more than 15% overall canopy with a maximum branch diameter of 100mm will be permitted by Council.

(Condition amended – 28 March 2024)

(32) LEVELS AND GRADIENTS

An Application for Levels and Gradients, including supporting information, must be lodged with the future detailed design development application for all frontages to the site. The Levels and Gradients approval must be issued prior to the determination of the future detailed design development application.

(33) FLOOD PLANNING LEVELS

The future detailed design development application must demonstrate compliance with the recommended Flood Planning Levels indicated in Table 3-2 of the report titled *Fig & Wattle – Mixed Use Development, 1B Concept DA Flooding Assessment* prepared by Cardno dated 29 August 2019.

(34) ON-SITE DETENTION

Sydney Water advice as to any requirements for on-site detention must be ascertained and submitted with the future detailed design development application. The requirements must be incorporated into the stormwater proposal for the site.

(35) STORMWATER QUALITY ASSESSMENT

City of Sydney (City) has adopted MUSIC-link for assessing Water Sensitive Urban Design (WSUD) compliance for developments. A stormwater quality assessment for the proposed development must be prepared and submitted with the future detailed design development application. The assessment must comply with the City's specific modelling parameters as adopted in MUSIC-link. A certificate and/or report from MUSIC-link and the electronic copy of the MUSIC Model must be submitted for review and approval with the stormwater quality assessment report.

(36) AUSGRID CONDITIONS

(a) Supply of Electricity

It is recommended for the nominated electrical consultant/contractor to provide a preliminary enquiry to Ausgrid to obtain advice for the connection of the proposed development to the adjacent electricity network infrastructure. An assessment will be carried out based on the enquiry which may include whether or not: - The existing network can support the expected electrical load of the development - A substation may be required on-site, either a pad mount kiosk or chamber style and; - site conditions or other issues that may impact on the method of supply. Please direct the developer to Ausgrid's website, www.ausgrid.com.au about how to connect to Ausgrid's network.

Proximity to Existing Network Assets

(b) Overhead Powerlines

There are existing overhead electricity network assets in 14-26 Wattle St, Pyrmont. Safework NSW Document– Work Near Overhead Powerlines: Code of Practice, outlines the minimum safety separation requirements between these mains/poles to structures within the development throughout the construction process. It is a statutory requirement that these distances be maintained throughout construction. Special consideration should be given to the positioning and operating of cranes and the location of any scaffolding.

The “as constructed” minimum clearances to the mains should also be considered. These distances are outlined in the Ausgrid Network Standard, NS220 Overhead Design Manual. This document can be sourced from Ausgrid's website, www.ausgrid.com.au

Should the existing overhead mains require relocating due to the minimum safety clearances being compromised in either of the above scenarios, this relocation work is generally at the developers cost. It is also the responsibility of the developer to ensure that the existing overhead mains have sufficient clearance from all types of vehicles that are expected be entering and leaving the site.

(c) Underground Cables

There are existing underground electricity network assets in 14-26 Wattle St, Pyrmont.

Special care should also be taken to ensure that driveways and any other construction activities within the footpath area do not interfere with the existing cables in the footpath. Ausgrid cannot guarantee the depth of cables due to possible changes in ground levels from previous activities after the cables were installed. Hence it is recommended that the developer locate and record the depth of all known underground services prior to any excavation in the area.

Should ground anchors be required in the vicinity of the underground cables, the anchors must not be installed within 300mm of any cable, and the anchors must not pass over the top of any cable. Safework Australia – Excavation Code of Practice, and Ausgrid's Network Standard NS156 outlines the minimum requirements for working around Ausgrid's underground cables.

(d) Substation

There are existing electricity substation assets S966.

The existing electricity chamber substation may be impacted by the proposed construction. This type of building is susceptible to damage from subsidence or vibration due to nearby excavation or piling, and also due to building materials and machinery coming into contact with the facade of the building. The use of ground anchors under a substation building is generally not permitted due to the presence of underground cabling and earthing conductors which may be more than 10m deep. A further area of exclusion may be required in some circumstances.

The substation ventilation openings, including substation duct openings and louvered panels, must be separated from building air intake and exhaust openings, natural ventilation openings and boundaries of adjacent allotments, by separation distances which meet the requirements of all relevant authorities, building regulations, BCA and Australian Standards including AS 1668.2: The use of ventilation and air-conditioning in buildings - Mechanical ventilation in buildings.

In addition to above, Ausgrid requires the substation ventilation openings, including duct openings and louvered panels, to be separated from building ventilation system air intake and exhaust openings, including those on buildings on adjacent allotments, by not less than 6 metres.

Exterior parts of buildings within 3 metres in any direction from substation ventilation openings, including duct openings and louvered panels, must have a fire rating level (FRL) of not less than 180/180/180 where the substation contains oil-filled equipment, or 120/120/120 where there is no oil filled equipment and be constructed of non-combustible material.

The development must comply with both the Reference Levels and the precautionary requirements of the ICNIRP Guidelines for Limiting Exposure to Time-varying Electric and Magnetic Fields (1 HZ – 100 kHz) (ICNIRP 2010).

For further details on fire segregation requirements refer to Ausgrid's Network Standard 113.

Existing Ausgrid easements, leases and/or right of ways must be maintained at all times to ensure 24 hour access. No temporary or permanent alterations to this property tenure can occur without written approval from Ausgrid.

For further details refer to Ausgrid's Network Standard 143. For Activities Within or Near to the Electricity Easement:

(e) Purpose of Easement

This easement was acquired for the 11,000 volt distribution assets currently owned and operated by Ausgrid. The purpose of the easement is to protect the distribution assets and to provide adequate working space along the route of the cables for construction and maintenance work. The easement also assists Ausgrid in controlling works or other activities under or near the distribution cables which could either by accident or otherwise create an unsafe situation for workers or the public, or reduce the security and reliability of Ausgrid's network.

SCHEDULE 2

PRESCRIBED CONDITIONS

The prescribed conditions in accordance with Division 8A of the Environmental Planning and Assessment Regulation 2000 apply:

Clause 98 Compliance with Building Code of Australia and insurance requirements under the Home Building Act 1989

Clause 98A Erection of signs

Clause 98B Notification of Home Building Act 1989 requirements
Clause 98C Conditions relating to entertainment venues

Clause 98D Conditions relating to maximum capacity signage

Clause 98E Conditions relating to shoring and adequacy of adjoining property

Refer to the NSW State legislation for full text of the clauses under Division 8A of the Environmental Planning and Assessment Regulation 2000. This can be accessed at:
<http://www.legislation.nsw.gov.au>

SCHEDULE 3

GENERAL TERMS OF APPROVAL

The Terms of Approval for Integrated Development in accordance with the *Water Management Act 2000*, as advised by Water NSW are as follows:

Dewatering

- (37)** Groundwater shall not be pumped or extracted for any purpose other than temporary construction dewatering at the site identified in the development application.
- (38)** An authorisation under the relevant water legislation, such as a Water Access Licence (WAL), shall be obtained for the take of groundwater as part of the activity. For avoidance of doubt, these terms do not represent any authorisation for the take of groundwater, nor do they constitute the grant, or the indication of an intention to grant, any required WAL.
- (39)** An authorisation under the relevant water legislation, such as an Approval, is also required for the works involved in extracting the groundwater. For avoidance of doubt, these terms do not represent any authorisation for the construction or installation of such works.
- (40)** The design and construction of the building must prevent any take of groundwater after the authorisation has lapsed by making any below-ground levels that may be impacted by any water table fully watertight for the anticipated life of the building. Waterproofing of below-ground levels must be sufficiently extensive to incorporate adequate provision for unforeseen high water table elevations to prevent potential future inundation.
- (41)** Sufficient permanent drainage shall be provided beneath and around the outside of the watertight structure to ensure that natural groundwater flow is not impeded and:
 - a. any groundwater mounding at the edge of the structure shall be at a level not greater than 10 % above the level to which the water table might naturally rise in the location immediately prior to the construction of the structure;
 - and b. any elevated water table is more than 1.0 m below the natural ground surface existent at the location immediately prior to the construction of the structure;
 - and c. where the habitable part of the structure (not being footings or foundations) is founded in bedrock or impermeable natural soil then the requirement to maintain groundwater flows beneath the structure is not applicable.
- (42)** Construction methods and material used in and for construction shall be designed to account for the likely range of salinity and pollutants which may be dissolved in groundwater, and shall not themselves cause pollution of the groundwater.
- (43)** The Applicant is bound by the above terms and any other terms and conditions of the subsequent authorisation(s) required for the extraction of groundwater and the associated works under the relevant water legislation.

- (44) Measurement and monitoring arrangements to the satisfaction of WaterNSW are to be implemented. Weekly records of the volumes of all groundwater pumped and the quality of any water discharged are to be kept and a completion report provided after dewatering has ceased. Records of groundwater levels are to be kept and a summary showing daily or weekly levels in all monitoring bores provided in the completion report.
- (45) Following cessation of the dewatering operations and prior to the surrender of any associated authorisation, the applicant shall submit to WaterNSW the completion report which shall include: a. detail of the volume of water taken, the precise periods and location of water taken, the details of water level monitoring in all of the relevant bores; and b. The location and construction of groundwater extraction works that are decommissioned c. a water table map depicting the aquifers settled groundwater condition and a comparison to the baseline conditions; and d. a detailed interpreted hydrogeological report identifying all actual resource and third party impacts, including an assessment of altered groundwater flows and an assessment of any subsidence or excessive settlement induced in nearby buildings and property and infrastructure.

CONCURRENCE CONDITIONS

The concurrence conditions, in accordance with the Roads Act 1993, as advised by Roads and Maritime Services as follows:

1. Prior to the commencing any works within a classified road reserve area (i.e. Wattle Street and Fig Street) the developer/proponent must obtain Section 138 consent under the Roads Act 1993 from Roads and Maritime. Any application lodged must demonstrate compliance with Conditions 2, 3, 4, 5 below.
2. All buildings and structures together with any improvements integral to the future use of the site, shall be wholly within the freehold property (unlimited in height or depth), along the Wattle Street and Fig Street boundary.
3. The construction of the median island on the Wattle Street frontage and the vehicular crossings on Wattle Street and Fig Street shall be in accordance with Roads and Maritime requirements. Details of these requirements should be obtained by email at DeveloperWorks.Sydney@rms.nsw.gov.au.

Detailed design plans of the proposed works are to be submitted to Roads and Maritime for approval prior to the issue of a Construction Certificate and commencement of any road works. Please send all documentation to development.sydney@rms.nsw.gov.au.

A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by Roads and Maritime.

4. A Construction Traffic Management Plan (CTMP) shall be submitted in consultation with the TfNSW Sydney Coordination Office (SCO), Roads and Maritime, and Sydney City Council, prior to the issue of a Construction Certificate. The CTMP needs to include, but not be limited to, the following: construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control, taking into consideration the cumulative traffic impacts of other developments in the area.
5. The developer is to submit design drawings and documents relating to the excavation of the site and support structures to Roads and Maritime for assessment, in accordance with Technical Direction GTD2012/001.

The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by Roads and Maritime. Please send all documentation to development.sydney@rms.nsw.gov.au

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) day notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

6. All vehicles shall enter and exit the site in a forward direction.
7. If not already in place, "No Stopping" restrictions shall be implemented along the

full Wattle Street and Fig Street frontage of the development site at no cost to Roads and Maritime.

8. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2-2018.
9. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.
10. The proposed development will generate additional pedestrian movements in the area. Pedestrian safety is to be considered in the vicinity.
11. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.
12. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on the surrounding state road network during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.
13. The proposed development should be designed such that road traffic noise from Wattle Street is mitigated by durable materials in order to satisfy the requirements for habitable rooms under Clause 102 (3) of State Environmental Planning Policy (Infrastructure) 2007. As such, prior to the issuing of the Construction Certificate, the developer must demonstrate to Council that road traffic noise from Wattle Street has been mitigated to comply with the above and has regard for the applicable requirements in the NSW Government's Development Near Rail Corridors and Busy Roads – Interim Guideline, 2008 with applicable requirements being details on the Construction Certificate plans.

The concurrence conditions, as advised by Transport for NSW as follows:

TAB A — Items to be considered as part of the Stage 2 Development Application for the Inner West Light Rail (IWLR) Corridor

The proposed development is located adjacent to the IWLR Corridor. Requirements to address the implications of this corridor are outlined below.

Any Stage 2 development application shall include, but is not limited to, the following:

General

Relevant property details, including the lot or portion, deposited plan, section number (if applicable), house number, street, suburb or town.

- A description of the proposed development (i.e. scope of work) and its intended purpose.

Survey

- Legal boundary alignment along the length of the proposed site identified by a NSW registered surveyor.
- Railway infrastructure identified at ground level (e.g. anchor blocks), above ground level (e.g. overhead wiring structures, transmission line) and below ground level (e.g. service cables, culverts).
- Drawings showing the development in relation to the railway boundary and infrastructure such as tracks, cable route, etc.
- Any other services assets within or outside the rail corridor.
- Easements (including right of ways etc) or strata, covenants and caveats identified by a NSW registered surveyor, specifying the purpose of the easement and the beneficiary.
- Location of rail corridor and its dimensions, relative distances and reduced levels to the proposed excavation face and levels.
- Development in relation to all rail infrastructures as identified above, displaying distances and reduced levels between the proposed development and the infrastructures in a) elevation view, b) plan view and c) section view.
- Existing ground crossfalls, flow directions and overland run off.
- Proposed ground crossfalls, flow directions and overland run off.

Geotechnical

- Geotechnical report describing the scope of the development in detail.
- Geotechnical report to assess likely effects on the excavation, vibration associated with excavation methods and the relaxation in the rock mass due to reduction in pressure and un-loading.
- Geotechnical investigation report to include but not limited to:
 - o Description of the soil profile typical of the area.
 - o Assessment of any effects on rail infrastructures, risk to rail

infrastructures due to excavation, vibration associated with excavation methods.

- Boreholes plan.
- Boreholes log and photographic documentations.
- Geotechnical design parameters
- Evidence of boreholes, with depth at least 5m below the depth of proposed excavation. A plan of the boreholes, borehole logs and photographic documentations must be attached.
- Geotechnical Assessment based on the findings from the geotechnical investigation, boreholes and general geographical area, ground water level, etc.
- Geotechnical Assessment with comments on any possible effect on rail infrastructures.
- Geotechnical consultant to recommend the footing design, methods of shoring and excavation.
- Geotechnical consultant to calculate and state the predicted movement (if any) of relevant railway infrastructure (e.g. tracks, retaining walls, etc).
- Finite Element analysis of the slope stability of the cutting/embankment at 1) pre- construction; 2) during excavation and 3) post construction, with soil design parameters clearly defined (applicant will need to confirm whether 2D or 3D modelling is required).
- Report on how the proposal development address and/or complies with all relevant Asset Standards Authority (ASA) standards/Guidelines/Technical Notes (in particular External Developments - T HR CI 12080 ST).

Structural

- Structural report with comments on the possible impact of the rail infrastructures.
- Structural report with recommendation of preventative and remedial action for any impacts on rail infrastructures as a consequence of the proposed development.
- Structural drawings with designs for shoring plan and detail as per the recommendations of the geotechnical consultant (no rock anchors within rail land or easements is permitted).

Additional information (depending on individual circumstances):

- Drainage details (no drainage into the rail corridor).
- Balcony design – enclosed balconies.
- The following may be required as part of the Development Application or may be imposed to be undertaken prior to the Construction Certificate (discussion with TfNSW to confirm this):
 - Dilapidation inspection.
 - Electrolysis report to include details of the Electrolysis risk to the development from stray currents as all structures must be designed, constructed and maintained so as to avoid any damage or other interference, which may occur as a result of stray electrical currents, electromagnetic effects and the like from railway operations.
 - Acoustic Report to include details of how the proposed development will comply with the Department of Planning's document titled

“Development near rail corridors and busy roads – Interim Guideline” and Clause 87 of ISEPP if applicable. This report also needs to assess the likely impact of airborne noise, ground borne noise and vibration that may emanate from the future rail operations.

Relevant Standards

Report on how the development complies with the document Development Near Rail Corridors and Busy Roads – Interim Guideline (NSW Department of Planning, 2008

(<http://www.planning.nsw.gov.au/~media/Files/DPE/Manuals-and-guides/development-near-rail-corridors-and-busy-roads-interim-guideline-2008.ashx>)

- In relation to light rail corridor, report on how the development complies Asset Standards Authority (ASA) standard - External Developments - T HR CI 12080 ST. (<https://www.transport.nsw.gov.au/industry/asset-standards-authority/find-a-standard/external-developments-1>)

TAB B– Items to be considered for Non-Concurrence Matters as part of the Stage 2 Development Application

Freight and Servicing Management

Comment

The Transport Report states the following:

- It is anticipated between four and five loading spaces will be provided as part of the development, which will be confirmed as part of the detailed DA;
- Access to the loading dock would be provided via a new crossover on Fig Street without a dedicated slip lane; and
- The majority of vehicle movements into and out of the loading dock will occur outside of peak hours (either before 7am or between 9am-12pm).

It is noted that there is no queueing room within the loading dock arrangement to accommodate vehicles should the proposed turntable be in use.

It is advised that vehicle queuing at the proposed loading dock entry has the potential to impact the operation of the road network within the vicinity of the site.

Recommendation

It is requested that the applicant be conditioned to prepare a draft Freight and Servicing Management Plan, as part of any Stage 2 application, for an on-site loading dock or shared off-street parking facilities. The Plan needs to specify, but not be limited to, the following:

- Details of the development's freight and servicing profile, including the forecast freight and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay;
- Details of loading and servicing facilities within the subject site which adequately accommodate the forecast demand of the development so as to not rely on the kerbside restrictions to conduct the development's business; and
- Swept paths of vehicles entering and exiting the loading dock;

- Management of queuing along Fig Street as a result of the proposed loading dock arrangement;
- The details of alternate loading zones to redirect vehicles due to extensive queuing at the access to loading dock;
- Management of incidents at the access to the loading dock;
- Loading dock management details including measures to minimise freight and service vehicle movements during peak periods;
- Management of conflicts between cars accessing the car park and vehicle movements to/from the loading dock; and
- Management of conflicts between vehicles accessing the loading dock and pedestrian movements along Fig Street.

Active Transport

It is requested that the applicant locates bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the Sydney Light Rail project, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the vicinity of the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

It is requested that the applicant be conditioned to prepare a draft Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW and the IWLRL operator, as part of any Stage 2 application. The draft CPTMP needs to specify matters including, but not limited to, the following:

- A description of the development;
- Location of any proposed work zone(s);
- Location of any crane(s);
- Haulage routes;
- A detailed plan identifying all construction vehicle access arrangements;
- Estimated number of construction vehicle movements, including measures to reduce the number of movements during the AM and PM peak periods;
- Measures to avoid construction worker vehicle movements within the CBD;
- Construction program;
- Proposed construction hours;

- Any potential impacts to general traffic, cyclists, pedestrians and bus and light rail services within the vicinity of the site from the construction of the development;
- Cumulative construction impacts of the development, Sydney Light Rail Project, Sydney Metro City and Southwest and other development. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the CBD road network; and

Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.