

CONDITIONS OF CONSENT	
	Comment
<b>LAND USE</b>	
<p>1. Consent is granted for the development of a casino and entertainment complex, including hotel, serviced apartments, theatres, restaurants, bars, car parking and associated facilities on the site of the former Pymont Power Station at Pymont Street, Jones Bay Road, Foreshore Road and Edward Street, Pymont in accordance with the following drawings dated 9 November 1994 and marked Revision A.</p> <p>DA1101 Site Plan J078/D/AR100100/SK03  DA1102 Site Landscape Plan J078/D/LS100100/SK03  DA2101 Car Park B5 J078/D/AR1B5100/SK04  DA2102 Car Park B4 J078/D/AR1B4100/SK04  DA2103 Car Park B3 J078/D/AR1B3100/SK04  DA2104 Car Park B4 J078/D/AR1B2100/SK04  DA2105 Car Park B1 J078/D/AR1B1100/SK04  DA2106 Pymont Street Level J078/D/AR1BH1100/SK/04  DA2107 Main Casino Level J078/D/AR1MC1100/SK/04  DA2108 Mezzanine Level J078/D/AR1MZ1100/SK/04  DA2109 Podium Roof Level J078/D/AR1PR1100/SK/04  DA2110 Private Gaming Level J078/D/AR1PG1100/SK/04  DA2111 First Level Hotel &amp; Apartments J078/D/AR101100/SK/04  DA2112 Typical Apartment Plans J078/D/AR170100/SK/04  DA2113 Typical Hotel Plan J078/D/AR180100/SK/04  DA2114 Roof J078/D/AR112100/SK/04  DA3101 East-West Section AA J078/D/AR300001/SK03  DA3102 North-South Section BB J078/D/AR300002/SK03  DA3103 Showroom Theatre Section J078/D/AR300003/SK03  DA3104 Lyric Theatre Section J078/D/AR300004/SK03  DA4101 Pymont Street Elevation J078/D/AR300101/SK03  DA4102 Foreshore Road Elevation J078/D/AR300102/SK03  DA4103 Jones Bay Road Elevation J078/D/AR300103/SK03  DA4104 Edward Street Elevation J078/D/AR300104/SK03  DA5101 Apartment Layouts J078/D/AR400001/SK03  DA5102 External Finishes J078/D/AR700001/SK03</p>	Development constructed to these plans.
<b>SUBDIVISION</b>	
2. No subdivision is given in this consent. A separate development application shall be submitted for any proposed subdivision at the appropriate time.	Noted.
<b>DESIGN AND EXTERNAL APPEARANCE</b>	
3. The height of the building shall be limited to RD 65.00 AHD, measured to the ceiling of the topmost habitable floor as defined by Sydney Regional Environmental Plan No.26-City West.	Height Complied with.
4. The Floor Space Ratio of the proposed development shall be calculated in accordance with the definition in Sydney Regional Environmental Plan No.26-City West, shall not exceed the floor space allocations shown on the drawings and in any case shall not exceed 3.00:1.	Additional floorspace proposed.
5. The works to the Sydney Electric Lighting Station building shall be documented, specified and superintended by an architect experienced in heritage conservation.	Satisfied.
6. In respect of the Sydney Electric Lighting Station building further details shall be submitted for the approval of the Director of Planning on the following areas, before working drawings are finalized:	Satisfied.

<p>i) proposed additions to the second floor roof terrace;  ii) proposed openings to the east elevation (facing into the porte cochere);  iii) the glazed roof over the entry to the porte cochere;  iv) the corner retail space on the ground floor and adjacent forecourt;  v) a schedule of finishes and fittings to the exterior and all interior spaces; and  vi) signage.</p>	
<p>7. With regard to Conditions 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 21 all further detailed design shall be submitted for the approval of the Director of Planning prior to the construction of the relevant component of the design.</p>	Satisfied.
<p>8. The Pymont Street façade of the serviced apartment tower element shall be setback 1.5 metres from the top of Level 7 (i.e. Level 8) and a further 5 metres of Levels 9, 10 and the plant room, from that shown on the drawings.</p>	Satisfied.
<p>9. Further detailed design development of all the elevations, including those adjacent to the Switching Station site, shall be carried out to ensure a high quality streetscape and skyline. This is to include:  i) modulation and articulation of all facades;  ii) particular attention to the detailing of the roofs/walls of the theatre fly towers;  iii) further details on all external materials and finishes, which are to be integral to the proposed material;  iv) choosing Australian materials where they are available and are of equal standard;  v) no further use of glass and metal curtain walling than that shown on the drawings;  vi) external glass not to exceed 20% reflectivity;  vii) clear glass to all shopfronts; and  viii) predominantly light and warm colours.</p>	Refined through current design.
<p>10. Further design of the Pymont Street façade shall include the following:  i) details of the screen to the central opening of the top of the porte cochere opposite the entrance to the casino, in order to reduce the apparent height and scale of that opening;  ii) details of the water feature along the central opening of the porte cochere be designed to provide screening of the underside of vehicles from the footpath and include other measures such as planting;  all pedestrian openings along Pymont Street be detailed to respond to the human scale; and  iv) details of the retail areas along Pymont Street.</p>	Satisfied.
<p>11. Further design of the Jones Bay Road façade shall pay particular attention to detailing at street level.</p>	Noted.
<p>12. Further design at the corner of Jones Bay Road and Foreshore Road shall pay particular attention to the resolution of:  i) the differences in soffit heights to ensure effective shelter for pedestrians from the elements;  ii) the façade to introduce interest at ground level; and  iii) the cone element.</p>	Refined through current design.
<p>13. Further detailed design development of the grand stairs and terraces fronting Foreshore Road shall be carried out to ensure appropriate uses and landscaping be incorporated to activate and enrich this elevation. This shall include a wide variety of cuisine</p>	Refined through current design; purpose of current proposal.

options offering choice and easy accessibility for the public.	
14. The Applicant shall landscape and signpost the central through site link (over the podium) to ensure its integration into the landscaping concept of the grand stairs and provide a minimum unobstructed pathway width of 5 metres at podium level.	Consent previously modified to delete condition.
15. Further design development of the mass transit interchange and colonnade to Foreshore Road shall be carried out to ensure that the area provides an appropriate and attractive entry into the complex for public transport users and pedestrians.	Refined through current design.
16. The pedestrian concourse shall be located as shown on the drawings with the following features: i) pedestrian interest and activities; ii) opportunities for through site views between the foreshore and Pyrmont Street; and iii) a minimum width of 6 metres, of which 4 metres is to be column-free.	Refined through current design.
17. A convenience store for local resident usage shall be provided in a location easily accessible for pedestrians.	Refined through current design.
18. A connection shall be provided along Edward Street, elevated over the light rail corridor linking to the pedestrian concourse. This connection comprising a stairway and walkway shall be contained wholly within the site, so that the Edward Street vista remains unobstructed.	Satisfied.
19. The southern car park lift bank shall be separated from the casino foyer to provide a choice for patrons not wishing to enter any part of the family facility.	Complied with.
20. Further detailed design development of the main gaming hall shall be carried out and submitted to the Casino Control Authority for approval prior to construction to ensure that the interior design makes explicit the series of gaming areas in the hall in order to provide changing perspectives and experiences.	Refined through current design.
21. Selected place names, historic markers and historic information shall be included in the proposed development to reflect the cultural history of the area.	Refined through current design.
<b>DISABLED FACILITIES &amp; ACCESS</b>	
22. Disabled access and facilities shall be provided in accordance with Sydney City Council's Access Policy.	Noted.
23. With respect to accommodation for the disabled, one apartment shall be equipped for wheelchair access and five hotel rooms shall be equipped for people with disabilities, of which at least three shall provide for wheelchair access.	Noted.
<b>LANDSCAPING / PUBLIC DOMAIN</b>	
24. A detailed landscape plan both for the site and the area between the property boundary and the approved road kerb line around the perimeter of the site, including ongoing maintenance arrangements shall be prepared in consultation, where appropriate, with the Department of Planning, City West Development Corporation and Sydney city Council and submitted to the Director of Planning for approval. This is to include mature street trees and landscaping and the provision of high quality paving, footpath lighting and street furniture located on: i) the grand stairs to Foreshore Road; ii) the roof podium; iii) balconies and terraces to the hotel and apartments; iv) balconies to Edward Street and Jones Bay Road;	Refined through current design.

<p>v) the porte cochere;  vi) the pedestrian concourse;  vii) the mass transit interchange; and  viii) all footpaths and colonnades around and within the site.  Plant species in external areas shall be compatible with the approved landscaping plan for Pymont Bay Park.</p>	
<p>25. The Applicant shall make provisions to landscape the proposed half road closure of Pymont Street at its intersection with Jones Bay Road and submit details to Sydney City Council.</p>	Superseded: No road closure.
<p>26. The surface of any material used or proposed to be used for the paving of colonnades, thoroughfares, plazas, arcades and the like which are used by the public shall have a minimum Polished Frictional Value of 45 in the case of public footways and 40 in the case of colonnades and arcades when artificially polished in accordance with Australian Standard 1141.41, deleting clauses (h) to (l) inclusive, and tested in accordance with Australian Standard 1141.42.</p>	Noted.
<p>27. Should the Applicant wish to re-design and re-construct the Pymont Bay Pymont Quay or Foreshore Park areas as part of this development, this shall be undertaken in consultation with the Department of Planning and Cit6y West Development Corporation and all such works shall be at the Applicant's expense.</p>	Noted.
<p>28. Street numbers shall be clearly displayed on all facades to be used for identification purposes. Such numbers shall be on a colour contrasting with the wall of glass to which they are affixed.</p>	Noted.
<p>29. Public telephones shall be provided in clearly visible locations within the development, including a proportion for use by the disabled.</p>	Noted.
<b>WATER BASED ACTIVITIES</b>	
<p>30. A pontoon wharf shall be provided for charter craft access to the proposed development in consultation with City West Development Corporation and subject to a separate development application.</p>	Noted; Subject to future application.
<p>31. A separate development application shall be lodged for any proposed water performance, including any sound, light and water theatre extending from the Foreshore Road frontage of the proposed development into Pymont Bay.</p>	Noted; Subject to future application.
<b>VANTAGE POINTS</b>	
<p>32. Details of two public vantage points with views towards the harbour and the city shall be provided on the roof podium and/or the grand stairs as appropriate and submitted to the Director of Planning for approval.</p>	Refined through current design.
<b>SIGNAGE</b>	
<p>33. A separate development application shall be lodged, where required, for all external signage proposals, such as identification, promotional and directional signage.</p>	Noted; Subject to future application.
<p>34. Details of internal directional signage for publicly accessible areas, such as the porte cochere, the through site links (both the pedestrian concourse and the route over the podium) and the mass transit interchange, shall be submitted for the approval of the Director of Planning prior to the official opening of the development.</p>	Noted; Subject to future application.
<b>EXTERNAL LIGHTING</b>	
<p>35. That within six months of this consent, the Applicant shall prepare and submit for the approval of the Director of Planning a detailed plan for the external lighting of the development. Such lighting shall comply with any relevant draft Australian Standard.</p>	Noted; Subject to future application.

TRAFFIC AND TRANSPORTATION	
<p>36. The following road improvements shall be undertaken by the Applicant subject to the approval of Sydney city Council and/or City West Development Corporation prior to the official opening of the development:</p> <ul style="list-style-type: none"> <li>i) modifications to signals in Pymont Bridge Road between Harris and Murray Streets, in consultation with the Roads and Traffic Authority;</li> <li>ii) traffic signals at the Edward Street/Foreshore Road intersection incorporating a pedestrian crossing;</li> <li>iii) construction of the Edward Street north roadway between the light rail corridor and Foreshore Road;</li> <li>iv) a turning zone within Edward Street north to permit vehicles that have inadvertently entered the roadway to exist without having to enter the car park;</li> <li>v) traffic signals at the Edward Street/Union Street intersection incorporating pedestrian crossings;</li> <li>vi) central medians in Pymont Bridge Road opposite Edward Street (subject to review by the City West Development Corporation) and Union Street to ban right hand turns, with slots to allow for the cyclist network;</li> <li>vii) retention of the roundabout at the Jones Bay Road/Foreshore Road intersection to allow for U-turns and flexible circulation, with provision for traffic signals incorporating a pedestrian “scramble” phase;</li> <li>viii) pedestrian crossing in Jones Bay Road adjacent to the light rail station entrance and median treatments to control traffic movements at the porte cochere entrance, including kerb adjustments; and</li> <li>ix) taxi rank facilities on both sides of Jones Bay Road between Pymont Street and the pedestrian crossing and along Foreshore Road (drop-off) area.</li> </ul>	<p>Refined through current design. Refer to Transport Impact Assessment.</p>
<p>37. The proposed inbound and outbound routes for traffic travelling to and from the development shall be in accordance with Figures 4.3 and 4.4 of the Applicant's Revised Traffic and Transportation Report dated 9 November 1994.</p>	<p>Refined through current design. Refer to Transport Impact Assessment.</p>
<p>38. The Applicant shall implement the following access arrangements to the development.</p> <p><b>Private cars</b> shall be directed by new arterial road signage focusing on traffic on the main approach routes and advising on the availability of car parking either on the site or in off-site car parks. Private cars wishing to drop off or pick up passengers shall use the porte cochere, although set down may also take place along Foreshore Road.</p> <p><b>Disabled drivers</b> shall be accommodated on site in 25 spaces adjacent to the lifts on Levels B3 &amp; B2.</p> <p><b>Taxis and limousines</b> shall be directed to the porte cochere. Parking for the Applicant's limousines shall be provided in the car park.</p> <p><b>Casino coaches</b> shall use the mass transit interchange to set down, pick up and park. If this facility is full, coaches shall proceed to designated off-site parking.</p> <p><b>Hotel and airport coaches</b> shall use only the porte cochere to drop off and pick up tour groups and day trippers.</p> <p><b>Shuttle buses</b> used to supplement the light rail shuttle service as required shall terminate at the mass transit interchange.</p> <p><b>Public (STA) buses</b> shall use the mass transit interchange.</p> <p><b>Couriers</b> shall be directed to and accommodated within the porte</p>	<p>Refined through current design. Refer to Transport Impact Assessment.</p>

cochere.	
39. 2,500 car spaces shall be provided on site. The on-site parking layout and circulation roads in public use shall be in accordance with the principles set down in the drawings and Australian Standard 2890.	Complied with. Additional 500 spaces to be provided.
40. Appropriate agreements shall be finalized between the Applicant and the nominated off-site car park owners/operators to ensure the availability of the additional 2,000 car spaces required. The principles of the agreements shall include the following: i) the Applicant provide: (a) dynamic and static signage directing traffic to the alternative car parks when the casino car park is full; (b) a shuttle service to and from the casino on a regular basis; and (c) advertising, noting the availability of off-site car parks; ii) the owners/operators of off-site car parks: (a) provide the agreed number of spaces to be set aside; (b) provide signage within the car park to indicate which areas are dedicated for casino patrons; and (c) charge a flat fee to patrons producing a parking ticket validated by the Applicant. The Applicant shall provide evidence of the agreements to the Director of Planning.	Refined through current design. Refer to Transport Impact Assessment.
41. The light rail service shall be used as the primary shuttle for patrons using the Darling Harbour car parks. Details of shuttle access arrangements shall be developed in consultation with the Darling Harbour Authority.	Noted. Refer to Transport Impact Assessment.
42. A parking fee management plan shall be prepared and submitted for the approval of the Director of Planning prior to the official opening of the development. Any car parking fee shall include the light rail fare or the shuttle bus transfer in a "park'n'ride" type fare structure. The level of fee shall ensure that car park pricing is equitable and that it encourages the use of off-street car parks.	Noted. Refer to Transport Impact Assessment.
43. With the exception of some very limited on-site parking, all staff car parking shall be located off-site and serviced by an appropriate shuttle access arrangement.	Noted. Refer to Transport Impact Assessment.
44. The Applicant shall provide a minimum of 16 coach parking spaces on site, including 2 dedicated and 1 peak set down spaces for STA buses within the mass transit interchange and roadway connecting to Foreshore Road. Where this arrangement cannot be satisfied, the Applicant shall submit to the Director of Planning written evidence of the availability of coach parking spaces off site.	Noted. Refer to Transport Impact Assessment.
45. The light rail corridor and the provision of a light rail station shall be in accordance with the operational standards of the Department of Transport, including station finishes, signage, lighting and fixtures as required.	Satisfied.
46. Any additional sound proofing required over and above that provided for in any formal agreement between the Applicant and the light rail consortium shall be at the Applicant's expense.	Satisfied.
47. The light rail platform shall be built in two stages. Stage 1 shall be 45 metres long and Stage 2 shall be a total of 85 metres long. Platforms shall be full length and width between the pedestrian crossings on each side of the stop to a finished height to give flush access to the light rail car.	Satisfied.
48. The Applicant shall ensure that no water discharge into the light rail corridor.	Noted.

49. The Applicant shall prepare and submit for the approval of the Director of Planning, a detailed plan for pedestrian crossing facilities to cater for pedestrian movement across Foreshore Road, in front of the development in consultation with the Roads and Traffic Authority, City West Development Corporation and the Department of Planning.	Amended Plan to be submitted as per recommendations in Transport Impact Assessment.
50. The final design of pavements and kerb lines in Edward Street shall not preclude any potential at grade crossing of the light rail corridor in the future.	Complied with in design of initial proposal.
51. The provision for bicycle parking on the site shall be publicized and appropriately signposted to enable the use of this facility.	Noted. Refer to Transport Impact Assessment.
52. All servicing of the development shall take place on site via the loading docks indicated on the drawings. The main loading dock off Jones Bay Road shall contain eight (8) loading bays.	Noted. Refer to Transport Impact Assessment.
53. All vehicles entering and leaving the site, excluding the lyric theatre loading dock, shall do so in a forward direction.	Noted. Refer to Transport Impact Assessment.
54. All vehicles servicing the site shall utilize the truck routes nominated by Sydney City council, as specified in Condition 81.	Noted. Refer to Transport Impact Assessment.
55. An on-site traffic management plan shall be prepared and submitted to the Director of Planning for approval prior to the official opening of the development. The plan shall include the proposed management of the following: i) porte cochere, including: (a) a full time control position at the Jones Bay Road entrance, with an additional controller at peak times; (b) the maintenance of one clear lane at all times; (c) special lanes for valet parking and taxis; (d) call button system for taxis; (e) medians for pedestrian safety; (f) nominated locations for couriers; (g) the preparation and distribution of an information package to transport groups (bus, coach, taxis, and couriers) as part of the opening of the complex; ii) mass transit interchange; iii) loading docks; iv) signposting of all driveway entrances warning pedestrians of vehicle crossings; and v) on-site car park, including dynamic signage and monitoring, and provision for feedback into the Roads and Traffic Authority's traffic signal system by liaising with their Traffic Flow East Section.	Noted. Revised Traffic Management Plan proposed.
56. Prior to the official opening of the development the Applicant shall operate and consult with the Department of Planning, the Police, Roads and Traffic Authority, Darling Harbour Authority, City West Development Corporation and Sydney City Council to develop a Local Area Parking Scheme; the responsibility for the implementation of such a scheme being that of Sydney City Council. The area for the scheme applicable to this development, is defined as that bounded by Wattle Street to the west, Fig Street in the south, Pyrmont Street (Western Distributor to Murray Street), Murray Street and Foreshore Road to the east and the Harbour foreshore to the north and north-west. The Applicant shall contribute to the implementation and effective enforcement over a 24 hour period of such a scheme an amount to be negotiated with Sydney City Council to a maximum net figure of \$75,000 per annum.	Noted. Refer to Transport Impact Assessment.
57. The Applicant shall provide funding for the implementation of a	Satisfied.

directional route signage system in consultation with the Roads and Traffic Authority, Sydney City Council, Darling Harbour Authority and City West Development Corporation and to the satisfaction of the Director of Planning in accordance with the proposal set out in the Applicant's Revised Traffic and Transportation Report dated 9 November 1994.	
58. The Applicant shall prepare and implement prior to the official opening of the development a promotional/public awareness strategy addressing key features of the operation of the proposed public transport and car and bicycle parking measures.	Satisfied. To be revised as part of new proposal
59. The applicant shall liaise with the Police, Sydney City Council and the Darling Harbour Authority for the preparation of a special event management plan for the initial stage of the official opening of the development and subsequent major events in the locality.	Satisfied. To be revised as part of new proposal.
60. Six months prior to the official opening of the development, the Applicant shall monitor traffic generation and patronage levels of the Temporary Casino and provide to the Director of Planning a traffic report on the effects of the Temporary Casino on the surrounding road system, public transport requirements and residential amenity.	Noted.
<b>SERVICES AND INFRASTRUCTURE</b>	
61. All utility services required within the site shall be connected at the Applicant's expense to existing and new trunk lines.	Noted.
62. The Applicant shall discharge all stormwater to Water Board drainage culverts and comply with the requirements of the Urban Services Group, Rockdale Regional Office of the Sydney Water Board and City West Development Corporation prior to discharge.	Noted. Refer to Hydraulic Services Report.
63. The Applicant's responsibilities with respect to the Water Board's Trade Waste Policy shall be pursued with the Board's Central region at the detail design stage.	Noted. Refer to Hydraulic Services Report.
64. Use of any sea water shall be subject to the approval of the Water Board, Environment Protection Authority and City West Development Corporation.	Noted. Refer to Hydraulic Services Report.
<b>HOURS OF OPERATION</b>	
65. The casino shall be permitted to operate 24 hours per day every day of the year and the pedestrian concourse shall be publicly accessible for the same period.	24 hour operation proposed.
<b>NOISE</b>	
66. Noise emissions from low elevation plant room louvers, loading dock operations and emergency standby plant be governed by the Environment Protection Authority's "Environmental Noise Control Manual" and be to the satisfaction of the Environment Protection Authority.	Noted.
67. Car park and porte cochere pavement surfaces shall be textured to reduce tyre squeal.	Noted.
68. The building façade construction shall provide a sound transmission loss of not less than 20 dBA attenuation.	Noted.
<b>SECURITY</b>	
69. The applicant shall be responsible for security measures within the site.	Noted. Revised Management Plan proposed.
70. A security interface management plan shall be set up in consultation with the Police to determine the function and role of respective security personnel in the public domain.	Noted. Revised Management Plan proposed.
71. An Emergency Life Safety Plan shall be development for the whole of the site, including the mass transit interchange prior to the	Noted. Revised Management Plan

official opening of the development and implemented in consultation with Sydney City Council, the Police and other emergency services.	proposed.
<b>ARCHAEOLOGY</b>	
72. With respect to any potential archaeological items, a “watching brief” shall be maintained by a qualified archaeologist during excavation works to ensure that there is suitable protection and management of any archaeological items should they be uncovered.	Noted.
<b>WIND</b>	
73. Further analysis of the wind effects on the development shall be carried out and submitted for the approval of the Director of Planning to minimize the effects of undesirable winds on public open areas and public thoroughfares by the use of appropriate planting, windbreaks, air curtains and the like.	Satisfied.
<b>AIR QUALITY</b>	
74. The Applicant shall provide further details of proposed exhaust stacks in the development to satisfaction of the Environment Protection Authority. As a minimum stacks shall be 3 metres above nearby buildings within a 30 metre horizontal radius installed in such a way so as not to impinge upon any residential use of existing air intake ducts.	Satisfied.
<b>REFLECTIVITY</b>	
75. With respect to any hazardous or undesirable glare, further reflectivity analysis shall be undertaken and submitted to the Director of Planning for approval to ensure that the effects on pedestrians, people using open spaces, and those in other buildings as well as any potentially adverse solar radiation on adjoining buildings from glass awnings, curtain walls, glass structures and the like be minimized.	Noted. Revised Reflectivity Report provided.
<b>ENERGY CONSERVATION</b>	
76. A stormwater and greywater reclamation system for subsequent reuse as an irrigation water supply for all landscaping shall be incorporated into the design and detailed to the satisfaction of the Water Board.	Satisfied.
77. Water efficient plumbing fixtures shall be incorporated into the design of the development.	Satisfied.
<b>DURING CONSTRUCTION</b>	
78. Working hours shall be limited to 7.00 am to 6.00 pm on Monday to Friday inclusive and 7.00 am to 4.00 pm on Saturdays. Noise generated from the activity shall not exceed the following noise criteria at the nearest affected residential premises or such standards as determined by the Environment Protection Authority. <b>Monday to Friday:</b> 7.00 am to 7.30 am 68 dBA 7.30 am to 5.00 pm 80 dBA 5.00 pm to 6.00 pm 72 dBA <b>Saturday</b> 7.00 am to 9.00 am 68 dBA 9.00 am to 3.00 pm 80 dBA 3.00 pm to 4.00 pm 72 dBA The approved hours of work shall be prominently displayed at all times on the site. These working hours shall be reviewed by the Director of Planning (with advice from Council), the Environment Protection Authority and the Contractor after a trial period of eight (8) weeks during which the actual noise generated by the works shall be monitored to determine	Noted. To be addressed in a revised Construction Management Plan.

<p>whether the longer hours create an unacceptable level of concern to adjacent residents.</p> <p>Once construction has progressed to enable quiet trades both internally and externally, working hours may be extended in accordance with "City of Sydney Code of Practice for Construction Hours/Noise within the Central Business District", subject to the approval of the Environment Protection Authority.</p>	
<p>79. For special operations including the delivery of materials, hoisting of plant and equipment, and erection and dismantling of on-site tower cranes, which warrant the on-street use of mobile cranes outside the approved hours of building work, approval of either Sydney City Council or City West Development Corporation shall be obtained.</p>	<p>Noted. To be addressed in a revised Construction Management Plan.</p>
<p>80. The Applicant shall provide to the Director of Planning a 24-hour telephone contact number and ensure that such number is continually attended by a person with authority over the works for the duration of the work period. The 24 hour contact telephone number shall also be prominently displayed on the site.</p>	<p>Noted. To be addressed in a revised Construction Management Plan.</p>
<p>81. The Applicant shall be responsible for ensuring that Sydney City Council's construction traffic routes be observed for access to and from the site. At no time shall trucks enter residential streets other than those truck routes nominated.</p> <p>Primary access routes:  <b>Arterial:</b> Miller/Union Street, Pymont Bridge Road  <b>Local:</b> Pymont street/Jones Bay Road, Edward Street, Union Street (east) Darling Drive</p> <p>Primary egress routes  <b>Arterial:</b> Pymont Bridge Road and Pymont Street  <b>Local:</b> Jones Bay Road/Pymont Street, Edward Street, Darling Drive</p>	<p>Noted. To be addressed in a revised Construction Management Plan.</p>
<p>82. All construction activities including the loading and unloading of vehicles and queuing and parking of vehicles shall take place on the site. Provision shall be made for the staging of the works to ensure compliance with this requirement.</p>	<p>Noted. To be addressed in a revised Construction Management Plan.</p>
<p>83. The public way shall not be obstructed by any material, vehicle or thing whatsoever. Including building materials, refuse skips or the like, under any circumstances.</p>	<p>Noted. To be addressed in a revised Construction Management Plan.</p>
<p>84. Suitable provision shall be made to clean all vehicles, including the wheels, leaving the site to prevent the tracking of debris and soil onto the public way:</p> <p>i) concrete trucks, concrete pumps and their attachments and trucks used for the disposal of spoil shall not be washed out on the public way;</p> <p>ii) any water collected from on-site washing down including concrete trucks, concrete pumps or their attachments, and trucks used for the disposal of spoil shall not be pumped, directed or allowed to flow to the street stormwater system; and</p> <p>iii) cleansing of dust or mud from the public way shall be done by dry sweeping, to prevent run-off water from entering the drainage system. The Applicant must comply with the Clean Waters Act 1970, whereby it is an offence to pollute classified waters such as Sydney Harbour to which much of the City's street drainage is directly connected.</p>	<p>Noted. To be addressed in a revised Construction Management Plan.</p>
<p>85. Details of the destination of spoil removed from the site during the course of excavation shall be recorded by the Applicant and made available to the Director of Planning for inspection if required. Such</p>	<p>Noted. To be addressed in a revised Construction Management Plan.</p>

<p>details are to include:</p> <ul style="list-style-type: none"> <li>i) type and quantities of material to be deposited;</li> <li>ii) name/address of company/organization accepting excavated material;</li> <li>iii) address of proposed site of disposal;</li> <li>iv) intended land use for the disposal site;</li> <li>v) advice that the landowner accepts fill material of the type described; and</li> <li>vi) name/address of transport company.</li> </ul> <p>Note: The Protection of the Environment Administration Act 1991, provides for the revocation of transporters' licenses where drivers dump wastes illegally.</p>	
<p>86. A Pedestrian and Traffic Management Plan shall be prepared to the satisfaction of the Director of Planning prior to the commencement of work to include details of:</p> <ul style="list-style-type: none"> <li>i) proposed ingress and egress of vehicles to and from the site;</li> <li>ii) proposed protection of pedestrians adjacent to the site; and</li> <li>iii) proposed pedestrian management whilst vehicles are entering and leaving the site.</li> </ul>	Noted. To be addressed in a revised Pedestrian and Traffic Management Plan.
<p>87. A comprehensive dilapidation survey of likely affected premises adjacent to the site and of the surrounding streets shall be undertaken prior to the commencement of the works.</p>	Noted. Additional Survey will be prepared for the Switching Station site.
<p>88. A Noise and Vibration Management Plan together with a Public Relations Programme shall be prepared and submitted to the Environment Protection Authority not exceeding the guidelines variously set out in the Environment Protection Authority's "Environmental Noise Control Manual", "City of Sydney Code of Practice for Construction House/Noise within the Central Business District" and AS 2436 – Guide to Noise Control on Construction Maintenance and Demolition Sites.</p>	Noted. To be addressed in a revised Noise and Vibration Management Plan.
<p>89. A hoarding shall be provided around the site in accordance with Sydney City Council requirements.</p>	Noted.
<p>90. In an attempt to reduce the noise from construction vehicles leaving the site, exit ramps shall be at low points on the site, so that gradients are as shallow as possible.</p>	Noted.
<p>91. All loads leaving the site shall be on the legal limit and covered and should excessive dust be generated damping on the site shall be undertaken.</p>	Noted.
<p>92. A dust curtain may be required to be fixed to the perimeter fence, depending on site conditions.</p>	Noted.
<p>93. Security floodlighting of the site shall be so placed that it does not create a nuisance for residents or a nuisance or danger for harbour traffic.</p>	Noted.
<p>94. Prior to the commencement of work on the site:</p> <ul style="list-style-type: none"> <li>i) a Road Opening Permit shall be obtained from Council's Assistant General Manager Urban Services, if required;</li> <li>ii) detailed shoring plans shall be certified as conforming with the Building Code of Australia; and</li> <li>iii) in the immediate area including relevant information from public utility service authorities and hand excavation to determine the position and level of services if necessary, and a plan showing the exact location of such services shall be submitted with the shoring plans.</li> </ul>	Noted.
<p>95. During the course of the works traffic lights, kerb ramps and access to public utility services covers shall not be obstructed and</p>	Noted.

existing trees, including street trees shall be protected at all times in accordance with Council's Tree Preservation Order. All enquiries shall be directed to Council's Parks Manager or where trees are located in City West Development Corporation's areas, contact the Corporation.	
96. The Applicant shall ensure that the heritage item on the site be protected at all times from inadvertent damage particularly as a result of the close proximity of the item to the work area.	Noted.
97. The Applicant shall ensure that dust, litter and vibration emanating from the site does not have any adverse effects on the heritage items both on the site and those in the surrounding area.	Noted.
98. All trachyte and sandstone kerbing shall be preserved. If necessary, stone may be removed and placed on pallets, for subsequent removal by Council. Arrangements can be made by contacting Council's Maintenance Manager.	Noted.
99. Prior to the commencement of work the Applicant shall prepare an Environmental Management Plan acceptable to the Environment Protection Authority. The Plan shall address air, water, noise and vibration issues during both construction and operational phases.	Noted. A revised Environmental Management Plan has been included in the proposal
100. All seepage or stormwater collected on the site during excavation shall be collected in sediment ponds and filtered in accordance with the Environment Protection authority and Water Board requirements prior to discharge. A licence to discharge all such water shall be obtained from the Environment Protection Authority under the Clean Waters Act 1970.	Noted. Refer to Hydraulic Services Report.
101. The Applicant shall be responsible for damages caused to roads, open spaces and/or services immediately adjoining the site.	Noted.
<b>DECONTAMINATION</b>	
102. The Applicant shall be responsible for health or safety standards on the site from contaminated material, should these materials be identified during excavation. A comprehensive Work Plan acceptable to the Environment Protection Authority, shall be developed prior to commencement of work to ensure that appropriate measures are undertaken for the remediation of any contamination.	Noted.
<b>CHILD CARE</b>	
103. Prior to the official opening of the development the Applicant shall provide evidence to the satisfaction of the Director of Planning that a work-based child care facility to cater for children of staff employed on site is provided. If provided off-site, the facility should be at a location convenient to the employees and off-site staff car parking.	Noted. Revised Child Care provisions to be documented.
<b>EXTERNAL ENTERTAINMENT</b>	
104. A separate development application shall be sought for any external entertainment.	Noted.
<b>CONTRIBUTIONS/CHARGES</b>	
105. Pursuant to Sections 94 and 94AA of the Environmental Planning & Assessment Act 1979 the Applicant shall contribute towards the provision of public amenity of facilities required as a consequence of the development at such time when the casino licence is granted and the Building Application is approved. The contribution to \$7,806,197.00, less the contributions paid pursuant to the consent for the Temporary Casino.	Revised contributions are calculated in proposal documentation.
106. The development shall not commence unless satisfactory arrangements have been made by the Applicant by obtaining a	Noted. A pre-DA S.73 Application has been

Section 27 Certificate under the Water Board Act in relation to the provision, adjustment or amplification of the Board's water, sewerage and stormwater systems as required.	submitted to Sydney Water.
---	----------------------------