

SCHEDULE 3 - MODIFICATIONS TO SSD 9393

- (a) Schedule 1 is amended by the insertion of the **bold and underlined** words / numbers and deletion of the ~~struck out~~ words/numbers as follows:

SCHEDULE 1

Application Number:	SSD 9393
Applicant:	Sydney Metro
Consent Authority:	Minister for Planning and Public Spaces
Site:	136B Raglan Street (Lot 4 DP 215751), 59 Botany Road (Lot 5 DP 215751), 65 Botany Road (Lot 1 DP 814205), 67 Botany Road (Lot 1 DP 228641), 124-128 Cope Street (Lot 2 DP 228641), 69-83 Botany Road (Lot 1, DP 1084919), 130-134 Cope Street (Lot 12 DP 399757), 136-144 Cope Street (Lots A-E DP 108312), 85 Botany Road (Lot 1 DP 27454), 87 Botany Road (Lot 2 DP 27454), 89-91 Botany Road (Lot 1 DP 996765), 93-101 Botany Road (Lot 1 DP 433969 and Lot 1 DP 738891), 119 Botany Road (Lot 1 DP 205942 and Lot 1 DP 436831), 156-160 Cope Street (Lot 31 DP 805384), 107-117A Botany Road (Lot 32 DP 805384 and Lot A DP 408116) and 170-174 Cope Street (Lot 2 DP 205942)
Development:	<p>Concept Development Application for Waterloo Metro Quarter precinct comprising a mixed use development over and adjacent to the approved Waterloo Metro Station including:</p> <ul style="list-style-type: none">• maximum building envelopes for podium, mid-rise and tower buildings• a maximum gross floor area of 68,750m² excluding station floor space• conceptual land use for non-residential and residential floor space, <u>including but not limited to office premises, student housing, social housing, retail premises, business premises and residential flat buildings</u>• minimum 12,000m² of non-residential gross floor area including a minimum 2,000m² of community facilities• minimum 5% residential gross floor area as affordable housing dwellings• 70 social housing dwellings• basement car parking, motorcycle parking, bicycle parking and service vehicle spaces.

- (b) Condition A1 is amended by the insertion of the **bold and underlined** words/numbers and deletion of the ~~struck out~~ words/numbers as follows:

A1. Consent is granted to the 'Development' as described in Schedule 1 and the Environmental Impact Statement, as amended by the Response to Submissions and supplementary information, the conditions contained in this development consent, **and Schedule 1 and the Environmental Impact Statement, as amended by the Response to Submissions, and conditions contained in development consent SSD-10441.**

- (c) Condition A2 is amended by the insertion of the **bold and underlined** words/numbers and deletion of the ~~struck out~~ words/numbers as follows:

A2. The development may only be carried out:

- (a) in compliance with the conditions of this consent;
- (b) in accordance with all written directions of the Planning Secretary;
- (c) in accordance with the EIS, Response to Submissions and supplementary information;
- (d) in accordance with the management and mitigation measures;
- (e) ~~In accordance with the approved plans in the table below:~~

(e) in accordance with State significant development application SSD 10441 Environmental Impact Statement titled Waterloo Metro Quarter Over Station Development Amending Concept SSDA prepared by Urbis dated 26 October 2020 and Response to Submissions prepared by Urbis dated 23 March 2021

(f) in accordance with the following drawings:

<u>Amending Concept Drawings prepared by Hassell</u>			
<u>Drawing Number</u>	<u>Drawing Name</u>	<u>Revision</u>	<u>Date</u>
<u>DA-001</u>	<u>Proposed Envelope Diagram</u>	<u>5</u>	<u>01/09/20</u>
<u>DA-002</u>	<u>Proposed Envelope Diagram</u>	<u>5</u>	<u>01/09/20</u>
<u>DA-003</u>	<u>Proposed Envelope Diagram</u>	<u>4</u>	<u>01/09/20</u>

<u>Architectural Drawings prepared by Turner Studio</u>			
<u>Drawing Number</u>	<u>Revision</u>	<u>Name of Plan</u>	<u>Date</u>
<u>MP-100-003</u>	<u>7</u>	<u>Building Envelope Plan</u>	<u>09.10.2019</u>
<u>MP-250-104</u>	<u>9</u>	<u>West Elevation — Botany Road</u>	<u>09.10.2019</u>
<u>MP-250-204</u>	<u>9</u>	<u>East Elevation — Cope Street</u>	<u>09.10.2019</u>
<u>MP-250-304</u>	<u>8</u>	<u>North and South Elevation — Raglan & Wellington Street</u>	<u>09.10.2019</u>

- (d) Condition B7 is amended by the insertion of the **bold and underlined** words as follows:
 - B7. Future development applications shall address the following:
 - (a) Botany Road setback of 6.5m is to be extended to the north as identified in Response to Submissions (Figure 10, Page 139). The extended setback is to be incorporated into revised Building Envelope Plans to the satisfaction of the Planning Secretary prior to the lodgement of any future development application.
 - (b) submission of a Design Integrity Report to the satisfaction of the Planning Secretary that demonstrates how design excellence and design integrity will be achieved in accordance with:
 - the design objectives of the Concept Development Application
 - consistency with the approved Design Guidelines as amended by Condition A14
 - the DEEP's Design Excellence Report
 - the advice of the SDRP (or approved alternative under Condition A15)
 - the conditions of this consent.
 - (c) the Design Integrity Report (DIR) as required by Condition B7(b) must include a summary of feedback provided by the SDRP (or alternative approved in accordance with Condition A15) and responses by the Applicant to this advice. The DIR shall also include how the process will be implemented through to completion of the approved development.
 - (d) **Detailed design of the building(s) within the Northern Precinct must include an internal void or voids to break up building floorplate bulk and massing and provide occupant daylight amenity.**
- (e) Condition B30 is amended by the deletion of the ~~struck-out~~ words/numbers as follows:

- B30. Future detailed development applications for aboveground works must comply with the following requirements:
- (a) buildings must not exceed a maximum height of 116.9 metres AHD. This includes all lift over-runs, vents, chimneys, aerials, antennas, lightning rods, and roof top garden plantings, exhaust flues, etc.
 - ~~(b) the tallest building at the site (proposed Building A at the northernmost extent of the site as indicated in the Aeronautical Impact Assessment V2.1 dated 1 November 2018) must be obstacle lit by medium intensity steady red lighting during hours of darkness at the highest point of the building. Obstacle lights are to be arranged to ensure the building can be observed in a 360 degree radius as per subsection 9.4.3 of the Manual of Standards Part 139 – Aerodromes (MOS Part 139). Characteristics for medium intensity lights are stated in subsection 9.4.7 of MOS Part 13A.~~
 - ~~(c) the Proponent must ensure that the obstacle lighting has a built-in alarm system that will provide remote monitoring to notify the person responsible for the maintenance of the building's obstacle lighting. The designated person must be available 24 hours per day, 7 days per week. Immediate action must be taken to repair the obstacle lighting and notify Sydney Airport of any outage. Contact details for the person responsible for the obstacle lighting must be provided to Sydney Airport prior to the completion of the building construction and kept up to date.~~
 - (b) the proponent must advise Airservices Australia at least 3 business days prior to the controlled activity commencing by emailing ifp@airservicesaustralia.com and quoting YSSY-CA-146.
 - (c) as soon as construction commences, the Proponent must complete the Vertical Obstacle Notification Form for tall structures and submit the completed form to AirServices Australia.
 - (d) separate approval must be sought under the *Airports (Protection of Airspace) Regulations 1996* for any construction equipment (i.e. cranes) required to construct the building. Construction cranes may be required to operate at a height significantly higher than that of the proposed controlled activity and consequently, may not be approved under the Regulations. Therefore, it is advisable that approval to operate construction equipment (i.e. cranes) be obtained prior to any commitment to construct.
 - (e) within 7 days of completion of each building, the Proponent must provide the airfield design manager at Sydney Airport with a written report from a registered surveyor on the finished height of the building.