

22 September 2020

BvN
LEVEL 11, 255 PITT STREET
SYDNEY
NSW 2000

Attn: Zig Peshos

Dear Zig,

**RE: ATLISSIAN CENTRAL
BCA/ACCESS/DDA COMPLIANCE STATEMENT FOR STATE SIGNIFICANT DEVELOPMENT
APPLICATION**

1.0 INTRODUCTION

Blackett Maguire + Goldsmith Pty Ltd have been commissioned by Atlassian (the applicant) to prepare this report in accordance with the technical requirements of the secretary's Environmental Assessment Requirements (SEAR's) and in support of the SSD-10405 for a commercial and hotel development above the Former Inwards Parcel Shed at 8-10 Lee Street, Haymarket

Specifically, this report addresses the following SEARs:

SEARs	Report Reference
DDA/Access Impact Statement	Section 10.0

2.0 DESCRIPTION OF THE SITE

The Site is known as 8-10 Lee Street, Haymarket. It is an irregular shaped allotment. The allotment has a small street frontage to Lee Street, however this frontage is limited to the width of the access handle.

The Site comprises multiple parcels of land which exist at various strata. All the lots are in the freehold ownership of Transport for NSW, with different leasing arrangements:

- Lot 116 in DP 1078271: YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.
- Lot 117 in DP 1078271: This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimised basement and servicing outcome for the Site.
- Lot 118 in DP 1078271: This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also uses a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 bike access, secondary pedestrian access and fire service vehicle access.
- Lot 13 in DP 1062447: This is currently in the ownership of TfNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

The Site has an area of approximately 3,764sqm which includes 277sqm of air rights that apply from RL40.

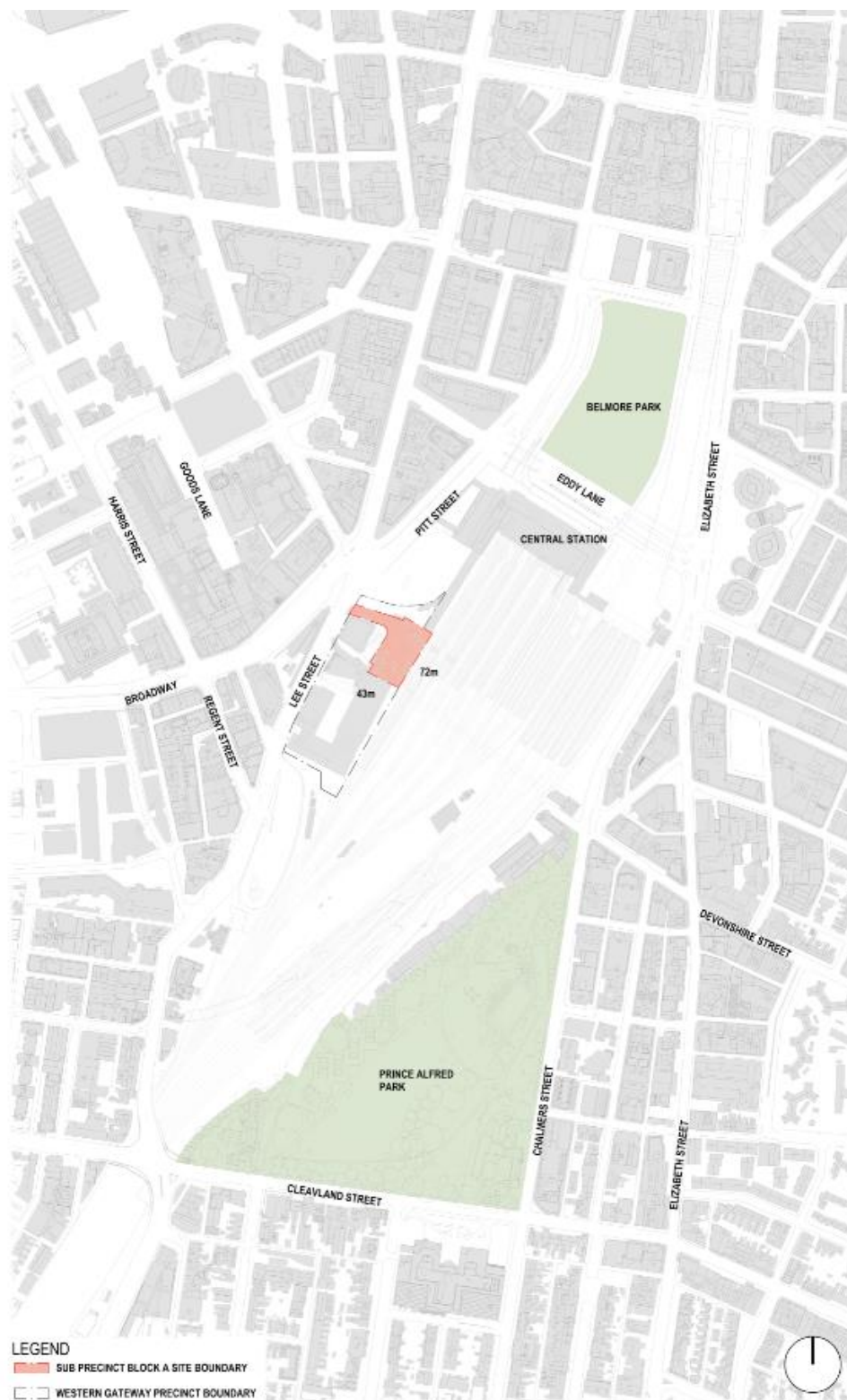


Figure 1 – Site Location and Dimensions

Image Source: BVN/SHoP



3.0 SITE AND SURROUNDING CONTEXT

The Site is directly adjacent to the Western Wing Extension of Central Station, and forms part of the 'Western Gateway Sub-precinct' of the Central Railway Station lands. It is situated between the existing CountryLink and Intercity railway platforms to the east and the Adina Hotel (former Parcel Post Office) to the west.

Existing vehicle access to the Site is via Lee Street, however the Lee Street frontage of the Site is only the width of the access handle.

Current improvements on the Site include the Parcels Shed, which operated in association with the former Parcels Post Office (now the Adina Hotel). The Site is currently used as the Railway Square YHA. The Site also includes the western entryway to the Devonshire Street Pedestrian, which runs east-west through Central Station under the existing railway lines.

The Site is situated in one of the most well-connected locations in Sydney. It is directly adjacent to Central Station Railway which provides rail connections across metropolitan Sydney, as well as regional and interstate connections and a direct rail link to Sydney Airport. The Site is also within close proximity to several educational institutes and is a city fringe location which provides access to key support services.

Central Railway Station is currently undergoing rapid transformation to allow for integration of rail, metro and light rail transport infrastructure. This will elevate the role of Central Station not only for transport but also enhance opportunities for urban renewal and revitalisation of the surrounding precinct. This is one of the key drivers for the identification of the Central SSP and the Western Gateway Sub-precinct to accommodate a new innovation and technology precinct.

The proximity of the Western Gateway Sub-precinct to the city, while still being located outside the core Sydney CBD, provides opportunity for it to evolve to attract technology and innovation companies. It has access to all required services while being sufficiently separate to the CBD to establish a distinct technology industry ecosystem. Its CBD fringe location will provide affordable commercial rents which will support Startups and entrepreneurs which are a key component of an innovation precinct.

4.0 PROJECT DESCRIPTION

The proposed SSDA will facilitate the development of a new mixed-use development comprising 'tourist and visitor accommodation' (in the form of a 'backpackers') and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Technology Precinct proposed by the NSW Government. The new building will be purpose-built to accommodate the Atlassian Headquarters, a new TfNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation, in addition to commercial floorspace to support Tech Start-ups.

The new development is to be built over the existing heritage former Inwards Parcels Shed (the Parcels Shed) located on the western boundary of Central Station with the Adina hotel to the west. The works includes a 38-storey mixed-use tower with basement loading dock facilities and EOT facilities accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial tower with staff amenities to the mid-level and roof top areas and a pedestrian Link Zone works for TfNSW.

The building design has been conceived to support the delivery of a site plan designed to connect with future developments to both the south and east and integrate with a cohesive public realm for the broader Sydney community in accordance with NSW government strategic planning.

The tower design is a demonstration project for Atlassian, representing their commitment to environmental sustainability and contemporary workplace settings through tower form and construction systems along with a set of emblematic outdoor workplaces stacked in the tower form.

The existing Parcels Shed will be adaptively re-used in accordance with best practice heritage process and form the upper level of a 2-storey entry volume that connects visually with the 2 level Link Zone. Over the roof of the Parcels Shed, a new privately owned but publicly accessible landscaped area will be created as the first part of a new upper level public realm that may extend to connect to a future Central Station concourse or future Over Station Development.



The proposed mixed use tower directly adjoins a live rail environment to the east and public domain to the north, west and south. These works will consider these rail environments and have been designed to ensure that all TfNSW external development standards are achieved. This ensures there is no impact to the operation or safety of these TfNSW assets.

Interfaces from the overall site and especially the State works Link Zone have been designed in consultation with the adjoining stakeholders. These stakeholders include TfNSW to the north and south, Toga and the Adina Hotel operator to the west and the Dexu Fraser's site to the south. Connections via the Link Zone, through the basements, and off the proposed new Link Zone dive ramp will be designed to enable existing and future developments to function in both the day 1 scenario and end state when all developers have completed their works. The overall project aspiration is to create a world class tech precinct with effective pedestrian links through the Atlassian site to the Central Station western forecourt to Central Walk west and adjoining stakeholder's sites.

5.0 REFERENCED DOCUMENTATION

This report has been prepared based on a review of the concept architectural plans, diagrams and perspectives prepared by Shop/BvN.

6.0 BUILDING CLASSIFICATION

The new building works have been classified as follows:

+ BCA CLASSIFICATION:	Class 3 (YHA Hostel) Class 5 (Commercial Offices) Class 6 (Retail Restaurant) Class 7a (Carpark) Class 7b (Storage and loading dock) Class 9b (YHA - Level 1 Kitchen/lounge/dinning/reception)
+ IMPORTANCE LEVEL (STRUCTURAL):	3
+ STOREYS CONTAINED:	47
+ RISE IN STOREYS:	46
+ TYPE OF CONSTRUCTION:	Type A
+ EFFECTIVE HEIGHT:	Greater than 25m, Greater than 50m.
+ SPRINKLER PROTECTED THROUGHOUT:	Yes
+ CLIMATE ZONE:	Zone 5

7.0 KEY BCA COMPLIANCE STRATEGY

The proposed development will feature a retention of the design and elements of the existing Former Inwards Parcel Shed with new tower above housing the YHA and commercial office spaces. The 5.5 levels of YHA hostel being a single fire compartment is proposed to be of CLT timber structure, as with the office "habitats" containing 4 levels of CLT, broken up by a steel and concrete super structure at every 4th floor. Each habitat is to have an outdoor work space forming an atrium. These matters will be addressed as performance solutions in the Fire Safety Engineering Report.

As the Site is essentially land locked on all 4 sides apart from the western side where the proposed Link Zone on lower ground and upper ground, easements will be required for fire protection, egress, light and ventilation.

Egress from commercial office levels is by 2 fire stairs in the configuration of scissor stairs in the central core area. YHA will have access to these stairs as alternative exits. Discharge of the stairs involves one stair discharging at OSD level podium level and down via new external stair to upper ground level, then via the Link Zone, the other stairs will discharge directly to upper ground Link Zone, both providing access to Lee Street or Henry Dean Plaza. Easements for egress will be required where egress is via a separate allotment.



Fire Hydrant and Sprinkler Booster Assembly is proposed near the junction of Lee Street and Ambulance Avenue. Access to the Fire Control Room and fire pump room, located in Basement 1 and Basement 2 respectively, will be via a stairway from Ambulance Avenue.

8.0 BCA PERFORMANCE SOLUTIONS

Arising from our review, the following comprises a summary of the key BCA compliance issues that will likely need to be addressed prior to issue of the Construction Certificate: *Note: This list is preliminary only, further solutions could be included as the design develops.*

+ FIRE SAFETY ENGINEERED PERFORMANCE SOLUTIONS

- | | | |
|----|--------------------------|--|
| 1. | C1.1, Spec C1.1 | <ul style="list-style-type: none"> + To have floor, walls and columns constructed of CLT Timber structure and structural steel columns. + To have floor, walls and columns not achieve required FRL of 120/120/120 for Class 5 and 9b, or 180/180/180 for Class 6. Possibly not achieve required 90/90/90 for Class 3 parts. The existing former inwards parcel shed structure of the YHA not achieving the required FRL. + Load bearing elements in Type A Construction to be of Timber in lieu of concrete or masonry. + Fire rated floor elements will not fully extend to the façade (Slab edge detail) + External wall and loading bearing elements within the external wall within 3m of the side and rear boundaries not having an FRL. (easement to be in place) + FRL of Class 7b storage and ancillary BOH areas at basement level to 2hr FRL in lieu of 4hrs. + FRL of Class 6 retail to have FRL 120/120/120 in lieu of 180/180/180. + Rooflights on upper ground link zone on western side and rooflight at OSD level on Eastern side within 3m of side boundary and greater than 20% of roof surface (upper ground link zone on western side). |
| 2. | C1.9, C1.14 | <ul style="list-style-type: none"> + To have load bearing elements (CLT) as non-combustible construction. + To have elements as part of the external façade, or attachments to the facade (Photovoltaic Cells) that are not deemed non-combustible. |
| 3. | C1.10, Spec C1.10 | Exposed CLT timber will not achieve required Fire hazard properties for wall and ceiling linings (TBC) |
| 4. | C2.2 | Maximum floor area and compartment size will exceed those permitted under Table C2.2 for Type A construction. |
| 5. | C3.2 | <p>To have openings within 3m of side and rear boundaries on North, East and South sides not protected, and occupying more than 1/3rd of the storey.</p> <p>To not have fire separation at the boundary line at Basement level (Carpark entry to Adinda Hotel)</p> |
| 6. | C3.12, C3.15 | Likely performance solution for services penetration throughout CLT not as per a tested system in accordance with AS 1530.4. |
| 7. | D1.2 | <p>Only one exit is provided to the following areas in a building over 25m;</p> <ul style="list-style-type: none"> + Lower ground retail tenancies + Level 38 and 39 Plant rooms. |
| 8. | D1.3 | To have a non-fire isolated exit in lieu of a fire isolated exit serve and connect level 37-39 plant room areas. |
| 9. | D1.4 | <p>Exit travel distances in the order of; <i>(to be refined)</i></p> <ul style="list-style-type: none"> + Class 5,7,8 BOH basement areas: 28m to point of choice in lieu of 20m. + Class 3 Level 6: 12m to point of choice in lieu of 6m. + Class 5 office levels: 28m to point of choice in lieu of 20m + Class 5 office levels: 60m to nearest exit in lieu of 40m. + Class 5 ancillary plant areas level 37-39: 40m to point of choice in lieu of 20. |



10.	D1.5	Exit travel distances between alternative exit in the order of; <i>(to be refined)</i> <ul style="list-style-type: none"> + Class 5,7,8 BOH basement areas: 78m in lieu of 60m + Class 3 Level 1: 80m in lieu of 45m. + Class 3 Level 2-6: 58m in lieu of 45m. + Class 5 lower and upper ground levels: 100min lieu of 60m + Class 5 office levels: Up to 70m in lieu of 60m
11.	D1.6	Total aggregate egress width in commercial office levels not as per DtS provisions <i>(to be refined)</i>
12.	D1.7	Fire stair discharging to an area not complying with covered area provisions of D1.7 and does not discharge at ground level (OSD level) Path of travel from discharge of fire stairs may necessitate passing unprotected opening within 6m of the same building.
13.	D1.9	To use non fire isolated exit connecting levels 37-39 plant areas. The non-fire isolated stair from basement level discharging near Devonshire St tunnel discharges over the allotment boundary at a point greater than 20m to open space (23m)
14.	D1.10	Path of travel to open space involves passing over adjacent allotments.
15.	D1.12	The interconnecting, non-required, non-fire isolated stairs will not comply with Spec D1.12
16.	D2.12	(upper ground link zone on western side).
17.	E1.3, AS 2419.1	In regards to fire hydrant system; <ul style="list-style-type: none"> + To not have the Hydrant Booster within sight on the principal pedestrian. + Hydrant and Sprinkler Booster may be located outside the site property boundaries + To use AS 2419.1 – 2017, in lieu of AS 2419.1-2005. Number of fire hydrant operating in oversized fire compartment – <i>TBC by fire services engineer.</i>
18.	E1.4	To delete Fire Hose Reels from Level Class 9b YHA areas.
19.	E1.5	Sprinkler valves located in in pump room, not accessed directly from ground floor. Sprinkler protection to Atrium to be addressed by performance Sprinkler Booster located outside the site property boundaries
20.	E1.8	Fire control room is located where egress open spaces involves change of level greater than 300mm and does not have access from front entrance of the building.
21.	E2.2	Following smoke hazard provisions to be addressed as performance-based solution; <ul style="list-style-type: none"> + Zone smoke control + Smoke exhaust System
22.	G3.8	To have performance-based approach to the required atrium provisions in both Class 3 hostel parts and all 5, 9b office/assembly levels.

+ OTHER PROPOSED PERFORMANCE SOLUTIONS

1.	D3.2	<ul style="list-style-type: none"> + To have part of lower ground Atlassian lobby not accessible from the Southern (Devonshire Tunnel) entry. + To not have the existing ramp between Upper ground link zone and Lee Street, and the seating spaces within the landscaping, as accessible path of travel as per AS 1428.1-2009. Accessible seating areas will be provided at upper ground. + To not have accessible seating spaces to the stepped seating area on western side of OSD shed level, accessible seating areas will be provided at OSD level.
2.	Part F4	Natural light and ventilation to Class 3 SOU's to be provided via easement to the North, East and South sides. Clause F4.2(b)(iii) non- compliance that windows of the class 3 parts are not 50% of the square root of the exterior height of the wall which the window is located.

Please note that the above matters have been identified arising from a review of the SSDA architectural plans. A further detailed assessment of the architectural plans will be undertaken prior to issue of the Construction Certificate.



9.0 PRELIMINARY FIRE SAFETY SCHEDULE

The following comprises a preliminary fire safety schedule containing statutory fire safety measures that will apply to the building.

Statutory Fire Safety Measure	Design / Installation Standard
Access Panels, Doors & Hoppers	BCA Clause C3.13 & AS 1530.4 – 2014 and Manufacturer's specifications
Alarm Signalling Equipment	AS 1670.3 – 2018
Automatic Fail Safe Devices	BCA Clause D2.21
Automatic Fire Detection & Alarm System	BCA Spec. E2.2a & AS 1670.1 – 2018
Automatic Fire Suppression Systems	BCA Spec. E1.5 & AS 2118.1 – 2017/ AS 2118.6 – 2012
Emergency Lifts	BCA Clause E3.4 & AS 1735.2 – 2001
Emergency Lighting	BCA Clause E4.4 & AS 2293.1 – 2018
Emergency Evacuation Plan	AS 3745-2010
Exit Signs	BCA Clauses E4.5, E4.6 & E4.8; and AS 2293.1 – 2018
Fire Control Centres and Rooms	BCA Spec E1.8
Fire Blankets	AS 3504 – 1995 & AS2444 – 2001
Fire Dampers	BCA Clause C3.15, AS 1668.1 – 2015 & AS 1682.1 & 2 – 2012 and manufacturer's specification
Fire Doors	BCA Clause C2.12, C2.13, C3.2, C3.4, C3.5, , C3.8 & C3.11; and AS 1905.1 – 2015 and manufacturer's specification
Fire Hose Reels	BCA Clause E1.4 & AS 2441 – 2005
Fire Hydrant Systems	BCA Clause E1.3 & AS 2419.1 – 2005
Fire Seals	BCA Clause C3.15, AS 1530.4 – 2014 & AS 4072.1 – 2005 and manufacturer's specification
Lightweight Construction	BCA Clause C1.8 & AS 1530.4 – 2014 and manufacturer's specification
Mechanical Air Handling Systems	BCA Clause E2.2, AS/NZS 1668.1 – 2015 & AS 1668.2 – 2012
Paths of Travel	EP&A Regulation Clause 186
Portable Fire Extinguishers	BCA Clause E1.6 & AS 2444 – 2001
Pressurising Systems	BCA Clause E2.2 & AS/NZS 1668.1 – 2015
Smoke Hazard Management Systems (Smoke Exhaust systems)	BCA Part E2 & AS/NZS 1668.1 – 2015
Smoke and/or Heat Detectors (auto shutdown or smoke exhaust)	Clause 5(b) of BCA Spec E2.2a and AS 1668.1 - 2015
Smoke Dampers	AS/NZS 1668.1 – 2015
Smoke Doors	BCA Spec C3.4 & C2.5
Sound System & Intercom Systems for Emergency Purposes (SSISEP)	BCA E4.9, Clause 5 of BCA Spec G3.8 and AS1670.4 - 2018
Stand-by Power Systems	BCA Clause E1.3, E3.4, E4.2 & E4.5; and AS 3000
Wall-Wetting Sprinklers	BCA Clause C3.4 & AS 2118.2 – 1995
Warning & Operational Signs	Section 183 of the EP&A Regulation 2000, AS 1905.1 – 2015, BCA Clause D2.23, D3.6, E3.3
Fire engineered Alternative Solutions relating to: TBC	BCA Performance Requirements ... TBC Fire Safety Engineering Report prepared by NDY - TBC

Please note that the above schedule will need to be revised prior to issue of the Construction Certificate to reference any proposed Fire Engineering Report and incorporate any additional measures required by the proposed Performance Solutions.



10.0 DDA/ACCESS/DISABILITY (ACCESS TO PREMISES-BUILDINGS) STANDARDS 2010

The Disability (Access to Premises-Buildings) Standards 2010 (the Access to Premises Standards) requires the building to comply with the Access Code (BCA Part D3 & AS 1428.1-2009).

With respect to the proposed new building, compliance with the Access Code is achieved if the building complies with:

- + BCA clauses D3.1 to D3.12;
- + BCA clause E3.6;
- + BCA clauses F2.2 and F2.4.

The referenced plans show that access for people with disabilities will be available to and within the building from the main points of a pedestrian entry (i.e from Lee Street and via Henry Dean Plaza) at the allotment boundary and accessible car spaces are provided in accordance with BCA clause D3.1.

Detailed documentation demonstrating compliance with the above BCA provisions and AS 1428.1-2009 will be required for assessment at Construction Certificate stage. However, our review of the SSDA documentation indicates that compliance with the abovementioned provisions will be readily achievable. In the event that DTS compliance is not achieved, a performance solution will need to be documented by an appropriately qualified Access Consultant.

11.0 CONCLUSION

This report confirms that BM+G have undertaken a review of the SSDA architectural plans for the proposed development against the deemed-to-satisfy provisions of the Building Code of Australia 2019, amendment 1, and the Disability (Access to Premises – Buildings) Standards 2010.

It is our experience that such compliance matters raised in this report are not uncommon for a development of this nature and that they can be readily addressed at Construction Certificate stage. In this instance, we are of the opinion that any amendments required to the design documentation in order to comply with the BCA can be addressed in the preparation of the detailed documentation for Construction Certificate.

Arising from our review, it is considered that the proposed development can readily achieve compliance with the relevant provisions of the BCA.

Yours sincerely,

David Blackett

Director

Blackett Maguire + Goldsmith Pty Ltd

A1 Accredited Certifier 00032



GLOSSARY OF KEY TERMS

Term	Definition
Atlassian Site	8 – 10 Lee Street, Haymarket
The Project	Commercial and hotel development above the Former Inwards Parcel Shed at 8-10 Lee Street, Haymarket
Block B or “Dexus/ Fraser’s Site”	14-30 Lee Street Haymarket. Adjoining land immediately to the south currently comprising three 8 storey commercial buildings.
Block C or Adina Hotel	2 Lee Street, Haymarket The Former Parcels Post Office The Adina Apartment Hotel Sydney Central
Central Sydney	Land identified as Central Sydney under the Sydney LEP 2012 and includes Sydney’s Central Business District
Sub-precinct	Western Gateway Sub-precinct
Atlassian Central	The Atlassian tower building (building only)
Atlassian Central development	The whole Atlassian development within the Atlassian Site including the tower and public domain works.
Devonshire Street Tunnel	The pedestrian and cycle tunnel running between Chalmers Street and Lee Street
Link Zone	The publicly accessible land within the Site.
Central Walk West	The future western pedestrian entry to the new 19 metre wide underground concourse connecting customers to suburban rail and Sydney Metro platforms.
Habitat Level 1	Flexibly ventilated workspace areas



ABBREVIATIONS

Abbreviation	Meaning
ACHAR	Aboriginal Cultural Heritage Assessment Report
AHIMS	Aboriginal Heritage Information Management System
APAR	Airports Protection of Airspace Regulations
AS	Australian Standard
ASS	Acid Sulfate Soils
ATP	Australia Technology Park
BC Act	<i>Biodiversity Conservation Act 2016</i>
BCA	Building Code of Australia
BDAR	Biodiversity Assessment Report
Camperdown-Ultimo Strategy	Camperdown-Ultimo Collaboration Area and Place Strategy
CDRP	Central Design Review Panel
Central SSP	Central Station State Significant Precinct
C2E Strategy	Central to Eveleigh Urban Transformation Strategy
CMP	Conservation Management Plan
Council	City of Sydney Council
CPTED	Crime Prevention Through Environmental Design
CPTMP	Construction Parking and Traffic Management Plan
CSPS	Draft Central Sydney Planning Strategy
DES	Design Excellence Strategy
Design Brief	Architectural Design Competition Brief
Design Competition	Architectural Design Competition
Design Guideline	Western Gateway Design Guideline
Devonshire Tunnel	Devonshire Street Pedestrian Tunnel



Abbreviation	Meaning
District Plan	<i>Eastern City District Plan</i>
DPC	NSW Department of Premier and Cabinet
DPIE/Department	NSW Department of Planning, Industry and Environment
DP	Deposited Plan
DSI	Detailed Site Investigation
EIS	Environmental Impact Statement
EPA	<i>NSW Environment Protection Authority</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
ESD	Ecologically Sustainable Development
GANSW	NSW Government Architect's Office
GFA	Gross Floor Area (as defined under the <i>Sydney Local Environmental Plan 2012</i>)
HIS	Heritage Impact Statement
Infrastructure Strategy	<i>State Infrastructure Strategy 2018-2038</i>
LGA	City of Sydney Local Government Area
LSPS	Draft Sydney Local Strategic Planning Statement
m	metre
NIA	Noise Impact Assessment
OEH	NSW Office of Environment and Heritage
OLS	Obstacle Limitation Surface
OWMP	Operational Waste Management Plan
Parcels Shed	Former Inward Parcels Shed
PSI	Preliminary Site Investigation
Region Plan	<i>A Metropolis of Three Cities – Greater Sydney Region Plan</i>
RAP	Remediation Action Plan
RAPs	Registered Aboriginal Parties
RMS	Roads and Maritime Services



Abbreviation	Meaning
RTTC	Radar Terrain Clearance Chart
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 55	<i>State Environmental Planning Policy No.55 – Remediation of Land</i>
SEPP Infrastructure	<i>State Environmental Planning Policy (Infrastructure) 2007</i>
SEPP SRD	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
sqm	Square Metres
SREP SH	<i>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</i>
SSD	State Significant Development
SSDA	State Significant Development Application
Sub-precinct	Western Gateway Sub-precinct
Sydney 2030	Sustainable Sydney 2030 Strategy
Sydney LEP 2012	Sydney Local Environmental Plan 2012
Taskforce	Tech Taskforce
TIA	Transport and Accessibility Impact Assessment
TfNSW	Transport for New South Wales
The Minister	The Minister for Planning, Industry and Environment
The Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
Transport Strategy	<i>Future Transport Strategy 2056</i>
Urbis	Urbis Pty Ltd
VIA	Visual Impact Assessment
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design