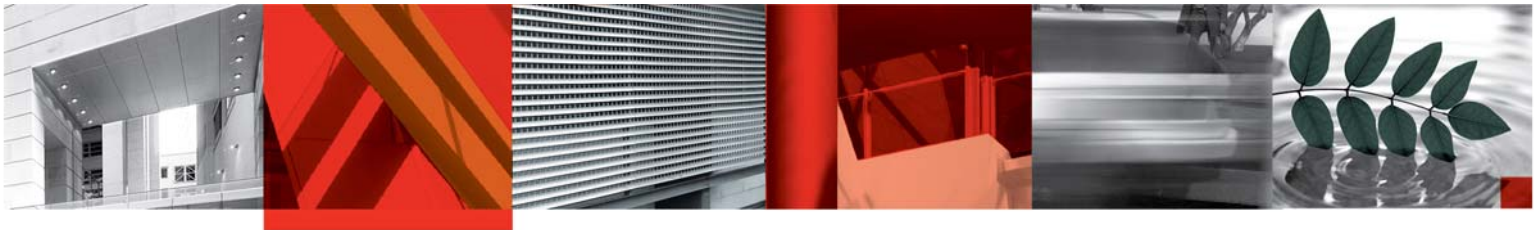


Response to Submissions and Amendments to Proposed Development



Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP)

The Haymarket, Residential Building (Student Accommodation)

Submitted to Department of Planning and Infrastructure
On Behalf of Lend Lease (Haymarket) Pty Ltd

January 2014 ■ 13175

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This report has been by:

A handwritten signature in blue ink, appearing to read 'B. Hoskins'.

Brendan Hoskins

8/01/2014

This report has been by:

A handwritten signature in blue ink, appearing to read 'Alexis Cella'.

Alexis Cella

8/01/2014

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Executive Summary

The Environmental Impact Statement (EIS) in support of the State Significant Development Application 3 (SSDA3) for a residential building (student accommodation) within the overall Sydney International, Convention, Exhibition and Entertainment Precinct (SICEEP) Project at Darling Harbour was publicly exhibited for a period of 45 days inclusive between 19 June 2013 and 2 August 2013.

Public exhibition occurred in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Over 64 submissions were received in response to the public exhibition of the EIS, including submissions made by government agencies and authorities, independent bodies and the general public, as follows:

- Government authorities and agencies - 10; and
- Members of the public – 54.

The Department of Planning and Infrastructure (DP&I) has also prepared a letter setting out additional information or clarification required prior to the final assessment of the project.

The key issues raised in submissions (agency, independent bodies and the general public) can be broadly grouped into the following categories:

- Built form;
- Public domain; and
- Traffic and Transport.

The proponent Lend Lease (Haymarket) Pty Ltd (Lend Lease) and its expert project team have considered all issues raised within the submissions made pursuant to the requirements of the EP&A Act.

A considered and detailed response to all submissions made has been provided within the accompanying documentation, with those key issues further expanded upon at **Section 2**.

In responding and addressing the range of matters raised by government agencies and authorities, independent bodies and the general public, Lend Lease has sought to refine the proposal for the construction and use of a residential building (student accommodation) and provision of associated public domain works. The refined proposal captures changes made by the project team post exhibition and as a consequence of the approval of the Stage 1 Concept Proposal for the new mixed use neighbourhood (referred to as 'The Haymarket') (SSDA 5878-2013).

The nature and range of changes made post public exhibition of the EIS are overall relatively minor and relate to:

- The inclusion of additional internal and external bicycle parking and consequential design changes ;
- The provision of detailed building identification signage; and
- Refinements and enhancements to the landscaping and public domain.

Section 3.0 and **Section 4.0** and the accompanying documentation provide an analysis and assessment of the proposed changes and the refined project more broadly. In summary, the nature of the changes is considered to result in development that does not substantially differ from the original application that was publicly exhibited. Further, the refined proposal will deliver improvements with respect to the public domain experience and the encouragement of more sustainable modes of transport, with all other environmental impacts of the amended development remaining consistent with the original application. Overall, the changes that have occurred, on balance, result in an improved outcome.

Final measures to mitigate the impacts associated with the refined proposal are detailed at **Section 5.0**.

In conclusion, the proposal for the construction and use of a residential building (student accommodation) and provision of associated public domain works represents a key part of the major SICEEP urban renewal project that will have significant and long lasting public benefits for Sydney and NSW more broadly. It will contribute to the overall aim of delivering Sydney a new vibrant mixed use neighbourhood along with significant improvements to the public realm and pedestrian connectivity.

1.0 Introduction

An Environmental Impact Statement (EIS) in relation to a State Significant Development Application 3 (SSDA3) for a residential building (student accommodation) within the overall Sydney International, Convention, Exhibition and Entertainment Precinct (SICEEP) Project at Darling Harbour was publicly exhibited for a period of 45 days inclusive between 19 June 2013 and 2 August 2013 (SSD 13_6010).

In total, 64 submissions were received in response to the public exhibition of the EIS. This included submissions from government agencies and authorities, independent bodies and the general public, as follows:

- Government authorities and agencies – 10; and
- Members of the public – 54.

The Department of Planning and Infrastructure (DP&I) has also prepared a letter setting out additional information or clarification required prior to final assessment of the project.

The proponent, Lend Lease (Haymarket) Pty Ltd and its specialist consultant team have reviewed and considered all issues raised.

This report, prepared by JBA on behalf of the proponent, sets out the responses to the issues raised in accordance with Clause 85A of the *Environmental Planning and Assessment Regulation 2000* (EP&A Reg), and details the final project design and final Mitigation Measures for which approval is now sought. The final project design includes amendments made by Lend Lease (Haymarket) Pty Ltd pursuant to Clause 55 of the EP&A Reg, including changes to address matters raised in the submissions.

The report provides a detailed response to all of the issues raised by the various government agencies, independent bodies and the general public. Whilst the submissions received from agencies have been addressed individually, the submissions made by independent bodies and the general public have been dealt with on an issue by issue basis. This approach has been adopted due to the significant amount of repetition in the submissions as many covered similar issues/concerns, and/or were based on pro-forma submissions.

The key issues raised in submissions (agency, independent bodies and the general public) can be broadly grouped into the following categories:

- Built form;
- Public domain; and
- Traffic and Transport.

This report provides a detailed response to each of the above issues and outlines the proposed amendments to the exhibited Environmental Impact Statement. Where individual issues are not discussed in this report, a detailed response can be found in the tables at **Appendix A** and **B**.

1.1.1 Amendments to Proposed Development

To reflect the design changes that have been made to the proposed development following public exhibition of the proposal and for which approval is now sought, and to address issues raised in the submissions, a range of updated plans and documentation has been prepared.

The revised plans include Architectural Drawings prepared by AJ+ C, Public Domain Plans prepared by HASSELL, and Civil Plans prepared by Hyder. It is noted that not all of the originally submitted plans are proposed to be amended. A drawing schedule outlining the new amended plans for approval is provided at **Section 3.0**. Despite this, a complete set of Architectural, Public Domain and Civil Drawings have been provided for approval (respectively **Appendix C**, **Appendix D** and **G**).

The following consultants' reports and supporting information has been updated or further supplements the material originally submitted in support of the EIS:

- Supplementary Design Report prepared by AJ + C;
- Supplementary Public Domain Report prepared by HASSELL;
- Transport and Traffic Impact Assessment Addendum Report prepared Hyder;
- Remedial Action Plan prepared Coffey Environments;
- Public Art Strategy prepared by Studio Elicio Pty Ltd;
- Urbanest Draft Rooming Agreement prepared by Urbanest;
- Urbanest Bike Storage Audit prepared by Urbanest;
- Heritage Interpretation Strategy prepared by TKD Architects;
- Consistency Table with Stage 1 Concept Proposal Approval prepared by JBA; and
- SEPP 1 Objection to Motorcycle Parking prepared by JBA.

The revised supporting documentation enables the DP&I to undertake an informed assessment of the amended proposal. The findings of the revised supporting consultant documentation are summarised at **Section 4** of this report as relevant.

A final schedule of the mitigation measures proposed to mitigate the impacts associated with the proposed works is provided at **Section 5**.

This report should be read in conjunction with the EIS prepared by JBA, dated May 2013, as relevant.

1.1.2 Development Stages Status

Public Private Partnership Component (“Core Facilities”) Approval

On 22 August 2013 the Minister for Planning and Infrastructure approved the Public Private Partnership Component (“Core Facilities”) within the SICEEP site. Approval was granted for the following development:

- Demolition of existing improvement on site, including the existing Convention and Exhibition Centres, and associated tree removal;
- Construction and use of a new Convention, Exhibition and Entertainment Centres;
- Various public domain improvements including upgrade and expansion of Tumbalong Park, new north-south and east-west pedestrian connections, new pedestrian bridge, new square adjoining Chinese Gardens, new open space ‘Event Deck’, erection of a temporary shelter structure for the ‘Event Deck’; for use up to 80 days per year, retail kiosks, and integrated art, play zones, water play and recreations areas;
- Provision of ground level parking within the Exhibition Centre and above ground parking in the Theatre;
- Alterations to the existing Metro Transport Sydney Offices;
- Associated building signage;
- Diversion and extension and augmentation of physical and infrastructure/utilities as required; and
- Temporary works including:
 - Stairs from the raised pathway under the Western Distributor to Darling Harbour ground level;
 - Pedestrian crossing along Darling Drive south of Pier Street; and
 - Pedestrian crossing along Darling Drive north Convention light rail station.

A s96 application was lodged with the Department of Planning and Infrastructure in December 2013 seeking a range of modifications to address design development changes to the core facilities and public domain.

Concept Proposal (“The Haymarket”) Stage 1 Approval

On 5 December 2013 the Minister (under delegated authority) approved the Stage 1 SSDA Concept Proposal for The Haymarket, a new mixed use precinct within the SICEEP site. Approval was granted for the following development parameters:

- Indicative staging of demolition and development of future development plots;
- Land uses across the site including residential and non-residential uses;
- Street and laneway layouts and pedestrian routes;
- Open spaces and through-site links;
- Six separate development plots, development plot sizes and separation, building envelopes, building separation, building depths, building alignments, and benchmarks for natural ventilation and solar access provisions;
- A maximum total gross floor area of 197,236m² (excluding ancillary above ground parking), comprised of:
 - A maximum of 49,545m² non-residential GFA; and
 - A maximum of 147,691m² residential GFA
- Above ground car parking including public car parking;

- Residential car parking rates;
- Design Guidelines to guide future development and the public domain; and
- A remediation strategy.

In addition to the subject proposal (SSD 13_6010), Lend Lease has lodged two other Stage 2 SSDAs including:

- South-West development plot (SSD 6011–2013) – construction and use a mixed use residential development and associated public domain works (refer to **Figure 1**); and



Figure 1 – Artist's impression of proposed South West Plot mixed use residential development SSDA5

- North-West development plot (SSD 6013–2013) - construction and use of a mixed use commercial development and public car park building and associated public domain works (refer to **Figure 2**).



Figure 2 – Artist's impression of proposed mixed use commercial and public car park building – North West Plot SSDA4

2.0 Key Issues and Proponent's Response

This section of the report provides a detailed response to the following key issues raised by the Department, government agencies and authorities, independent bodies and the general public during the public exhibition of the SSDA:

- Built form;
- Public domain; and
- Traffic and Transport.

A response to each of the individual issues raised by the Department and submitters is provided in the tables at **Appendix A** and **Appendix B**.

An overview of the parties who made submissions, and their key issues/matters for consideration, is provided below. Other issues which require further assessment, such as detailed assessments against statutory policies and plans are considered at **Section 4.0**.

Government Authorities and Agencies

As highlighted earlier in this report 10 submissions were received from government agencies and authorities in response to the exhibition of the EIS. Specifically, responses were received from:

- Transport for NSW (incorporates submissions from Roads and Maritime Services);
- NSW Trade and Investment;
- NSW Environmental Protection Authority;
- Office of Environment and Heritage (Heritage Council) – 2 submissions;
- Sydney Harbour Foreshore Authority;
- Sydney Water;
- City of Sydney Council;
- Ausgrid; and
- Telstra.

A number of these submissions comprised the agencies or authority confirming that they had no comment on the application. These included the submissions from NSW Trade and Investment, Sydney Harbour Foreshore Authority and Telstra.

The Department of Planning and Infrastructure provided an overarching letter (as the assessment authority) summarising the key matters to be addressed and additional information to be provided. An addendum letter was also provided following the approval of the Stage 1 Concept Proposal, clarifying that an assessment of the proposal's consistency with this approval would be required. A response to the Department's letters is provided at **Appendix A**.

The remaining agencies and authorities made a variety of comments, and sought further clarification and information on a number of detailed technical matters as detailed throughout this section and further at **Appendix A**.

Members of the Public

JBA has analysed the submissions received from the general public in response to the public exhibition. In summary:

- A total of 54 residential submissions were received. 53 submissions objected to the development and one provided general comments; and
- The large majority of submissions came from residents or owners in the Peak Apartments. Many of the submissions received from these buildings comprised pro-forma type submissions.

Together these submissions raised a variety of issues including building form and bulk, overshadowing, visual impacts, loss of views, traffic, parking and amenity impacts associated with the development. A detailed response to the issues raised by the general public has been provided at **Appendix B**.

2.1 Built Form

2.1.1 Issue

The Department of Planning and Infrastructure (the Department) did not raise any concerns with the built form of the proposal. City of Sydney Council made a general comment that the two tower building on the Darling Drive (Western) Plot should be consolidated into a single low scale building. Aside from this general comment, a single recommendation was suggested:

- Provide a ground level colonnade to Darling Drive. Ensure that the northern and eastern colonnades:
 - are continuous around the northern, eastern and southern facades of the building;
 - have a minimum depth of 3m to the southern and eastern facades; and
 - provide weather protection for pedestrians and mitigate wind effects from the tower above.

A range of public submissions questioned the overshadowing impacts of the proposal, as well as the impact on views and outlook. These submissions were concerned over the bulk and scale of the proposal, suggesting that the building would result in adverse overshadowing and view loss impacts.

2.1.2 Proponent's Response

A detailed response to the concerns raised by the City of Sydney Council and the general public are provided respectively at **Appendix A**. The single recommendation of the City of Sydney Council to consolidate Buildings W1 and W2 into one building is not considered relevant as the assessment of these separate building envelopes was undertaken and deemed acceptable by the Department in the Stage 1 Concept Proposal. The built form and layout of the Darling Drive (Western) Plot was determined in the Stage 1 Concept Proposal Approval. This SSDA is consistent with the parameter plans approved under the Stage 1 Concept Proposal.

The proposed building is situated wholly within the parameter envelope approved under the Stage 1 Concept Proposal. The maximum built height is up to 6.7m lower than that approved in the Stage 1 Concept Proposal. As such, all overshadowing, view and visual impacts have been assessed at the Stage 1 Concept Proposal and deemed acceptable.

2.2 Public Domain

2.2.1 Issue

The Department raised several matters of consideration and sought points of clarification on a number of public domain issues. Primarily, the Department has suggested that further planting be provided in Macarthur Place for wind mitigation and an analysis be undertaken on potential pedestrian and cyclist conflicts.

The City of Sydney Council has made a number of recommendations with respect to the public domain. Key recommendations included:

- Remove the southbound lane and provide the minimal carriageway width to allow for through traffic and a bi-directional cycleway (of 2.4m width);
- Include a bi-directional cycleway on the western edge of Darling Drive; and
- An extension of the same public domain treatment as is evident towards the southern half of the building – i.e. the street tree planting and understorey landscaping – should be extended north to meet the roundabout at the Pier Street intersection;

The general public did not raise any specific issues related to the proposed design of the public domain.

2.2.2 Proponent's Response

In response to the issues raised, AJ + C has prepared a Supplementary Design Report (refer to **Appendix C**) and HASSELL has prepared a Supplementary Public Domain Design Report (refer to **Appendix D**) responding to the design issues raised by the Department and City of Sydney Council. A detailed response to each of the matters listed above has been provided at **Appendix A**.

The appropriateness of including a shared pathway in the design of the public domain has been reiterated by AJ + C (**Appendix C**), HASSELL (**Appendix D**) and Hyder (**Appendix E**). The recommendations by the City of Sydney Council to provide a bi-directional cycleway are not possible for the site due to the design of Darling Drive and the need to accommodate pedestrians and cyclists through the entire SICEEP site. This was reaffirmed by HASSELL who examined other situations of shared pathways and determined that it was the most suitable option to reduce potential pedestrian and cyclist conflicts.

In order to achieve the recommendation of extending the proposed public domain treatment to the north, the shared pathway has been realigned to allow for a greater width for street tree planting. This realignment has involved the shifting of the shared pathway to the west. Two additional street trees and ground planting will now be provided to the east of future Building W1 between the shared pathway and Darling Drive (see **Figure 3**). These two additional trees, along with additional planting around Macarthur Place will not only enhance the streetscape, but provide the function of further reducing ground level wind speeds.



Figure 3 – Revised landscaping scheme (realigned path in blue circle)

Source: HASSELL

2.3 Traffic and Transport

2.3.1 Issue

The Department has raised several considerations relating to the traffic and transport arrangements of the proposal. Several of these matters sought clarification on elements of the proposal, such as whether any coach parking would be provided within the site and what the impact of the proposal would be on the stratum of air space over the light rail corridor.

It was also suggested that the provision of bicycle parking should be reviewed with a consideration of the City of Sydney Development Control Plan 2012 bicycle parking rates. This suggestion was based on the recommendation made by the City of Sydney Council:

Bicycle parking should be provided at a rate consistent with the City of Sydney DCP 2012. A total of 228 bicycle parking spaces for students and 23 for visitors should be provided. 228 spaces for 635 beds are at a rate of approximately 1 space per 3 beds which is considered to be appropriate

A limited number of submissions from the general public raised traffic and transport related concerns.

2.3.2 Proponent's Response

A detailed response to these matters is provided at **Appendix A**. Hyder has prepared a Transport and Traffic Impact Assessment Addendum Report to address in detail all traffic and transport related considerations raised in submissions. Matters requiring further detail are outlined below.

Light Rail Stratum

There is not expected to be any impact on the stratum of air space over the light rail corridor. Following discussions between TfNSW and SHFA, a portion of the current light rail corridor will be transferred to the ownership of the Sydney Harbour Foreshore Authority to ensure no future conflict occurs (see **Figure 4**). Building W2 will be contained entirely within SHFA owned land.

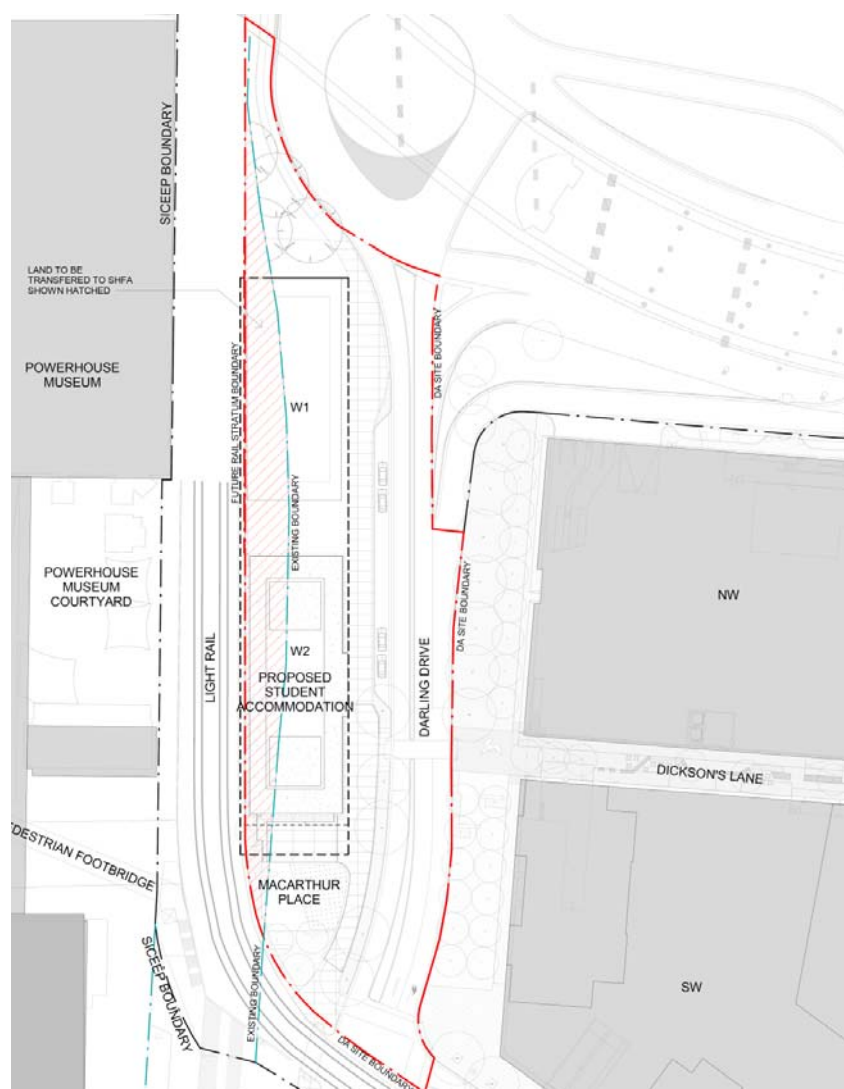


Figure 4 – Land to be transferred to SHFA

Source: AJ+C

Provision of Bicycle Parking

In response to the Department and City of Sydney's request to re-examine the provision of bicycle parking, a total of 62 additional bicycle parking spaces have been provided with the proposed building. This equates to a total of 98 bicycle spaces within the building at the Ground Floor.

The total number of bicycle spaces to be provided was determined through the application of the bicycle parking formula specified in Clause 30 of *State Environmental Planning Policy (Affordable Rental Housing) 2009* (Affordable Housing SEPP). Clause 30(h) provides the following formula for bicycle parking in boarding houses:

at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms.

In total, 488 rooms are provided within the proposed building (excluding one manager's room). The provision of one space per five bedrooms requires a total of 98 bicycle spaces to be provided. Although the Affordable Housing SEPP does not strictly apply, it is the guiding state endorsed policy governing developments similar in nature to that proposed. As such, this policy is deemed to be best practice for such developments.

Furthermore, in August 2013, Urbanest undertook an audit of three existing student accommodation facilities over a period of one week; identifying the number of bicycle spaces provided and the number occupied throughout the week (see **Appendix J**). This audit identified that the demand for bicycle parking was reflective of a rate of one space per 25 beds. The provision of 98 spaces as proposed will result in a rate of one space per 6.5 beds, equating to four times the expected demand of similar developments.

As well as including additional bicycle parking within the proposed building, an additional five bicycle hoops have been provided in the public domain. This equates to a total of ten bicycle hoops, accommodating 20 bicycles. The addition of these internally and externally located bicycle spaces is a significant benefit to the proposal, with a clear encouragement for more sustainable methods of transport to be utilised by future occupants.

3.0 Proposed Amended Development

Since public exhibition of the proposal, minor amendments have been made to the proposed development. The minor changes include aspects made in response to the issues and comments raised by the Department, Council and the general public, along with adjustments made to reflect consistency with the Stage 1 Concept Proposal Approval.

The proposed changes are shown on the revised Architectural Drawings prepared by AJ + C (**Appendix C**), Public Domain Drawings prepared by HASSELL (**Appendix D**), and Civil Infrastructure Drawings (prepared by Hyder at **Appendix G**). It is noted that not all of the originally submitted plans are proposed to be amended, but a complete set of drawings has been provided for completeness.

The following section presents a brief updated description (where relevant) of the modified development for which approval is sought. The changes overall are considered to be positive and aim to deliver an improved outcome. Accordingly, and as detailed in **Section 4.0**, the changes are not considered to give rise to any material alteration to the environmental assessment of the potential impacts considered as part of the original SSDA.

3.1 Overview of Proposal (as amended)

The proposal seeks approval for the following key development:

- Site preparation works including demolition of existing site improvements and any associated remediation as may be required;
- Associated tree removal and replanting;
- Construction and use of one residential building within the Darling Drive Plot, to be used for student accommodation purposes;
- Public domain improvements, including:
 - Realignment and upgrade of Darling Drive (part); and
 - provision of a new urban square (known as Macarthur Place) located at the termination of The Goods Line;
- Provision of building identification signage; and
- Extension, realignment and augmentation of physical infrastructure / utilities as required.

1.2 Numerical Overview (as amended)

Table 1 below provides the key numerical information of the proposed amended development.

Table 1 – Key development information

Component	Amended Proposal	Change
GFA	14,352m ²	Increase of 16m ²
Height <ul style="list-style-type: none"> ■ RL ■ storeys 	RL68.50 20 storeys	No change
No. of apartments	228 (72 cluster apartments and 155 studio apartments + 1 manager apartment)	No change

Component	Amended Proposal	Change
No. of beds	635	No change
Total no. car spaces	Nil	No change
Bicycle Parking	98	Increase of 62

3.2 Bicycle Parking

The number of bicycle spaces within the building has been increased from 36 to 98 spaces. This has necessitated a larger bicycle storage area with minor changes to the ground floor layout. Primarily, the larger bicycle storage area on the ground floor has extended into the previous 'communications' room which has now been relocated to the first level. As such, the configuration of the ground floor and first level of the proposed building have been amended. The amended designs of these levels are illustrated on the revised Architectural Drawings provided at **Appendix C**.

Additional bicycle spaces in the public domain are detailed in **Section 3.4**.

3.3 Building Identification Signage

Approval for detailed building identification signage is sought as part of this SSDA. The content of the signage will contain the Urbanest name, logo and colour scheme (see **Figure 5**). A total of 16 signs are proposed including:

- Entry level and lobby signage located on the glazed façade of the lower two floors behind the colonnade;
- Mid-level signage located on the second floor façade above the colonnade;
- Tower signage located on the roof top plant room screen and in vertical strips on the top three floors of the tower, grouped around the corners of the building for long distance building identification; and
- Illuminated low level signage fronting Darling Drive on axis with Dickson Lane.

The lower level signs have been positioned to allow for identification of the building from all approaches, including along Darling Drive, Macarthur Street and on Hay Street. The upper level signage has been positioned to be identifiable from long distance views. The location of signage on the building elevations is illustrated on **Drawing DA3301** at **Appendix C**.



Figure 5 – Entry level signage viewed from Macarthur Place

Source: AJ+C

3.4 Landscaping and Public Domain

Following the public exhibition of the proposal and in response to comments made by submitters and identified by the Department, the landscaping scheme has been enhanced. These improvements are detailed within the Supplementary Public Domain Design Report and illustrated on the Final Landscape Drawings (refer to **Appendix D**). Key improvements include:

- Amended alignment of the proposed shared way and associated planting along Darling Drive;
- Additional tree planting along Darling Drive at Macarthur Place to aid in wind mitigation (see **Figure 6**);
- Additional planting and refined materials palette within Macarthur Place;
- Addition of five bicycle hoops in the public domain, resulting in a total of ten bicycle hoops (accommodating twenty bicycles in total); and
- Substitution of *Acer 'Sango Kaku'* planting for *Acer 'Sensation'*.



Figure 6 – Macarthur Place landscaping

Source: HASSELL

3.5 Civil Works

The amended proposal now includes details regarding proposed civil infrastructure works required in order to facilitate the proposal. These works are illustrated within the Drawings prepared by Hyder Consulting (refer to **Appendix G**) and also incorporate the amended alignment of the proposed shared way and associated planting along Darling Drive.

3.6 Drawing Schedule for Approval

Table 2 identifies the Drawings that are proposed for Approval.

Table 2 – Final Drawing Reference Schedule

Drawing Number	Title	Revision
Architectural		
DA0001	COVER SHEET	7
DA0002	PERSPECTIVE - VIEW FROM MACARTHUR PLACE (SOUTH EAST)	4
DA1000	RAIL STRATUM REALIGNMENT PLAN	1
DA1001	SITE PLAN	8
DA2100	GROUND FLOOR AND LEVEL 1 PLAN	9
DA2101	TYPICAL FLOOR PLANS (LEVEL 2,3,11)	8
DA2102	TYPICAL FLOOR PLAN(LEVEL 12) & ROOF PLANS	6
DA2701	AREA PLANS	7
DA3101	WEST AND NORTH ELEVATIONS	9
DA3102	EAST AND SOUTH ELEVATIONS	9
DA3200	SECTIONS	8
DA3201	SECTIONS	8
DA3301	SIGNAGE	5
Public Domain		
L001	DRAWING LIST AND DRAWING LAYOUT	G
L101	TREE REMOVAL PLAN	F
L201	SCOPE OF WORKS PLAN	H
L202	MACARTHUR PLACE PLAN	H
L210	PAVING PLAN	H
L211	PLANTING PLAN	H
L212	URBAN ELEMENTS PLAN	H
L301	SECTIONAL ELEVATIONS	G
Civil		
PD-CI-4001	DRAWING LIST	04
PD-CI-4101	SITE PREPARATION PLAN	04
PD-CI-4150	EXCAVATION PLAN	02
PD-CI-4201	SEDIMENT AND EROSION CONTROL PLAN	04
PD-CI-4301	CIVIL WORKS AND STORMWATER PLAN	04
PD-CI-4305	STORMWATER DRAINAGE LONGITUDINAL SECTIONS SHEET 1	01
PD-CI-4401	TYPICAL CROSS SECTIONS	04
PD-CI-4411	ROAD LONGITUDINAL SECTIONS	04
PD-CI-4501	COMBINED SERVICES PLAN	04

4.0 Additional Information and Assessment

The Department has requested that all reports submitted with the EIS be reviewed in light of any revisions made or to assist in the resolution of the issues, and to ensure consistency with the approved Stage 1 Concept Proposal (SSD 5878).

The exhibited EIS assessed the potential impacts of the overall development against a range of matters relevant to the development. Except where addressed in this report, the conclusions of the original assessment remain unchanged. In this regard, the assessment of the following matters remains unchanged:

- Director-General's Environmental Assessment Requirements
- Compliance with relevant Planning Policies
- Compliance with Environmental Planning Instruments
- Consistency with the Concept Proposal
- Design Excellence
- Built Form and Urban Design
- Visual and View Impact
- Residential Amenity
- Public Domain
- Tree Removal
- Overshadowing
- Crime Prevention through Environmental Design
- Wind Impact
- Reflectivity
- Transport and Accessibility
- Accessibility
- Non-Indigenous Heritage
- Archaeology
- Noise and Vibration
- BCA
- Infrastructure and Utilities
- Structure and Building Services
- Operational Waste Management
- Water Cycle Management
- Air Quality
- Geotechnical Issues
- Light Rail Interface
- Contamination
- Environmental and Construction Management
- Environmental Sustainability
- Development Contributions
- Site Suitability
- Public Interest

As identified at **Section 1.0**, the following consultants' reports and supporting information has been updated or further supplements the material originally submitted in support of the EIS:

- Supplementary Design Report including Amended Architectural Drawings prepared by AJ + C;
- Supplementary Public Domain Report including Amended Public Domain/Landscape Drawings prepared by HASSELL;
- Civil Infrastructure Drawings prepared by Hyder Consulting;
- Transport and Traffic Impact Assessment Addendum Report prepared Hyder;
- Remedial Action Plan prepared Coffey Environmental;
- Public Art Strategy prepared by Studio Elicio Pty Ltd;
- Urbanest Draft Rooming Agreement prepared by Urbanest;
- Urbanest Bike Storage Audit prepared by Urbanest;
- Heritage Interpretation Strategy prepared by TKD Architects; and
- Consistency Table with Stage 1 Concept Proposal Approval prepared by JBA; and
- SEPP 1 Objection to Motorcycle Parking prepared by JBA.

The updated supporting documentation and assessment information relating to the built form, public domain and traffic and transport have been addressed at **Section 2.0** of this report as relevant in responding to key issues raised during submissions.

The further information and assessment material that has not otherwise been addressed at **Section 2.0** of this report is summarised in the following sections.

4.1 Consistency with Original SSDA Scheme

All key elements of the proposed development have remained unchanged from originally submitted. The scheme remains generally consistent with, and does not substantially differ from, the development as originally proposed and exhibited.

4.2 Consistency with the Concept Proposal

As outlined in **Section 1.1.2**, the Stage 1 Concept Proposal (SSD 5878) has been approved since the exhibition of SSDA3. A table of compliance addressing the consistency of the proposed SSDA3 with the Stage 1 Concept Proposal Approval (SSD 5878) is provided at **Appendix L**. Through this assessment it has been determined that the proposal is consistent with all relevant conditions of the Stage 1 Concept Proposal (SSD 5878).

4.3 State Environmental Planning Policy No. 64 – Advertising and Signage

An assessment against *State Environmental Planning Policy No 64- Advertising and Signage* (SEPP 64) was undertaken as part of the original EIS at Section 5.3.4. This assessment comprised an analysis of the proposed signage zones against the assessment criteria of SEPP 64. As detailed building identification signage is now proposed, it is considered necessary that an updated assessment of the proposal's consistency with the assessment criteria contained in Schedule 1 of SEPP 64 is undertaken. **Table 3** provides this assessment, illustrating the appropriateness of the proposed signage.

Table 3 – Compliance with the Schedule 1 Assessment Criteria of SEPP 64

Assessment Criteria	Comments	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signage is compatible with the future character of The Haymarket precinct, being a lively mixed use precinct.	Y
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposal is consistent with the design intent for signage across The Haymarket. The signage is part of the creation of a new theme within the locality.	Y
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed signage is consistent with the provision of signage within the Sydney CBD, Darling Harbour and Cockle Bay and will not detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, open space areas or waterways.	Y
3 Views and vistas		
Does the proposal obscure or compromise important views?	The proposed signage is integrated with the Building W2 and will not result in any obstruction of views. The location and content of signage will not otherwise compromise important views within the precinct.	Y
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signage will sit below the ridgeline of the proposed building and will not dominate the Pyrmont/Ultimo skyline.	Y
Does the proposal respect the viewing rights of other advertisers?	The proposed signage does not impact upon the viewing rights of other advertisers.	Y
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposed signage is consistent with the setting of The Haymarket which will form a mixed use precinct within the Sydney CBD.	Y
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed lower level signage contributes significantly to the streetscape, creating visual interest along the ground plane and demarcating the entry to the building.	Y
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal relates to the development of a new residential building and new signage, therefore no existing advertising exists.	N/A
Does the proposal screen unsightliness?	The proposed signage is integrated with the architecture of the proposed building and will be applied to building facades. The proposal adds visual interest in addition to the high quality materials on each façade.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage does not protrude above the upper building line of Building W2.	Y
Does the proposal require ongoing vegetation management?	The proposed signage will not require ongoing vegetation management.	Y
5 Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed signage has been designed to be fully compatible with the proposed building and located to be compatible with the architecture of the building.	Y

Assessment Criteria	Comments	Compliance
Does the proposal respect important features of the site or building, or both?	The proposed signage has been located in the most architecturally appropriate locations to assist in place identification and wayfinding.	Y
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage has been fully integrated with the building architecture.	Y
6 Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	All illumination is fully integrated with the building structure. The Urbanest logo has been designed as an integral component of the signage.	Y
7 Illumination		
Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft?	Illumination of signage will not result in unacceptable glare. The size and positioning of the proposed signage is discrete and will not affect safety for pedestrians, vehicles or aircraft.	Y
Would illumination detract from the amenity of any residence or other form of accommodation?	The location and orientation of illuminated signage is such that it will not impact on nearby residential receivers.	Y
Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew?	Darling Harbour, including The Haymarket, is an established tourism precinct which will accommodate activity well into the evening and night time. As such it is not considered necessary or appropriate to impose a curfew on the illumination of signage. Illumination of signage, including any dimming measures, will be incorporated in the detailed design of the signage.	Y
8 Safety		
Would the proposal reduce safety for any public road?	The proposed signage has been setback and elevated from Darling Drive. Located in order to avoid any impacts on the road.	Y
Would the proposal reduce safety for pedestrians/cyclists?	As noted above, the proposed signage has been setback from Darling Drive and located in order to avoid any impacts to pedestrians/cyclists.	Y
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage is integrated with the proposed building and will not obscure sight lines from public areas.	Y

4.4 State Environmental Planning Policy (Affordable Rental Housing) 2009

The Department has requested that a detailed analysis of the proposal's consistency with *State Environmental Planning Policy (Affordable Rental Housing) 2009* (Affordable Housing SEPP) be undertaken. Although the Affordable Rental Housing SEPP does not strictly apply to the proposal, this assessment has been undertaken, as set out in **Table 4**. The proposal is consistent with all development standards of the Affordable Housing SEPP except for the provision of motorcycle parking. As such, a written objection to this development standard has been made under *State Environmental Planning Policy No. 1 – Development Standards* (SEPP 1) (refer to **Appendix M**).

Table 4 – Proposal's consistency with the Affordable Housing SEPP

Relevant Planning Controls		Proposal	Compliance
General Provisions			
Landscaped area	Landscape treatment of the front setback is compatible with the streetscape	Landscape treatment has been designed to be compatible with the proposed streetscape improvements included in the proposal	Yes
Solar Access	Where the development provides for one or more communal living rooms, if at least one of those rooms receives a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter	Communal living room on L1 receives >3 hours sunlight.	Yes
Private Open Space	If at least the following private open space areas are provided (other than the front setback area): (i) one area of at least 20 square metres with a minimum dimension of 3 metres is provided for the use of the lodgers, (ii) if accommodation is provided on site for a boarding house manager—one area of at least 8 square metres with a minimum dimension of 2.5 metres is provided adjacent to that accommodation,	Communal balcony on L1 = 20m ² , dimensions = 3x7.5m	Yes
		No private open space exclusively for manager	No
Car Parking	if: (i) in the case of development in an accessible area—at least 0.2 parking spaces are provided for each boarding room, and (ii) in the case of development not in an accessible area—at least 0.4 parking spaces are provided for each boarding room, and (iii) in the case of any development—not more than 1 parking space is provided for each person employed in connection with the development and who is resident on site,	The proposal does not provide any on-site car parking	Yes
Minimum Accommodation size	if each boarding room has a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of at least: (i) 12 square metres in the case of a boarding room intended to be used by a single lodger, or (ii) 16 square metres in any other case.	Typical ensuite room (excl. bathroom) = 10.3m ²	No
		Typical twin share ensuite room (excl. bathroom) = 16m ²	Yes

Relevant Planning Controls		Proposal	Compliance
'Development Standards'			
Communal living room	If a boarding house has 5 or more boarding rooms, at least one communal living room is provided.	Communal living room on L1	Yes
Maximum Accommodation size	no boarding room will have a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of more than 25 square metres	No bedrooms (excluding private kitchen and bathroom areas) exceed 25m ²	Yes
Room Occupancy	no boarding room will be occupied by more than 2 adult lodgers	No boarding room will be occupied by more than 2 adult lodgers	Yes
Bathroom and kitchen facilities	Adequate bathroom and kitchen facilities will be available within the boarding house for use by each lodger	Each studio has an ensuite and a kitchenette. Each bedroom in a multi-bed apartment has an ensuite bathroom. Each multi-bed apartment has a kitchen shared between 4 – 8 residents. Kitchen size is between 13m ² and 17 m ²	Yes
Manager Accommodation	If a boarding house has capacity to accommodate 20 or more lodgers, a boarding room or on site dwelling will be provided for a boarding house manager	1 bedroom manager's apartment located on L1	Yes
Bicycle/motorcycle parking	at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms.	98 bikes 0 motorbikes	Yes No

4.5 Sydney Development Control Plan 2012

The Department has also requested that the proposals consistency with the solar access provisions of the Sydney Development Control Plan 2012 (Sydney DCP 2012) be explored. Whilst the Sydney DCP 2012 does not apply, this assessment has been undertaken and is provided at **Table 5**.

Table 5 – Proposal's consistency with solar access controls of Sydney DCP 2012

Planning Control	Proposed Development	Compliance
Communal Living Areas		
Indoor communal living areas are to be located: (c) to receive a minimum 2 hours solar access to at least 50% of the windows during 9am and 3pm on 21 June;	Solar access analysis shows shared living/dining rooms in multi-bed apartments comply.	Yes
Communal outdoor open space is to located and designed to: (a) generally be north-facing to receive a minimum 2 hours solar access to at least 50% of the area during 9am and 3pm on 21 June;	Communal living room on L1 receives >3 hours sunlight.	Yes
Drying facilities		
Communal outdoor open space is to located and designed to: (a) generally be north-facing to receive a minimum 2 hours solar access to at least 50% of the area during 9am and 3pm on 21 June;	No outdoor drying facilities. Alternative methods such as drying machines have been provided in the shared laundry. This is considered a better outcome, with less opportunity for unstructured drying of clothes on the exterior of the building, detracting from its visual amenity.	No

Planning Control	Proposed Development	Compliance
Bedrooms		
Each bedroom must have access to natural light, from a window or door with a minimum aggregate area of 10% of the floor area of the room. Skylights are not to be the sole source of light.	Each bedroom has a window of an area not less than 10% of the floor area of the room.	Yes

4.6 Contamination

Following public exhibition of the SSDA, the Remedial Action Plan (RAP) for the Haymarket Precinct has since been updated (refer to **Appendix F**). The RAP was updated in order to reflect Auditor review requirements/comments, details surrounding development staging and clarification of the RAP boundary. More specifically the key changes to the RAP include:

- Updates to the HHERA site specific trigger levels in response to auditor comments;
- Distinguishing between the criteria for areas under future building footprints and future areas of open space, recognising the higher risk for key contaminants in future open space areas as opposed to those under future building footprints;
- Incorporating a specific management plan and process to manage the discovery of asbestos given the discovery of asbestos on site during investigation, and the known history of fill on the site;
- Updates to reflect further information around staging and the development plots through projects evolution and design development; and
- Adjustment of the RAP boundary to ensure the interface between the Darling Harbour Core Facilities and the Haymarket Precinct matched, and all land had been included under the relevant environmental management plans.

The updates to the RAP do not affect the original conclusions made by Coffey with respect to SSDA 3, with Coffey confirming that contamination assessment results reported contaminant concentrations generally below Soil Investigation Levels and otherwise below Remediation Acceptance Criteria in and around the Western Plot and surrounding Public Realm and, on that basis, Coffey concludes that the SSDA3 Site can be made suitable for the proposed development and future uses.

4.7 Heritage

TKD Architects has prepared a Heritage Interpretation Strategy (refer to **Appendix K**) as required under the Stage 1 Concept Proposal Approval.

The Heritage Interpretation Strategy covers the whole of the SICEEP site, and represents the first stage of the interpretation planning for the site. The second and third stages will comprise the preparation and implementation of the Interpretation Plan. The requirement to prepare and implement the Interpretation Plan (based on the Interpretation Strategy) is reflected in the Mitigation Measures at Section 5.

The scope of the Interpretation Strategy is to:

- Identify the themes and messages considered significant to the SICEEP site;
- Develop a conceptual approach to the interpretation of the SICEEP site, using a variety of means;
- Proposes location for specific interpretation to enhance the understanding of the heritage significance of the SICEEP site; and

- Recommend methods and media appropriate to the interpretation of the SICEEP site.

The Interpretation Strategy identifies a number of key themes for interpretation, including:

- The first people, and European settlement;
- The industrial revolution in Sydney;
- Innovations in refrigeration, galvanising and food processing;
- Darling Harbour's ships, shipbuilding and wharves;
- How roads, rail and shipping connected Darling Harbour to the world;
- Jobs and working conditions during the industrial years;
- The poor living conditions around Darling Harbour, and the impact of the bubonic plague;
- How Darling Harbour changed during the world wars and the Great Depression; and
- Darling Harbour's transformation from port and industrial area to leisure and tourism precinct.

The Strategy outlines options for the interpretation of each of these themes, including:

- Installation of public art;
- Use of way finding media;
- Development of a naming strategy;
- Use of interpretive signs and installations; and
- Display of archaeological remains

The second stages of the interpretation strategy will be developed concurrently with the design development and documentation of the public domain. A separate Interpretation Plan will be developed, as required by the Heritage Branch, for the PPP Site and The Haymarket respectively. The Interpretation Plan will be guided by the Heritage Interpretation Strategy at **Appendix K** to ensure that all opportunities for the site interpretation are explored and to ensure that it is fully integrated with the site's development. The requirements of the Heritage Interpretation Strategy are reflected in the Mitigation Measures at Section 5.

4.8 Public Art

A Public Art Strategy prepared by Studio Elicio Pty Ltd has been provided at **Appendix H**. This strategy satisfies Condition B12 of the Stage 1 Concept Proposal Approval. The Public Art Strategy for the Southern Precinct establishes:

- The principles for public art across the precinct;
- The qualifications of art consultants used to develop the strategy;
- The requirements for artist selections and matters to consider when developing public art; and
- Precedents to guide the development of high quality public art.

This strategy will be used to guide the future development and implementation of public art across the southern precinct, ensuring that an integrated, sensitive and explorative mix of public art is provided within the precinct.

5.0 Final Mitigation Measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 6** below. These measures replace those outlined in the original EIS.

Table 6 – Final Mitigation Measures

Mitigation Measures
CPTED <ul style="list-style-type: none"> ▪ Maintain the reception area near the building entry to ensure constant observation of movements into and from the building; ▪ Limit access into the Light Rail easement through the provision of a fence and appropriate landscape treatment along the SSDA3 Site's western boundary; ▪ Reinforce ownership of spaces through the careful placement of planting and seating in Macarthur Place; ▪ Where possible use durable and high quality materials; and ▪ Undertake daily cleaning of internal common areas and ensure regular upkeep of public domain areas.
Wind <ul style="list-style-type: none"> ▪ Install a construction hoarding to the north of Building W2 during construction to reduce windy conditions and limit pedestrian access to a windier area; ▪ Maintain the current separation distance between Building W1 and Building W2; and ▪ Provide tall dense planting to Macarthur Place to improve wind conditions.
Reflectivity <ul style="list-style-type: none"> ▪ All exterior façade elements should limit light reflectivity to 20% or less; ▪ Continued assessment of façade and roof elements should be undertaken in the detailed design of the development to ensure no potential nuisance reflections are generated; and ▪ Surface treatments on the angled façade panels on the east façade should be investigated further in the detailed design of development to minimise glare.
Construction Traffic <ul style="list-style-type: none"> ▪ Appropriate directional signage and traffic control to ensure vehicles enter and leave the SSDA3 Site with minimal disturbance; ▪ Temporary road closures, single lane access and relocations during the construction period will be subject to coordination with the appropriate authorities; ▪ Carry out the above in non-peak periods where appropriate; and ▪ All traffic related issues and changes should be presented to stakeholders as part of the consultation process.
Accessibility <ul style="list-style-type: none"> ▪ The detailed design of the proposal will need to ensure compliance with the relevant accessibility provisions of the BCA 2012.
Non-Indigenous Heritage <ul style="list-style-type: none"> ▪ The Heritage Interpretation Strategy prepared by TKD Architects dated June 2013 should be incorporated into the detailed design of the SICEEP redevelopment and inform a Heritage Interpretation Plan developed for the SICEEP precinct.

Mitigation Measures

- Preparation of the Heritage Interpretation Plan should include the opportunity for consultation with primary stakeholders such as representatives of the Sydney Harbour Foreshore Authority, the City of Sydney, NSW Heritage Branch, project architects, heritage consultants, and other appropriate statutory and non-statutory authorities.
- The Heritage Interpretation Plan should detail measures such as public art, wayfinding media, naming, interpretive signs and installations, archaeological remains, development of oral histories, educational tours (guided or self-guided), interpretive walks, events and/or website based information.

Indigenous Archaeology

- The program of research and testing will be undertaken in partnership with the Metropolitan Local Aboriginal Land Council;
- Archaeological investigations will be undertaken in accordance with the recommendations of the Aboriginal Archaeological Assessment submitted with the Stage 1 DA;
- The excavation of the SSDA3 Site will be in accordance with the methodology outlined in the Aboriginal Archaeological Research Design and Management Plan; and
- If any Aboriginal "objects" (as defined under the National Parks & Wildlife Act 1974) are located during the course of the testing program, the Metropolitan Local Aboriginal Land Council should apply for a Care Agreement with the Department of Environment and Heritage to enable them keep the objects.

Noise and Vibration

Construction Noise

The following management measures can be employed to mitigate against any construction noise impacts:

- Install a construction hoarding taking into account the location of sensitive receivers;
- Locate stationary plant equipment and unloading/loading zones away from sensitive receivers;
- Where feasible and reasonable the demolition process should maintain structures which provide shielding during works;
- Where feasible and reasonable select the quietest and least vibration emitting construction methods and equipment;
- Limit unnecessary use of equipment and simultaneous operation of noisy plant and equipment;
- Switch off equipment not in use for an extended period of time;
- Where feasible and reasonable install alternatives to reversing alarms; and
- Implement the noise management measures outlined in Table 21 of the Noise and Vibration Assessment.

Construction Vibration

The following management measures can be employed to mitigate against any construction noise impacts:

- Provision of buffer distances from vibration emitting equipment to existing buildings and residential receivers;
- Attended vibration monitoring should be undertaken on relevant equipment so to refine the recommended minimum working distances and provide a site-specific table of minimum working distances;
- Where vibration is found to be excessive, management measures shall be implemented to ensure vibration compliance is achieved. Management measures may include modification of construction methods such as using smaller rock breakers, using alternative processes or establishment of larger minimum working distances;
- Carry out additional vibration monitoring when construction activities are at the nearest point to the nearby sensitive structures. This monitoring may signal to the contractor by way of a buzzer or flashing light, when levels approach/exceed the recommended limits;

Mitigation Measures

- Before, during and after the demolition and construction stages prepare a dilapidation report on the state of the existing buildings sharing the property boundary with the SSDA3 Site; and
- A vibration complaints management system be established prior to the commencement of these works.

Operational Noise

To ensure that noise levels (both singularly and cumulatively) comply with the INP, the following measures may be adopted:

- Undertake further acoustic assessment of mechanical plant during the detailed design process;
- procurement of 'quiet' plant;
- strategic positioning of plant away from sensitive neighbouring premises, maximising the intervening shielding between the plant and sensitive neighbouring premises;
- commercially available silencers or acoustic attenuators for air discharge and air intakes of plant;
- acoustically lined and lagged ductwork;
- acoustic screens and barriers between plant and sensitive neighbouring premises;
- partially-enclosed or fully-enclosed acoustic enclosures over plant; and
- Mechanical plant shall have their noise specifications and locations checked prior to installation.

Light Rail Noise

- Reduce rail noise at the source through an investigation and discussion with Transport NSW to reduce rail squeal on the tracks; or
- Ensure rooms on the south-western portion of the western façade and the southern façade are ventilated in an alternative manner to allow windows to remain closed to meet the relevant noise criteria.

BCA

- The detailed design of the development must ensure that the proposal complies with the applicable requirements of the BCA 2012 or appropriate alternative solutions are developed and verified by a qualified BCA Consultant or Fire Safety Engineer.

Infrastructure and Utilities

Infrastructure

To avoid damaging the existing infrastructure, PSM suggest that the pile layout will need to maintain adequate separation distances from the trunk sewer and the CWCT. PSM suggest that the adjacent piles extend below the sewer invert level and be proportioned so that settlement at the pile founding level is less than a few millimetres. Once the building design is further progressed and additional consultation is undertaken with the relevant service providers, further analysis and modelling should be undertaken to confirm that the conclusions of PSM remain appropriate.

Utilities

The following recommendations are designed to protect the integrity and functioning of the existing utility infrastructure:

- Undertake a desk-top investigation of existing services using Dial Before You Dig information and site observations;
- Undertake a site survey to accurately locate existing infrastructure assets where practical;
- Undertake site exploration works where considered necessary to more accurately locate existing infrastructure assets and test for unknown services;
- Continue consultation with utility providers to confirm location of services and to obtain all necessary consents to work in their vicinity;
- Incorporate utility technical and hazard requirements into the design and construction documentation;
- Ensure safe work methods statements and inspection and test plans are prepared by accredited contractors;

Mitigation Measures

- Implement and record pre-start work checklists;
- Conduct workshops with utility providers where diversion of, connection to or construction close to critical assets is required; and
- Ensure field safety inspectors are present during critical works as determined by each utility provider.

As design progresses or as new information becomes available, the above process will be adjusted or supplemented as required to ensure existing infrastructure assets are adequately protected. Ongoing consultation and design development with the relevant utility providers should continue to be undertaken throughout the process.

Operational Waste Management

- The different components of the Waste Management Plan should be implemented into the operation of the proposed development.

Water Cycle Management

- Provide a 30m³ rainwater tank to capture rainwater on the ground floor of Building W2;
- Select and provide appropriate Stormwater Quality Improvement Devices (SQID) prior to the issue of the relevant Construction Certificate; and
- Implement appropriate sediment and erosion controls during the construction phase of the proposal.

Light Rail Interface

- A risk assessment workshop should be undertaken to identify and mitigate the risks regarding the impact protection of the buildings from the light rail vehicles in the event of derailment;
- Approval should be sought from the "Relevant Rail Authority" for a first principles design approach to construct building collision protection in lieu of strict compliance with AS5100-2004;
- Consultation should be undertaken with Veolia Transport and Transport for NSW in regard to requirements included in the Light Rail Assessment, such as:
 - Construction hoarding two metres from the adjacent rail;
 - Operation of tower cranes over the live light rail corridor in accordance with established procedures;
 - Window cleaning procedures and maintenance requirements based on the window opening design principles;
 - Routine and unscheduled building facade maintenance procedures; and
- The works within the light rail corridor will need to comply with the approach set out in the Light Rail Assessment.

Contamination

- If localised contamination presents a higher than expected environmental risk, or if unexpected contamination is discovered, then the Unexpected Finds Procedure, listed in the Site Specific Remedial Action Plan prepared by Coffey dated December 2013 will be implemented to reduce such risk to an acceptable level;
- Management of possible asbestos impact in localised fill material, which is not associated with other unexpected contamination, will follow the process and procedures listed in the Site Specific Remedial Action Plan prepared by Coffey dated December 2013; and
- A detailed acid sulphate soils management plan will be prepared generally in accordance with the Acid Soils Assessment and Preliminary Management Plan prepared by Coffey dated 11 March 2013.

Environmental and Construction Management

- The management measures provided in the Infrastructure CMP and the Building CMP should be implemented. Furthermore, a detailed final CMP for each of these two elements must be submitted prior to the relevant Construction Certificate.

6.0 Conclusion

The proponent Lend Lease (Haymarket) Pty Ltd and its expert project team have considered all submissions made in relation to the public exhibition of the proposal. A considered and detailed response to all submissions made has been provided within this report and the accompanying documentation.

In responding and addressing the range of matters raised by government agencies and authorities, independent bodies and the general public, Lend Lease (Haymarket) Pty Ltd has sought to refine the project design. The refined proposal also captures changes made by the project team post exhibition.

As outlined within this report, the analysis of the amendments to the proposed development confirms that all key elements of the proposed development as originally proposed and exhibited have remained unchanged.

Further and more importantly, the refined development does not substantially differ from the original publicly exhibited development proposal. In addition, and to the benefit of the overall project the environmental impacts of the amended development remain consistent with the original application and on balance deliver a project that results in an overall improvement to the originally publicly exhibited development (particularly in relation to bicycle parking and landscaping). The proposal has significant planning merits as it:

- is a key component which will contribute in making The Haymarket into one of Sydney's most innovative residential and working districts;
- will improve housing supply, choice and affordability for students in the City of Sydney LGA within close proximity to tertiary education facilities;
- will minimise urban sprawl and the costs to society associated with this inefficient form of growth;
- will encourage sustainable travel behaviour by providing a significant quantum of dwellings close to public transport and providing alternative methods of transport such as bicycle parking opposed to car and motorcycle parking spaces;
- create a new functional, vibrant and connected public open space in the form of Macarthur Place;
- increase and improve the pedestrian and cyclist connections through the precinct with the inclusion of a shared pathway along Darling Drive; and
- contribute to repairing the urban fabric of this part of the City restoring street grain and connectivity.

In conclusion, the proposed residential (student accommodation) building represents a major component of the SICEEP urban renewal project that will have significant and long lasting public benefits for Sydney and NSW more broadly. The proposal comprises a component of The Haymarket precinct which will deliver Sydney with a new vibrant mixed use neighbourhood along with significant improvements to the public realm, pedestrian connectivity and provision of community facilities.