

Preferred Project Report and Statement of Commitments

Darling Walk, Darling Harbour Bulk Excavation, Basement Structure and Construction of Buildings

Submitted to
Department of Planning
On Behalf of Lend Lease Development

November 2008 ■ 08517

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1.0 Introduction

This report is submitted by JBA Urban Planning Consultants on behalf of Lend Lease Development to the Department of Planning.

On 15th September 2008 a Project Application and Environmental Assessment Report (EAR) for bulk excavation and the construction of the basement structure and commercial buildings on the Darling Walk site was lodged with the Department of Planning.

The proposal included construction of two buildings comprising:

- 64,232m² GFA commercial floorspace;
- 2,592m² GFA retail floorspace;
- 1,000m² GFA children's theatre;
- 200 car parking spaces to service the commercial buildings; and
- 600 space public car parking facility.

It was exhibited from 24th September 2008 until to 24th October 2008. In response to the public exhibition, the Department has advised that it received 14 submissions during this period.

The proponent for the Project Application, Lend lease Development and it's consultant team have reviewed and considered the submissions and, in accordance with clause 75(H) of the *Environmental Planning and Assessment Act 1979*, have prepared this Preferred Project Report.

This report sets out Lend Lease Development's response to the issues raised, describes the proposed revisions to the project and provides a revised Statement of Commitments.

Submissions

Fourteen submissions were received in response to the public exhibition of the Project Application. Submissions were received from the City of Sydney Council, State Government agencies and authorities, local residents and the general public. The source of submissions is summarised as:

- | | |
|----------------------------------|---|
| ■ Authorities and agencies | 5 |
| ■ Local residents and businesses | 6 |
| ■ General public | 3 |

The matters raised in the submissions covered the following key issues:

- Building design including bulk and scale of the development
- View loss
- Traffic, parking and access (pedestrian and vehicular)
- Construction impacts

Subsequent to the lodgement of the EAR, Lend Lease Development has refined the design of the buildings in response to a number of issues raised during the exhibition period. Accordingly, a number of amendments to the Project Application are sought. Sections 2 and 3 detail these amendments.

Revised Statement of Commitments

In response to the issues raised in the submissions and amendments to the design of the buildings, the draft Statement of Commitments has been revised to clarify and strengthen future planning and management actions. The revised Statement of Commitments is at Section 4.

2.0 Response to Key Issues

The following key issues are addressed below:

- Building Design
- View Impact
- Car Parking
- Access Arrangements
- Construction Noise
- Bathurst Street Pedestrian Bridge

A response to issues raised in individual submissions is included at **Appendix A**.

2.1 Building Design

Issues

Six submissions received raised issues regarding the design of the proposed building including architectural character, height, bulk, scale, articulation and separation distance between the two buildings and overshadowing.

2.1.1 Harbour Street Activation and Pedestrian Links

City of Sydney Council in particular raised issues regarding:

- interface with Harbour Street and provision of a series of ground level pedestrian entry points;
- relocation of service areas to maximise active uses on Harbour Street; and
- provision of a direct pedestrian link from Liverpool Street bridge into the internal atrium;

Response

The buildings generally follow the alignment of Harbour Street and provide a modulating built form, with a stepping up in height from the Tumbalong Park frontage to Harbour Street. The 6 level building fronting Tumbalong Park and 9 level building fronting Harbour Street achieves an appropriate transition in height, consistent with the Concept Plan Design Criteria and Darling Walk Urban Design Guidelines.

As detailed in the Project Application Environmental Assessment Report (EAR) the proposed development is generally consistent with The Concept Plan as follows:

- the buildings meet the design objectives of the Concept Plan, including providing a transition in height from Tumbalong Park to Harbour Street;
- the buildings are sited within the approved building footprint;
- a 20m wide through site link (Civic Connector) and view corridor, radial to Tumbalong Park is provided;
- the GFA proposed is within the maximum GFA approved;
- the building heights are consistent with the height controls as defined in the Concept Plan; and
- the Bathurst Street pedestrian bridge is augmented and integrated in the northern building.

As illustrated in **Figure 1**, the proposed buildings do not occupy the full extent of the building envelope on the ground plane approved by the Concept Plan. As detailed in the EAR the north west edge of the building has been re-aligned to help achieve an improved physical and visual connection between Darling Walk and the Cockle Bay precinct to the north. At the south eastern corner a greater setback than the approved Concept Plan allows midwinter sun into the Chinese Garden. As the building has not been built out to the maximum envelope allowed under the Concept Plan there is less overshadowing than the approved Concept Plan.

The development will significantly improve the interface with Harbour Street by providing active uses including building lobbies and retail space. In particular the Civic Connector is a major new urban connection delivering a new at-grade entry to Darling Harbour. The link establishes a pedestrian extension of Day Street across Harbour Street into the Darling Harbour public domain. The Civic Connector will be activated by retail uses at the western end and by the commercial building lobbies at the Harbour Street end. The building lobbies, retail spaces and Civic Connector provide a series of ground level pedestrian entry points. New landscaping works and public domain improvements along Harbour Street will also improve pedestrian amenity. The activation of the ground plane is illustrated at **Figure 2**.

The north end has been activated by introducing a new stair and lift from the pedestrian bridge which will bring pedestrians to the northern end on Harbour Street. The majority of pedestrian movements at this corner will be on Level 1 where the pedestrian bridge across Harbour Street connects with the building. The service area at the northern end of Harbour Street is past the car park entry and required for the building plant and equipment. The location of service plant at this corner is the most practical for building function and it is not possible to relocate it within the building.

At ground level a new landscaped pedestrian path will be provided, however pedestrian activity is encouraged on Level 1 due to the car park entrance and exit and McDonalds Drive Thru.

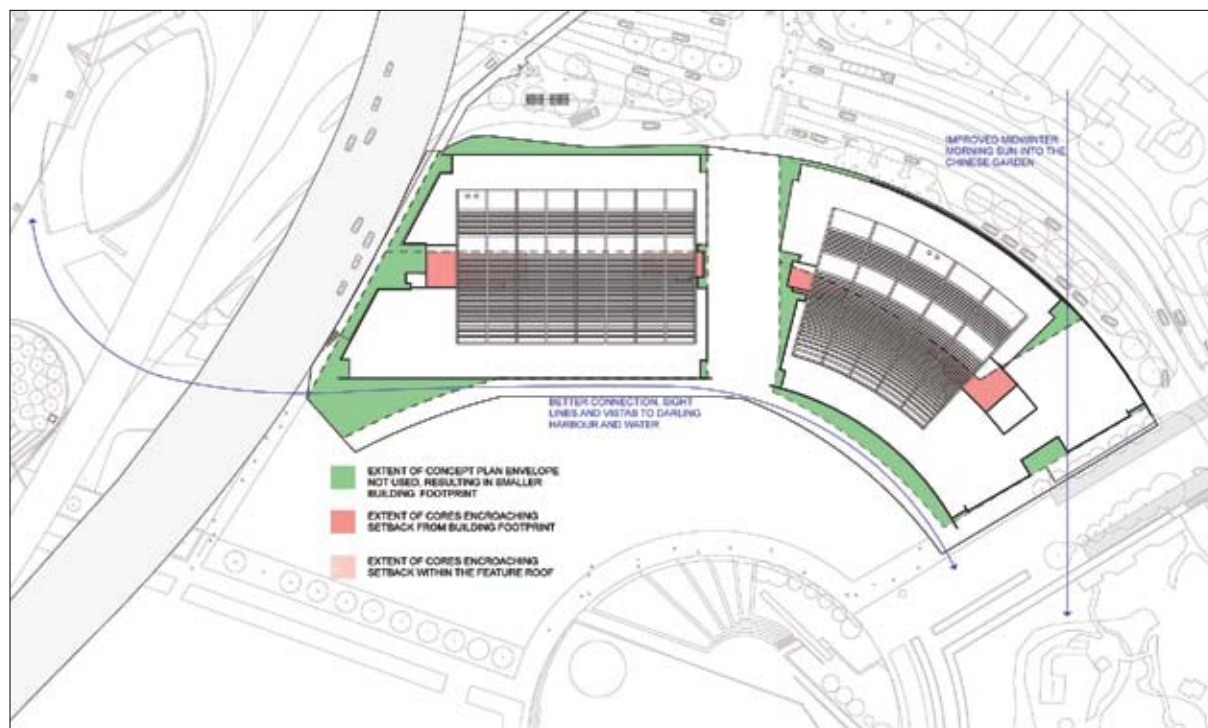


Figure 1 – Development footprint, proposed buildings and setbacks



Figure 2 – Illustration of Ground Plane activation

2.1.2 Architectural Roof Form

The Department of Planning has sought further detail and justification on the scale and height of the architectural roof and the potential additional impact on views. Impacts on views are addressed at Section 2.2.

The Concept Plan allows for architectural roof forms and parapets above the envelope. The roof has been designed to integrate the eastern and western sides of each building and to provide roofing over the atrium and a visual solution to the otherwise exposed mechanical plant, whilst maintaining appropriate heights and scale.

The vaulted curved roof is a key design feature of the building's external response to the surrounding buildings, particularly as the roof will be visible from surrounding residential and commercial buildings. It has been designed to be predominantly light weight, transparent and elegant.

In response to issues raised, FJMT have reviewed design options for the roof form. A key design of the roof is the incorporation of plant and equipment such as cooling towers, air handling units and the like under its profile. Detailed analysis of the plant requirements has been undertaken and as far as possible the plant has been distributed between the basement, ground floor, Level 6 and Level 9, however there are constraints due to existing below ground services and the required energy efficiencies of a 5 star ABGR building.

As illustrated in **Figures 3 and 4** the vaulted roofs sits directly above the plant.

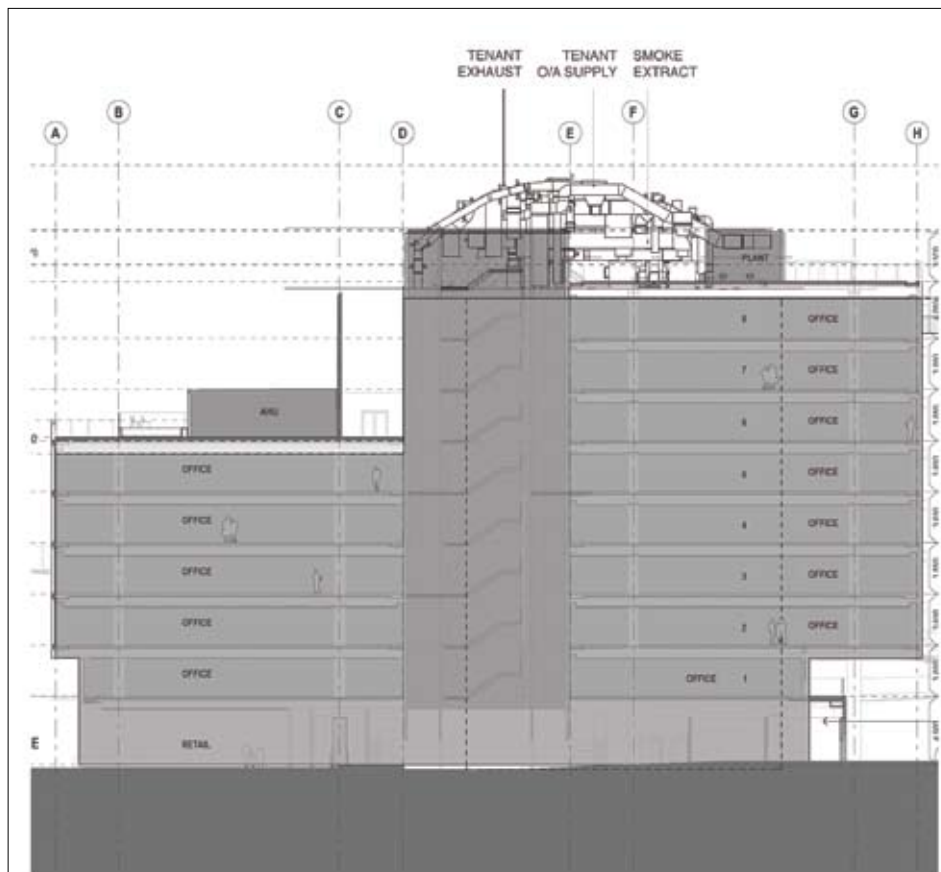


Figure 3 – Cross section without roof

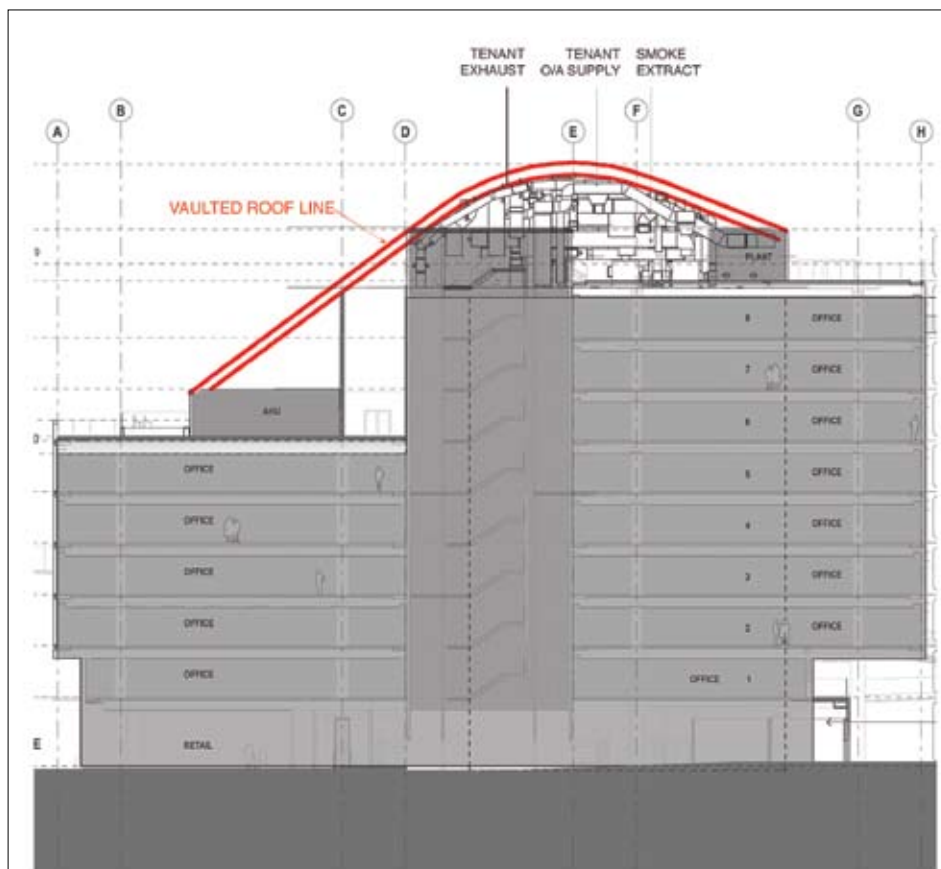


Figure 4 – Cross Section with Vaulted Roof

Options to reduce the extent of the roof within the constraints of the required mechanical plant, whilst retaining curving roof forms, have been analysed and are discussed in the Visual Analysis report at **Appendix B**.

As a result of the analysis it is proposed to lower and shorten the extent of the roof on both buildings.

The north building roof is lowered by 800mm, the north end is shortened by 8250mm and the southern end by 3000mm. The south building roof is also lowered by 800mm and the north shortened by 4150 mm at the Harbour frontage and 2800mm at the Tumbalong Park frontage. The extent of the shortened roof is illustrated in **Figures 5** and in the architectural drawings at **Appendix C**.

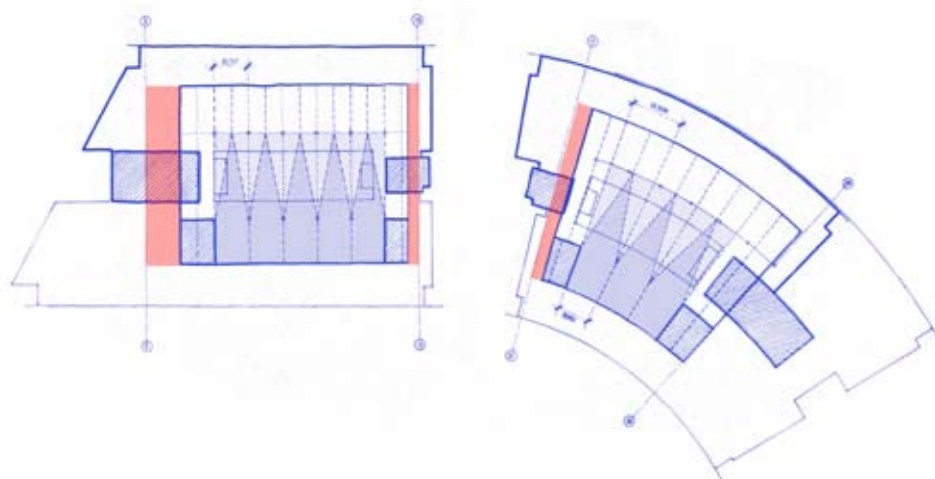


Figure 5 – Extent of shortening of roof illustrated with red shading

2.1.3 Atrium

The building design delivers two large floor plate campus style buildings, with a central internal atrium. The 12m wide atrium is a major design and environmental performance feature of each building resulting in 24.5m floor plates on either side of the atrium. The buildings provide a high quality contemporary office environment, with the atrium providing a high level of internal amenity by allowing solar access.

The atrium is a significant element providing a high quality contemporary office environment, in particular a high level of internal amenity by allowing solar access. The vaulted roof allows daylight to penetrate into the atrium whilst limiting the transmission of heat and glare.

At the lower levels (Levels 1-5) the atrium is within the building envelopes approved under the Concept Plan. At the upper levels (Levels 6-9), the atrium space extends into the tower block setback however as noted in the EAR the floor plates of the buildings do not fully occupy the building footprint approved by the Concept Plan. The floor plates of the upper levels also remain within the approved envelopes.

The location of the atrium provides optimal efficiency and functioning for the building and the extension of the atrium space into the setback at the upper levels does not cause any additional environmental impact. In particular the overall massing of the building is less than the approved Concept Plan and the atrium allows natural light into the lower levels.

2.2 Views

Issues

Three submissions raised the issue of loss of view from residential apartments including Millennium Towers, Emporio Apartments and Harbour Gardens. In addition the Department of Planning sought further information on the visual impact of the proposed roof.

Response

As discussed in the EAR the redevelopment of the Darling Walk site will result in the creation of new public views and vistas into and out of Darling Harbour as well as the loss or change of some views from existing buildings along Harbour Street.

In response to the potential view loss issue raised in public submissions and by the Department, FJMT has undertaken additional detailed visual analysis, which is included at **Appendix B**.

The visual analysis prepared by FJMT adopts the visual analysis methodology used by Cox Richardson for the Concept Plan. This methodology adopted plan and section analysis techniques to assess the extent of loss or gain of direct (horizon views) and oblique views (view into the centre of Tumbalong Park) for surrounding residential properties.

The visual analysis undertaken by FJMT focuses on the impact of the roof form, as no visual impact analysis of roof forms was undertaken for the Concept Plan (as detailed building and roof design was not completed). The FJMT analysis focuses on the impact on Millennium Towers as the roof feature only affects views from the residential apartments in this building. The visual analysis compares the impact of the original roof structure proposed in the EAR and the revised lowered and shortened roof against the approved Concept Plan.

The impact on views from apartments in Millennium Towers, in total, does not increase as a result of the roof structure. The FJMT analysis shows that in relation to view loss into the centre of Tumbalong Park for the amended (lowered and shortened roof) the net number of apartments affected is reduced by one when compared to the Concept Plan as detailed in **Table 1**.

Table 1 – Total number of apartments with view change

Millennium Towers View Impact	Total number View Loss	Total number View Gain	Net
Concept Plan	33	12	21
Amended Roof Form	38	18	20

Of the 38 apartments affected, 11 lose views to the centre of Tumbalong Park and 27 suffer horizon view loss to Pyrmont Ridge. However, 18 apartments gain new views to Tumbalong Park and Pyrmont Ridge. Whilst some additional apartments will suffer some loss of horizon views to Pyrmont Ridge, other apartments gain views and therefore the addition of the roof and plant does not result in an increase in the total number of apartments with affected views.

The impact on views is illustrated at **Figures 5** and **6** and in the Visual Analysis Report at **Appendix B**. The red shaded area illustrates view loss due to the detailed built form, green shaded area shows views gained and the blue shaded area shows view impacts of the approved Concept Plan envelopes.

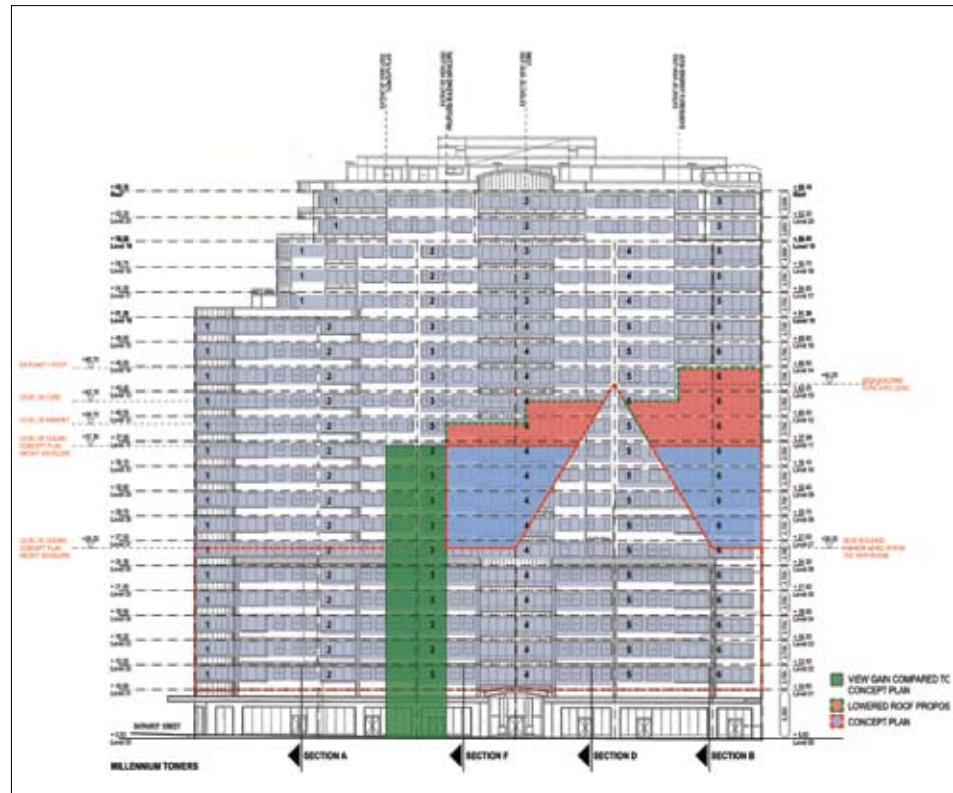


Figure 6 – Horizon view Impact



Figure 7 – Oblique view impact

Harbour Gardens

FJMT have undertaken additional visual analysis for the Harbour Gardens based on computer modelling of views over three levels. The views have been assessed from the centre of the Harbour Gardens apartments to represent the median angle (refer to the Visual Analysis Report at **Appendix B**).

The analysis examines the views with the Sega World building, the approved Concept Plan and the proposed building. The analysis shows that the proposed building (including the roof form) does not result in any additional significant view loss to Cockle Bay when compared to the Concept Plan approval. Views into Tumbalong Park and Pyrmont Ridge are maintained.

2.3 Car Parking

Four submissions received raised issues in regard to the proposed parking facilities. The key issues raised relate to:

- need for the new car park;
- design of the car park layout and space allocation; and
- position of the entry boom gates.

Response

The provision of a 200 space tenant car park and a 600 space public car park within the basement level of the development was proposed and approved under the Concept Plan. The proposal for the construction of the car park, as included within the Project Application is therefore consistent with the Concept Plan.

In response to issues raised to the car park design. The layout of the tenant car park (Basement Level 1) and public car park (Basement Levels 2-4) has been reviewed and amended. The amended layouts are shown on the plans included at **Appendix C**. The amendments include:

- Provision for a total of 47 motorcycle spaces is distributed as follows:
 - 10 on Basement Level 1;
 - 13 on Basement Level 2;
 - 12 on Basement Level 3; and
 - 12 on Basement Level 4.
- Relocation of accessible parking spaces on Basement Levels 1 and 2.
- Removal of 'reverse into' spaces and angled spaces.

Approximately 370 bicycle parking spaces are located on Basement Level 1. These are for use by the proposed tenants of the building only. The provision of public bicycle parking facilities within the basement car park is not proposed however it is intended that public bicycle parking facilities will be provided within the public domain. Spaces are indicated on the Ground Level plan along the Harbour Street frontage, however approval for the provision of these spaces and their exact location will be sought within the Project Application for Public Domain works.

The amendments to the layout design have resulted in 1 less accessible space being provided on Basement Level 1 and 2 less on Basement Level 2.

The amended layout design has been reviewed by Morris-Goding Accessibility Consultants (Morris-Goding) and Masson Wilson Twiney Traffic Consultants (MWT). Morris-Goding (**Appendix D**) consider that:

- the required percentage of accessible spaces are being provided in accordance with Australian Standards despite the loss of three spaces overall;

- the general position of the accessible spaces is adequate and the distance leading from the accessible spaces to the lifts is not onerous; and
- there is no need to locate the accessible parking bays over all levels, as long as finding signage from the car park entrance is provided.

MWT also consider that the car parking and loading dock layouts comply with the relevant Australian Standards. A detailed analysis of this is also included within **Appendix E**.

MWT have reviewed the positioning of the entry boom gates and their queuing times. The design of the entries on both Basement Levels 1 and 2 are considered to have sufficient space to accommodate the anticipated number of vehicles that are likely to form a queue during the peak usage periods. Therefore it is not proposed to relocate the entry boom gates.

2.4 McDonalds Access Arrangements

The proposed access arrangements for the McDonalds Drive-Thru for visitors and service vehicles are set out in **Figure 8** below.

Approval for the works will be sought through the Project Application for Public Domain works. Details of the signage and line markings at the egress of the McDonalds food collection point are to be provided as part of the Construction Certificate documentation for the proposed Drive-Thru.

MWT included the traffic generated by McDonalds within their traffic statement submitted with the EAR. MWT confirm within their traffic statement (**Appendix E**) that it is anticipated that the restaurant would generate between 30 vehicles per hour during the morning and 40 vehicles during the evening peak. MWT also consider that the number of service vehicles would be very low. The intersection modelling indicates that the maximum number of left turn exit movements from the northern exit onto Harbour Street would be 5 per hour which are anticipated to easily exit through gaps in the north bound traffic stream.

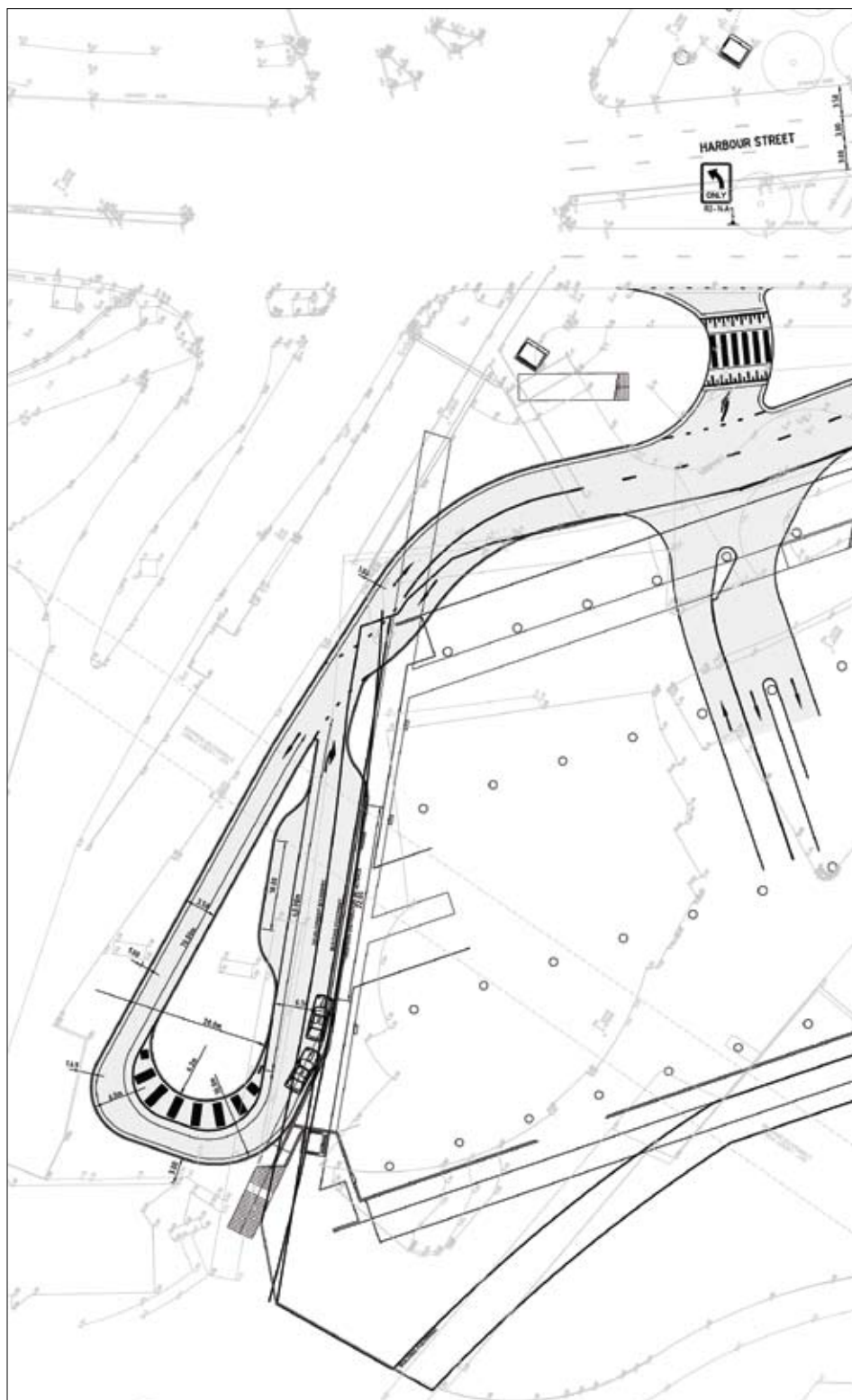


Figure 8 – Proposed McDonalds Access

2.5 Construction Management

Two submissions received raised issues regarding construction noise, including the operators of the Imax Cinema which adjoins the site.

Response

Further analysis of the impact of construction noise upon existing commercial buildings on Day Street and also the Imax Cinema building has been undertaken by Acoustic Logic. These are included in **Appendix F**.

Due to the high traffic noise levels currently experienced along Day Street, Acoustic Logic consider that the excavation and construction activities will not exceed the existing ambient noise by:

- $L_{av\ max} \leq \text{Background} + 5 \text{ dB(A)}$ between 7am to 8am
- $L_{av\ max} \leq \text{Background} + 10 \text{ dB(A)}$ between 8am to 7pm

These are the noise criteria as included within the Construction Management Plan (CMP) and are also consistent with the City of Sydney Code of Practice 1992 "Construction Hours/ Noise within the Central Business District" Schedule 1 Allowable Noise Levels Group A to F. These are the noise controls applied to major building projects in the Sydney CBD. The CMP has been amended to include reference to Day Street. This is included at **Appendix G**.

Potential noise impact on the existing operation of the Imax cinema, function rooms and outside dining facilities has been reviewed and assessed to be of an acceptable level. Acoustic Logic set out that the background noise limits criteria usually adopted for cinemas is NC-25, approximately equal to 35dB(A) L_{eq} . Whereas the noise criteria adopted within the impact assessment (included with the Project Application) adopted a more conservative threshold of 30dB(A) L_{eq} .

The predicted construction noise levels which may impact on the cinema, the Star Function room or outdoor dining areas to the north of the cinema are considered to comply or fall beneath the thresholds set within the requirements of NC-25 and the City of Sydney Code of Practice. The proposed restriction on working hours is therefore considered to be unnecessary. The restricted constructed hour proposed by IMAX is also considered impractical for the project.

2.6 Bathurst Street Pedestrian Bridge

The Department of Planning requested further information on upgrades of the Bathurst Street Pedestrian Bridge. The Darling Walk redevelopment seeks to improve pedestrian amenity through the design of an activated frontage along the Harbour Street that is welcoming to pedestrians from Day Street. In addition, the development will augment the existing Bathurst Street Pedestrian Bridge to encourage pedestrian use.

The augmentation of the Bathurst Street Bridge will include:

- A new canopy over the length of the bridge over Harbour Street that will:
 - Protect pedestrians from sun and rain.
 - Promote and facilitate safe and convenient connections between Day Street, Darling Walk and Tumbalong Park.
 - Promote safety by maintaining clear lines of sight along the length of the bridge and by incorporating lighting and architectural elements to provide an interesting pedestrian and visual experience.
 - Be a lightweight structure (subject to structural loads).

- Realignment of the existing footbridge at the western end so that it integrates with the new development by connecting both onto the podium at the North of development, along the Western distributor, as well as connecting to the North building itself via a colonnade extending from the footbridge at the eastern side of the building to the Civic Connector. The extent of the footbridge along the Western Distributor will be uncovered to enhance visibility and security.
- Integration with the Civic Connector via stairs and lift access on the western side of Harbour Street. This facilitates the safe and comfortable movement of pedestrians between Day Street and Darling Harbour.
- Proposed works will be undertaken to provide equitable access in compliance with the relevant Australian Standards.

Detailed design of the augmentation of the existing footbridge section over Harbour Street, the new lift and the new stair will be provided in the Public Domain Project Application.

Figure 8 is a diagrammatic plan of the bridge augmentation and **Figure 9** is a section of the walkway on the north elevation. These drawings are also included at **Appendix H**.



Figure 9 – Diagrammatic plan of the bridge augmentation

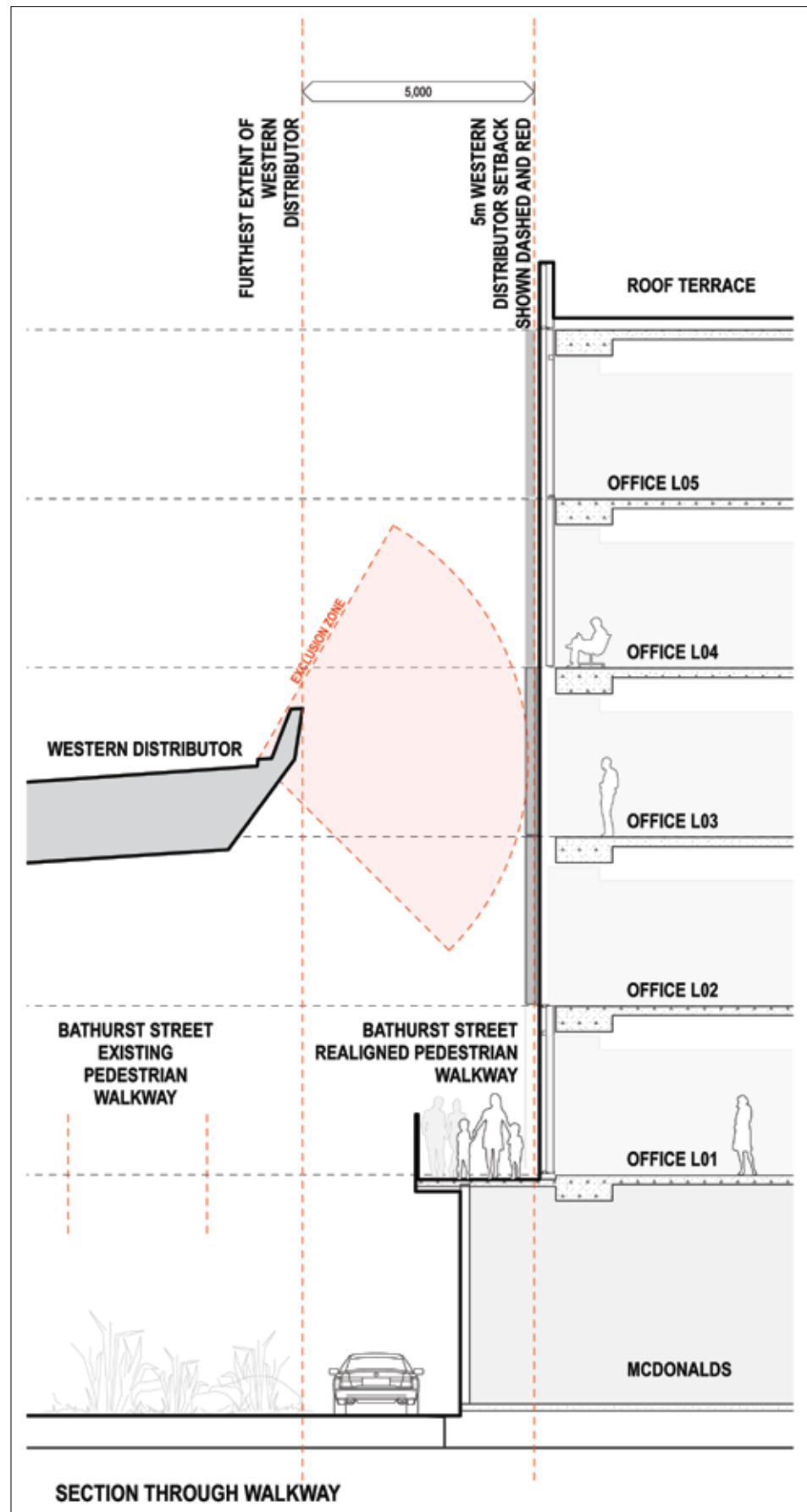


Figure 10 – Section of the walkway on the north elevation

3.0 Preferred Project

On the basis of the submissions received, consultation with the Department of Planning and other Government agencies, and design development the following amendments have been made to the project.

Accordingly the Environmental Assessment Report together with the amendments discussed below, comprise the Preferred Project.

3.1 Design Changes

The proposed amendments to the design of the building are detailed within **Table 2** and on the Architectural Plans (**Appendix C**). The majority of the changes are minor, internal and do not give rise to any adverse environmental impacts. A more detailed explanation of the changes to the Roof, Northern Façade and Car Park layout are set out below.

Table 2 – Proposed Modifications to the Design of the Buildings

Area	Description of Proposed Modification	Plans
Roof	The roof lines of the Northern and Southern buildings is to be lowered and shortened. Maximum height of the roof will be RL 46.0.	Overall Elevations Sheet 1; Overall Elevations Sheet 2;
Northern Façade	Amendment to the design of the northern façade to include larger glazed sections.	Overall Sheet 1
Car Park	Revised layout of the car park.	Basement Levels 1-4
Escalators within the lobbies	Amendments to the alignment of the escalators within the lobbies.	Levels 00 & 01
Re-orientation of the Children's Theatre	Amendment to the orientation of the Children's Theatre and Theatre entrance.	Level 00
Entry levels to McDonalds and Children's Theatre	Amendment to the RL levels at the entry levels of the Children's Theatre and McDonalds to enable direct street level access into the facilities.	Level 00
Visitor Bicycle Parking	Amendment to include the indicative areas for visitor bicycle parking within the Public Domain.	Level 00
Heights of Parapets	Increased height of the parapets on Levels 6 and 9 of the buildings by 200mm to provide hand rails.	Overall Elevations Sheet 1; Overall Elevations Sheet 2;
Stormwater Re-Use Tank	The stormwater re-use tank to be relocated to a suitable area within the public domain. Approval for this will be sought within the Project Application for Public Domain works.	Removal from Basement Level 2-4.

Roof

The design of the north building roof is lowered by 800mm and shortened by 8250mm at the north end and 3000mm at the southern end. The south building roof design is also lowered by 800mm and shortened at the north by 4150 mm at the Harbour frontage and 2800mm at the Tumbalong Park frontage. These amendments are illustrated in the architectural drawings at **Appendix C**.

Northern Façade

The proposed glazing treatment to the northern façade of the northern building is to be amended to include about 50% glazed sections. This will enable greater daylight into the building and improve amenity for the tenants. The proposed changes increase the transparency and visual connections into and out of the building, are in keeping with the treatments of the other facades on the building and of a high quality which continues to compliment the Darling Harbour precinct.

Additional anti-glare blades will be added to reduce potential glare impact to drivers on the Western Distributor.

In accordance with the recommendations within the Reflectivity Report, prepared by Arup for the Project Application, mitigation measures will be incorporated to ensure that luminance does not exceed the limit of 500Cd/m².

Car Park Layout

The layout of both the tenant and public car parks have been amended to include specified parking areas for motorcycles and remove the 'reverse into' and angled spaces. Amendments have also been made in response to the Accessibility Analysis undertaken by Morris-Goding and recommendations from Masson Wilson Twiney. MWT confirm within their statement (**Appendix E**) that the car park design complies with the relevant Australian Standards.

4.0 Final Statement of Commitments

In accordance with Part 3A of the EP&A Act the following are the commitments made by Lend Lease Development (LLD) to manage and minimise potential impacts arising from the Darling Walk development.

4.1 Construction Management

LLD commits to implementing the following plans during the construction phase:

- Traffic and Pedestrian Management Plan
- Noise and Vibration Management Plan
- Waste Management Plan
- Stormwater, Erosion and Sediment Control Management Plan
- Flora and Fauna Management plan
- Dewatering Plan
- Air Pollution Management Plan
- Hazardous Materials Management Plan

4.2 Contamination

LLD commits to implementing the following during the construction phase:

- Remediation of the site where required, and implementation of a Remedial Action Plan. A separate development application for remediation will be lodged by LLD.
- Implementation of the Acid Sulphate Soils Management Plan.

4.3 Environmental Sustainability and Amenity

LLD commits to:

- Achieving a minimum 5 star Australia Building Greenhouse Rating (ABGR) for the building and a minimum 5 Green Star buildings Council of Australia – Office Design v2 rating.
- Implementing the ESD measures detailed in the ESD Report.
- Undertaking an external noise assessment at Construction Certificate stage, to ensure external noise emissions from the mechanical plant comply with the relevant standards.

4.4 Car Parking

LLD commits to:

- Preparing and implementing a Car Park Management Plan that specifies the charging rates, signage and conditions of use for the public car park. The Car Management Plan will be prepared prior to operation of the car park.
- Preparing a Green Commuter Strategy which will include initiatives to reduce private car use and encourage public transport use, cycling and car pooling. The Green Commuter Strategy will be prepared prior to building occupation.
- Providing bicycle parking for use by retail users and visitors to Darling Walk will be provided within the public domain area.

4.5 Utilities and Infrastructure

LLD commits to:

- Diverting or bridging over infrastructure and services to the satisfaction of relevant authorities, where required.
- Providing easements in favour of Sydney Water to allow access to infrastructure and services within the site.

4.6 Wind

- LLD commits to the provision of vegetation and/ or impermeable balustrades within the rooftop gardens. This will implemented prior to building occupation.

4.7 Archaeology

LLD commits to implementing the following during the construction phase:

- LLD commits to implementing the recommendations of the Casey & Lowe Non-Indigenous Archaeological Assessment.
- LLD commits to implementing program of aboriginal archaeological sub-surface testing as recommended by Comber Consulting.

4.8 Consultation

LLD commits to implementing the following during the construction phase:

- Establishing a Construction Liaison Committee with representation from neighbouring stakeholders to provide a forum for neighbours to discuss issues, project progress and special activities.
- Continued liaison with relevant authority (as described in Section 4) to obtain all necessary approvals.

4.9 Bathurst Street Pedestrian Bridge

LLD commits that augmentation of the Bathurst Street Bridge will include:

- A new canopy over the length of the bridge over Harbour Street that will:
 - Protect pedestrians from sun and rain.
 - Promote and facilitate safe and convenient connections between Day Street, Darling Walk and Tumbalong Park.
 - Promote safety by maintaining clear lines of sight along the length of the bridge and by incorporating lighting and architectural elements to provide an interesting pedestrian and visual experience.
 - Be a lightweight structure (subject to structural loads).
- The Public Domain Project Application will seek detailed approval for the Bathurst Street Bridge works.

4.10 BCA and Accessibility

- The proposed development will comply with all relevant BCA requirements and Australian Standards.
- LLD commit to implementing the recommendations of the Accessibility Report.

5.0 Conclusion

The proposed development seeks approval for the construction of two commercial buildings that include ground floor retail uses including McDonalds Drive-Thru and a kids theatre at Darling Walk.

The Project Application was exhibited from 24th September 2008 to 24th October 2008 and a small number of submissions were received in response to the public exhibition.

In response to issues raised in submissions additional information is provided in the Preferred Project Report and modifications to the buildings are proposed, in particular to respond to view impacts. The proposed development (as modified) will deliver a minimum 5 star Australia Building Greenhouse Rating and will incorporate co-generation, rainwater harvesting and sewer mining technologies

The development will contribute to the reactivation of Darling Walk as a vibrant precinct and also contribute to the activation of its Harbour Street frontages by providing retail spaces and commercial office lobbies. Significantly improved pedestrian connections will be delivered by the establishment of major new east-west Civic Connector and north-south promenade, providing improved public access to and from the CBD. The Civic Connector will also create a minimum 20m wide view corridor to the CBD.

The proposed buildings will be of high architectural standard that will improve the built form quality at Darling Walk. The development will have minimal adverse environmental impacts and the construction impacts will be effectively managed by the measures outlined in the construction management plan.

It is sought that the proposed development be granted consent under Part 3A of the EP&A Act.