

On 23 December 2020, development consent was granted to the Concept SSD Application (SSD-9579) for a mixed use development over the approved Crows Nest metro station.

Under Section 4.24 of the Environmental Planning and Assessment Act 1979 (EP&A Act), whilst a Concept Development Application (DA) remains in-force, any further detailed application in respect to the site cannot be inconsistent with the consent for the Concept Proposal.

The table following outlines the conditions of consent applying to the Concept Proposal and provides a response to how these have been achieved. The assessment demonstrates that the proposed development is not inconsistent with the terms of the approved Concept Proposal.

**Concept SSD 9579**

Condition No.	Condition of Consent	Response																								
<b>Part A – Administrative Conditions</b>																										
A2	<p>The development may only be carried out:</p> <p>(a) in compliance with the conditions of this consent;</p> <p>(b) in accordance with all written directions of the Planning Secretary;</p> <p>(c) in accordance with the EIS, RtS and SRtS;</p> <p>(d) in accordance with the Section 4.55(1A) Modification Application – Crows Nest Over Station Development – Concept Development Application (SSD 9579) prepared by Ethos Urban, dated December 2021;</p> <p>(e) in accordance with the management and mitigation measures;</p> <p>(f) In accordance with the approved plans in the table below (as may be amended by the conditions in Schedule 2):</p> <table border="1" data-bbox="398 866 1249 1315"> <thead> <tr> <th colspan="4" data-bbox="398 866 1249 898"><b>Concept Drawings by Woods Bagot</b></th> </tr> <tr> <th data-bbox="398 898 607 930">Drawing No.</th> <th data-bbox="607 898 741 930">Revision</th> <th data-bbox="741 898 1077 930">Title</th> <th data-bbox="1077 898 1249 930">Date</th> </tr> </thead> <tbody> <tr> <td data-bbox="398 930 607 1038">A-9001</td> <td data-bbox="607 930 741 1038">P</td> <td data-bbox="741 930 1077 1038">Building Envelope Diagrams – Ground Level Plan</td> <td data-bbox="1077 930 1249 1038">26.10.20</td> </tr> <tr> <td data-bbox="398 1038 607 1107">A-9002</td> <td data-bbox="607 1038 741 1107">P</td> <td data-bbox="741 1038 1077 1107">Building Envelope Diagrams – Sections</td> <td data-bbox="1077 1038 1249 1107">26.10.20</td> </tr> <tr> <td data-bbox="398 1107 607 1209">A-9003</td> <td data-bbox="607 1107 741 1209">P</td> <td data-bbox="741 1107 1077 1209">Building Envelope Diagrams – Context Views</td> <td data-bbox="1077 1107 1249 1209">26.10.20</td> </tr> <tr> <td data-bbox="398 1209 607 1315">A-9004</td> <td data-bbox="607 1209 741 1315">P</td> <td data-bbox="741 1209 1077 1315">Building Envelope Diagrams – Axonometric Views</td> <td data-bbox="1077 1209 1249 1315">26.10.20</td> </tr> </tbody> </table> <p data-bbox="398 1315 1249 1382">Design Guidelines by Sydney Metro</p>	<b>Concept Drawings by Woods Bagot</b>				Drawing No.	Revision	Title	Date	A-9001	P	Building Envelope Diagrams – Ground Level Plan	26.10.20	A-9002	P	Building Envelope Diagrams – Sections	26.10.20	A-9003	P	Building Envelope Diagrams – Context Views	26.10.20	A-9004	P	Building Envelope Diagrams – Axonometric Views	26.10.20	<p>The proposed development is not inconsistent with the terms of the conditions of consent and associated requirements including the EIS, RTS, management and mitigation measures and approved building envelope plans (see <b>Appendix 3</b> and <b>Appendix 4</b>).</p>
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A-9001	P	Building Envelope Diagrams – Ground Level Plan	26.10.20																							
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Concept SSD 9579					
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	-	VI4	Design Guidelines	Quality	December 2021
A.3	<p>Consistent with the requirements in this consent, the Planning Secretary may make written directions to the Applicant in relation to:</p> <p>(a) the content of any strategy, study, system, plan, program, review, audit, notification, report or correspondence submitted under or otherwise made in relation to this consent, including those that are required to be, and have been, approved by the Planning Secretary; and</p> <p>(b) the implementation of any actions or measures contained in any such document referred to in condition A3(a).</p>				Noted
A4	<p>The conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A2(c), A2(d) or A2(e). In the event of an inconsistency, ambiguity or conflict between any of the documents listed in condition A2(c), A2(d) or A2(e), the most recent document prevails to the extent of the inconsistency, ambiguity or conflict.</p>				Noted
A5	<p>Consent is granted to the Concept Proposal as described in Schedule 1 and the EIS (as amended by the RtS and SRtS) and does not authorise the carrying out of any physical works, including construction works, which must be the subject of future development application(s).</p>				Noted
A6	<p>In accordance with Section 4.22 of the EP&amp;A Act, all development under the Concept and the subsequent stages are to be subject of future development applications.</p>				This DA fulfils this condition for Site B.
A7	<p>The determination of future development applications are to be generally consistent with the terms of development consent SSD 9579 as described in Schedule 1 and subject to the conditions in Part B, Schedule 2</p>				Compliance with the conditions in Schedule 1 and Part B, Schedule 2 are detailed below.

Concept SSD 9579		
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A8	This consent will lapse five (5) years from the date of consent, unless works associated with the development have physically commenced.	Noted
A9	This consent does not allow any components of the concept development application to be carried out without further approval or prior consent being granted.	Noted
A10	Any advice or notice to the consent authority must be served on the Planning Secretary.	Noted
A11	In the event of a dispute between the Applicant and a public authority in relation to a requirement in this approval or relevant matter relating to this development, either party may refer the matter to the Planning Secretary for resolution. The Planning Secretary's resolution of the matter shall be binding on the parties.	Noted
A12	Where conditions of this consent require consultation with an identified party, the Applicant must: <ul style="list-style-type: none"> <li>(a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and</li> <li>(b) provide details of the consultation undertaken including: <ul style="list-style-type: none"> <li>(i) the outcome of that consultation, matters resolved and unresolved; and</li> <li>(ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.</li> </ul> </li> </ul>	Noted
A13	Prior to the determination of the first Future Development Application for residential development (i.e. Building B), the Applicant or its successors must enter into a Planning Agreement and/or other legally binding agreement to the satisfaction of the Planning Secretary securing the provision of a minimum 5% of approved residential gross floor area for affordable housing for a minimum period of 10 years to be managed by Registered Community Housing Provider. The affordable housing must be provided before the issue of the first Occupation Certificate for the residential GFA.	A Public Benefit Offer accompanies this SSDA and is provided at <b>Appendix 38</b> . The Letter of Offer will subsequently be formalised into a Voluntary Planning Agreement between the Proponent and the Council, and as such, discussions with the Council will be ongoing throughout the assessment of the SSDA.

Concept SSD 9579		
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A14	<p>The 5% affordable housing shall be constructed on-site, within Building B, or alternatively the Applicant may pay a monetary contribution to Council or a Community Housing Provider equivalent to the development value of the 5% on-site affordable housing (a contribution in lieu). In the event the Applicant makes a contribution in lieu:</p> <ul style="list-style-type: none"> <li>(a) the contribution must be independently verified to confirm it is consistent with the predicted equivalent development value of the 5% on-site affordable housing</li> <li>(b) the resulting off-site affordable housing provision shall be located within North Sydney Local Government Area and shall contain a mixture of unit sizes.</li> </ul>	<p>A Public Benefit Offer with an attached Quantity Survey's report accompanies this SSDA and is provided at <b>Appendix 38</b>. The Letter of Offer will subsequently be formalised into a Voluntary Planning Agreement between the Proponent and the Council, and as such, discussions with the Council will be ongoing throughout the assessment of the SSDA.</p>
A15	<p>A Voluntary Planning Agreement(s) (VPA) between Sydney Metro (or its nominated entity) and North Sydney Council shall be prepared in accordance with the commitments contained within the public benefit offer titled 'Sydney Metro – Crows Nest over station development VPA' reference SM-20-00094429, prepared by Sydney Metro and dated 1 September 2020, including:</p> <ul style="list-style-type: none"> <li>(a) a lump sum prepayment of monetary contribution in lieu of Section 7.11 contribution requirements (as agreed with Council); and</li> <li>(b) a \$2 million monetary contribution for public domain improvements.</li> </ul>	<p>A Voluntary Planning Agreement (VPA) with North Sydney Council, Sydney Metro and the Minister for Planning and Public Spaces was finalised on 16 June 2021.</p>
A16	<p>The VPA shall be publicly exhibited and executed prior to the lodgement of the first development application following the date of this approval (SSD 9570) or as may be otherwise agreed by the Planning the Secretary. A copy of the executed VPA(s) shall be submitted to the Secretary.</p>	<p>A Voluntary Planning Agreement (VPA) with North Sydney Council, Sydney Metro and the Minister for Planning and Public Spaces was finalised on 16 June 2021.</p>
A17	<p>The Applicant must comply with the provisions of the Planning Agreement(s) entered into with North Sydney Council under Subdivision 2 of Division 7.1 of Part 7 of the Environmental Planning &amp; Assessment Act, 1979, which relates to the project that is the subject of this approval. The Applicant shall continue to liaise with Council and the local community during the development process.</p>	<p>Noted</p>

Concept SSD 9579		
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A18	Any Planning Agreement prepared must be in accordance with Division 7.1 of Part 7 of the EP&A Act	Noted
A19	Prior to the lodgement of any Future Development Application(s), and for the purposes of controlled activities within the protected airspace of Sydney Airport, a separate approval must be obtained from the Commonwealth Department of Infrastructure, Regional Development and Cities under the Airports (Protection of Airspace) Regulations 1996 for the part of the building or any construction cranes that penetrate the Obstacle Limitation Surface (156 metres Australian Height Datum).	An Aviation Report is provided at <b>Appendix 30</b> and discussed at <b>Section 7.1.24</b> . An application has been submitted to seek approval for the part of the building above 156m AHD (the maximum building height is 158m AHD) and for the temporary use of cranes during the construction period. This application is currently under assessment.
A20	N/A	N/A
A21	<p>Prior to the lodgement of the relevant future development applications, the Applicant shall submit an updated Design Excellence Strategy for Site C and a separate Design Excellence Strategy for Sites A and B to the satisfaction of the Planning Secretary addressing the following:</p> <p>(a) independent design review process through use of the Sydney Metro Design Review Panel (for Site C) subject to its Terms of Reference endorsed by GANSW or the State Design Review Panel (for Sites A and B).</p> <p><del>(b) presentation of the Design Excellence Strategy to the Sydney Metro Design Review Panel and seek their advice and endorsement on the design excellence benchmarks for Crows Nest OSD</del></p> <p>(c) include a Design Integrity process description, prepared in consultation with GANSW, for the design development and construction documentation phases as required by conditions of this development consent.</p> <p>Note: Nothing in this condition prevents the submission of separate Design Excellence Strategies for individual sites.</p>	<p>As outlined in the Design Integrity Report (DIR) at <b>Appendix 5</b>, the Proponent attended 4 State Design Review Panel (SDRP) meetings, held on 1 6th July 2023, 17th August 2023, 12th October 2023 and 7th December 2023. These meetings were attended by the project team, the GANSW panel and observed by DPHI and North Sydney Council. The project team have taken the feedback of the SDRP into consideration in guiding design refinement. This is reflected in the attached DIR and Architectural Plans. The key matters raised by the DRP with respect to Site B OSD were:</p> <ul style="list-style-type: none"> <li>a) Built form and materiality</li> <li>b) Apartment planning</li> <li>c) Landscape design and maintenance</li> <li>d) Sustainability strategies</li> </ul> <p>The manner in which these matters have been addressed is outlined at <b>Section 7.1.3.3</b>.</p>

Concept SSD 9579		
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A22	The endorsed Design Excellence Strategy in accordance with the above condition is applicable only to Crows Nest OSD and is not endorsed under this consent as a Strategy which applies to other sites.	Noted
A23	References in the conditions of this consent to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this consent.	Noted
A24	However, consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may, when issuing directions under this consent in respect of ongoing monitoring and management obligations, require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or a replacement of them.	Noted
A25	Fire and Rescue NSW must be consulted with respect to the operational compatibility of the Precinct's proposed fire and life safety systems and their configuration at the project's preliminary and final design phases.	Fire and Rescue NSW were contacted on 25/09/23. The response received advised that no consultation is required at this time. See <b>Appendix C.</b>
A26	The pedestrian connection interfaces between the various sectors of the precinct must be appropriately assessed by fire engineering analysis with respect to emergency occupant egress, fire and smoke compartmentation, smoke hazard management and firefighting intervention.	Reference is made to BCA report submitted with the DA at <b>Appendix 8.</b>
A27	Upon completion of the Site A OSD loading dock, vehicles associated with the operation of the Site C OSD shall be provided with access to the Site A OSD loading dock for the purposes of deliveries, servicing, and loading.	N/A
Part B – Conditions to be satisfied prior to the lodgement of future development applications		
B1	Future development applications must demonstrate that the buildings are wholly contained within the building envelopes consistent with the plans listed in Condition A2, as modified by the conditions of this consent.	The proposed building at Site B is fully contained within the approved building envelopes. See the Architectural Drawings at <b>Appendix 3.</b>

Concept SSD 9579		
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B2	Building height and gross floor area is to be measured in accordance with the definitions under North Sydney Local Environmental Plan 2013	Noted
B3	<p>The maximum achievable gross floor area (GFA) for the non-station related floor space is 56,400m<sup>2</sup> (including 43,400m<sup>2</sup> commercial and 13,000m<sup>2</sup> residential GFA), comprising a maximum of 40,300m<sup>2</sup> (commercial) on Site A, 13,000m<sup>2</sup> (residential) on Site B, and 3,100m<sup>2</sup> (commercial) on Site C. This amount can only be achieved subject to demonstration of:</p> <p>(a) compliance with the conditions of this concept approval</p> <p>(b) demonstration of design excellence consistency with the Design Guidelines (as amended by Condition A20)</p> <p>(c) being wholly contained within the approved building envelopes, with the exception of rooftop enclosure(s) and the Site C articulation zone:</p> <p style="padding-left: 40px;">(i) Rooftop enclosure can only be used as prescribed under Condition B4</p> <p style="padding-left: 40px;">(ii) Articulation zones can only be used as prescribed under Condition B5</p> <p>(d) have a building efficiency target of 85% for Site A and 80% for Site B, (building efficiency target is the measure of built form as a percentage of the total volume of the respective building envelope).</p>	<ul style="list-style-type: none"> <li>▪ The proposed development is compliant with the conditions of the concept approval, as detailed in this appendix.</li> <li>▪ Site B will have a maximum Residential GFA of 12,981m<sup>2</sup>.</li> <li>▪ The proposal demonstrates design excellence as detailed in the Architectural Design Report and the Design Integrity Report at <b>Appendices 04</b> and <b>05</b> respectively.</li> <li>▪ The proposed development at Site B complies with the approved building envelope, and is compliant with the relevant conditions of consent for the design of the building rooftop and articulation zone.</li> <li>▪ The proposed development at Site B will have a building efficiency of 80%.</li> </ul>
B4	<p>Rooftop enclosures above each of the approved building envelopes (Site A, Site B and Site C) are only permitted as part of future development application(s) when the following requirements are met:</p> <p>(a) roof enclosure above Building B or C must demonstrate consistency with clauses 4.3A or 5.6 of the NSLEP as applicable</p> <p>(b) any roof enclosure shall be discrete and/or integrated into the architectural design of the building and shall demonstrate</p>	<p>The proposed rooftop zone on Site B is consistent with Clause 5.6 of the NSLEP 2013 (see <b>Section 6.2</b>), as it comprises of rooftop plant, equipment, lift overruns and an architectural roof feature that also serves as a shade structure.</p> <ul style="list-style-type: none"> <li>• The proposed rooftop area has been designed as an integrated architectural element of the building and is consistent with the</li> </ul>

**Concept SSD 9579**

<b>Condition No.</b>	<b>Condition of Consent</b>	<b>Response</b>
	<p>that it does not have an adverse visual impact on the design and appearance of the building or the surrounding streetscape.</p> <p>(c) where roof enclosures are visible from the surrounding streetscape(s), they shall be designed or architecturally treated / screened so that they form a decorative roof feature</p> <p>(d) roof enclosures shall not have an unacceptable amenity impacts, particularly in terms of adverse:</p> <ul style="list-style-type: none"> <li>(i) overshadowing of residential properties and public open spaces,</li> <li>(ii) loss of outlook.</li> </ul> <p>(e) roof enclosures shall not include GFA and shall not be reasonably capable of modification to include GFA.</p>	<p>approved building envelope. It does not have any adverse visual impact.</p> <ul style="list-style-type: none"> <li>• The proposed development has been subject to overshadowing modelling at <b>Appendix 3</b> and discussed in <b>Section 7.1.5.1</b> of the EIS, and an assessment of visual and view impacts at <b>Appendix 12</b> and discussed in <b>Section 7.1.6</b> of the EIS. The building including the proposed rooftop services zone does not result in any unacceptable or increased amenity impacts than what was assessed and approved in the Concept SSD Application.</li> <li>• The proposed rooftop building services zone does not include GFA.</li> </ul>
B5	<p>Use of the Site C Articulation Zones is only permitted as part of future development application(s) when the following requirements are met:</p> <ul style="list-style-type: none"> <li>(a) Articulation Zones shall only be for the purpose of architectural features, projections, balustrades, awnings and the like</li> <li>(b) Built form must occupy no more than a maximum of 25% of the total volume of the Articulation Zones</li> <li>(c) no GFA is provided within the Articulation Zone above RL 127 (height of building envelope excluding rooftop enclosure).</li> </ul>	N/A
B6	<p>The detailed development applications shall demonstrate consistency with the:</p> <ul style="list-style-type: none"> <li>(a) Design Guidelines as endorsed by the Planning Secretary pursuant to Condition A20</li> <li>(b) Design Excellence Strategy as endorsed by the Planning Secretary pursuant to Condition A21</li> <li>(c) conditions of this consent.</li> </ul>	See the Architectural Report (Appendix 04) and the DIR (Appendix 05).

Concept SSD 9579		
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B7	<p>All future development applications for new built form must include:</p> <ul style="list-style-type: none"> <li>a) detailed plans, elevations and sections</li> <li>b) artist's perspectives and photomontages</li> <li>c) a design statement demonstrating the design quality of the proposed development and having regard to the character of surrounding development</li> </ul>	<p>The plans, photomontages and design statement accompany the EIS at <b>Appendix 03</b> and <b>Appendix 04</b>.</p>
B8	<p>Future development applications shall address the following:</p> <ul style="list-style-type: none"> <li>(a) submission of a Design Integrity Report (DIR) to the satisfaction of the Planning Secretary that demonstrates how design excellence and design integrity will be achieved in accordance with: <ul style="list-style-type: none"> <li>(i) the design objectives of the Concept Development Application</li> <li>(ii) consistency with the approved Design Guidelines as amended by Condition A14</li> <li>(iii) the DEEP's Design Excellence Report</li> <li>(iv) the advice of the DRP (under Condition A15)</li> <li>(v) the conditions of this consent.</li> </ul> </li> <li>(b) the DIR as required by this condition must include a summary of feedback provided by the State DRP or Sydney Metro DRP 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</li> </ul>	<p>See the DIR at <b>Appendix 05</b>.</p>
B9	<p>Future development application(s) shall include a Reflectivity Analysis demonstrating that external treatments, materials and finishes of the development do not cause adverse or excessive glare.</p>	<p>See the Reflectivity Report at <b>Appendix 37</b> and <b>Section 7.1.5.3</b> of the EIS. This report confirms that, subject to mitigation measures, the development will not cause adverse or excessive glare.</p>

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B10	Future development application(s) shall include an Access Report demonstrating that the development achieves an appropriate degree of accessibility.	An Accessibility Statement is provided at <b>Appendix 09</b> and discussed in <b>Section 7.1.4.6</b> of the EIS.
B11	Future development application(s) relating to residential use shall demonstrate that adequate regard has been given to the State Environmental Planning Policy 65 – Residential Apartment Development and the residential guidelines within the associated Apartment Design Guide.	A Design Statement is provided at <b>Appendix 05</b> and discussed in <b>Section 7.1.4.3</b> of the EIS.
B12	Future development application(s) shall include an Overshadowing Impact Assessment (OIP), including shadow studies and diagrams showing the likely overshadowing impact of the development on surrounding existing open spaces and neighbouring developments. The OIP shall demonstrate that buildings have been designed to minimise overshadowing to public open spaces. This assessment shall include the cumulative impacts of all existing and approved development on and around the site.	The proposed development has been subject to overshadowing modelling at <b>Appendix 3</b> and discussed in <b>Section 7.1.5.1</b> of the EIS. The building does not result in any unacceptable overshadowing and is consistent with what was assessed and approved in the Concept SSD Application.
B13	Future Development Application(s) shall include a Visual and View Loss Assessment, which assesses public and private view impacts and demonstrates how consideration has been given to minimising such impacts where feasible.	A Landscape and Visual Impact Assessment is provided at <b>Appendix 12</b> and discussed in <b>Section 7.1.6.1</b> of the EIS.
B14	Future Development Application(s) for Site A and Site B shall include a Public Art Strategy (PAS) for the inclusion of public art within the development. The PAS shall be prepared in consultation with Council.	A Public Art Strategy is provided at <b>Appendix 31</b> and discussed in <b>Section 6.5</b> of the EIS.
B15	Future development application(s) shall be accompanied by a Traffic Impact Assessment (TIA) that assesses the traffic, transport and pedestrian impacts on the road and footpath networks and nearby intersection capacity. The TIA shall also address:	A TIA is provided at <b>Appendix 17</b> and discussed in <b>Section 7.1.10</b> of the EIS.

Concept SSD 9579		
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	<p>(a) traffic generation impact and any necessary road infrastructure upgrades to adjoining and nearby roads and intersections</p> <p>(b) vehicle and pedestrian safety within and around the site</p> <p>(c) loading / unloading and servicing</p> <p>(d) on-site car parking provision, location, access and operation</p> <p>(e) efficiency and safe access of any mechanical car parking arrangement</p> <p>(f) the impact of the removal of any existing on-street car parking spaces</p> <p>(g) pedestrian and bicycle infrastructure and facilities.</p>	
B16	<p>Future development application(s) shall include a Vehicular Servicing Management Plan (VSMP), which considers the use, operation, access and management of all loading docks and servicing bays. In addition, the VSMP shall CONSOLIDATED CONSENT consider the integration and operation of loading docks and servicing bays with the overall operation of the Crows Nest Metro Station development (CSSI 7400).</p>	<p>A VSMP is provided at <b>Appendix 21</b> and discussed in <b>Section 7.1.10</b> of the EIS.</p>
B17	<p>Future Development Application(s) shall include green travel plans, identifying opportunities to maximise and encourage sustainable transport choices for future residents, staff and visitors.</p>	<p>A Green Travel Plan is provided at <b>Appendix 19</b> and discussed in <b>Section 7.1.10</b> of the EIS.</p>
B18	<p>Future development application(s) must demonstrate compliance with the following maximum parking limits:</p> <p>(a) the maximum number of car spaces to be provided for the development is limited to 101 spaces, including commercial and residential spaces, but excluding service vehicle spaces, and comprising:</p> <p>(i) a maximum of 46 spaces within Site A, including 6 accessible spaces</p>	<p>A Carparking Strategy and Management Plan is provided at <b>Appendix 18</b> and discussed in <b>Section 7.1.10</b> of the EIS.</p>

Concept SSD 9579		
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	<ul style="list-style-type: none"> <li>(ii) a maximum of 55 spaces within Site B, including 6 accessible spaces</li> <li>(iii) no spaces within Site C</li> </ul> <p>(b) the maximum number of motorcycle spaces to be provided for the development is limited to 26 spaces, and comprising:</p> <ul style="list-style-type: none"> <li>(i) a maximum of 24 spaces within Site A</li> <li>(ii) a maximum of 2 spaces within Site B</li> <li>(iii) no spaces within Site C</li> </ul>	
B19	Notwithstanding the maximum car parking limit (Condition B18), further development application(s) shall explore opportunities to future reduce the total number of car parking spaces below the total permitted maximum limit with the objective to reduce private car ownership and promote use of active and public transport.	A Carparking Strategy and Management Plan is provided at <b>Appendix 18</b> and discussed in <b>Section 7.1.10</b> of the EIS.
B20	Future development applications must include a Car Parking Strategy and Management Plan adopting the maximum car and motorcycle parking limits above.	A Carparking Strategy and Management Plan is provided at <b>Appendix 18</b> and discussed in <b>Section 7.1.10</b> of the EIS.
B21	Traffic Impact Assessment (Condition B15), Green Travel Plan (Condition B17) and Car Parking Strategy and Management Plan (Condition B20) prepared under the relevant conditions of this development consent must consider rates and design of bicycle parking and end-of-trip facilities specified within the North Sydney Development Control Plan 2013 unless it can be satisfactorily demonstrated that the full amount is not capable of being accommodated on site due to unavoidable site or design constraints. In such circumstances, future development application(s) shall provide the maximum number of spaces and end of trip facilities capable of reasonably being accommodated on the site.	<p>Details regarding bicycle parking is provided at <b>Appendix 17</b>.</p> <p>The North Sydney Development Control Plan (DCP) 2013 requires new residential developments to provide bicycle parking at a minimum rate of one space per dwelling for residents and one space per 10 dwellings for visitors. Based on a yield of 130 dwellings, the site is required to provide a minimum of 130 bicycle parking spaces for residents and 13 bicycle parking spaces for visitors.</p> <p>For retail premises, the North Sydney DCP 2013 requires a minimum of one space per 150m<sup>2</sup> GFA for occupants and one space per 400m<sup>2</sup> GFA for customers.</p>

Concept SSD 9579		
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		Based on a yield of approximately 347m <sup>2</sup> GFA of retail space, the site is required to provide a minimum three bicycle spaces for occupants and one bicycle spaces for customers. Due to the constraint nature of the site, it will be difficult to accommodate 147 bicycle parking spaces in a dedicated facility. The development will provide 100 bicycle spaces across the two car park levels. Whilst it is acknowledged that this will result in a shortfall of 47 spaces, it is noted that resident bicycle parking spaces will also be incorporated into the individual dwellings. Users will be able to access the bicycle spaces through the pedestrian lifts. This approach is considered acceptable on balance.
B22	<p>Future development applications for aboveground works shall be accompanied by a Wind Impact Assessment including computer modelling and wind tunnel testing which:</p> <ul style="list-style-type: none"> <li>(a) assesses the existing and proposed wind environment including the cumulative impact of existing and proposed tower developments adjoining and nearby the site</li> <li>(b) demonstrates spaces within and around the site are suitable for their intended purpose</li> <li>(c) includes mitigation measures to address adverse wind conditions, where necessary.</li> </ul>	A Wind Impact Assessment is provided at <b>Appendix 11</b> and discussed in <b>Section 7.1.5.5</b> of the EIS.
B23	<p>Future development applications shall include a Construction Traffic and Pedestrian Management Plan (CTMP) prepared in consultation with the Sydney Coordination Office and North Sydney Council, and to the satisfaction of the relevant road authorities. The CTMP shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>(a) construction car parking strategy</li> <li>(b) haulage movement numbers / routes including contingency routes</li> </ul>	A CTMP is provided at <b>Appendix 20</b> and discussed in <b>Section 7.1.10</b> of the EIS.

**Concept SSD 9579**

<b>Condition No.</b>	<b>Condition of Consent</b>	<b>Response</b>
	<p>(c) detailed travel management strategy for construction vehicles including staff movements</p> <p>(d) maintaining property accesses</p> <p>(e) maintaining bus operations including routes and bus stops</p> <p>(f) maintaining pedestrian and cyclist links / routes</p> <p>(g) independent road safety audits on construction related traffic measures</p> <p>(h) measures to account for any cumulative activities / work zones operating simultaneously.</p>	
B24	<p>Independent road safety audits are to be undertaken for all stages of further design development involving road operations and traffic issues and cognisant of all road users. Any issues identified by the audits will need to be closed out in consultation with Sydney Coordination Office, RMS and/or North Sydney Council to the satisfaction of the relevant roads authorities prior to the lodgement of the relevant development application.</p>	<p>A CTMP is provided at <b>Appendix 20</b> and discussed in <b>Section 7.1.10</b> of the EIS.</p>
B25	<p>Future development applications must demonstrate how the principles of ecologically sustainable development (ESD) have been incorporated into the design, construction and ongoing operation of the proposal. This shall include preparation and implementation of Environmental Sustainability Strategies that incorporate low-carbon, high efficiency targets aimed at reducing emissions, commitment to energy rating level such as Greenstar and Basix, optimising use of water, reducing waste and optimising carparking provision to maximise sustainability and minimise environmental impacts.</p>	<p>An ESD report is provided at <b>Appendix 16</b> and discussed in <b>Section 7.1.9</b> of the EIS.</p>
B26	<p>Future development application(s) shall include a Crime Prevention Through Environmental Design (CPTED) report, prepared in consultation with NSW Police and including method(s) / treatment(s) to ensure that all buildings, spaces and places within and around the</p>	<p>A CPTED report is provided at <b>Appendix 13</b> and discussed in <b>Section 7.1.7</b> of the EIS.</p>

Concept SSD 9579		
Condition No.	Condition of Consent	Response
	development are safe and secure and the opportunity for crime has been minimised in accordance with CPTED principles. The future development is to have regard to the recommendations contained within the submission by NSW Police on the Concept SSD.	
B27	<p>Future development applications shall be accompanied by a Noise and Vibration Impact Assessment (NVIA) that demonstrates the following requirements are met:</p> <p>(a) provide a quantitative assessment of the main noise generating sources and activities during operation. Details are to be included outlining any mitigating measures necessary to ensure the amenity of future sensitive land uses on the site and neighbouring sites is protected during the operation of the development.</p> <p>(b) vibration from construction activities does not exceed the vibration limits established in British Standard BS7385-2:1993 Excavation and measurement for vibration in buildings. A guide to damage levels from groundborne vibration.</p> <p>(c) vibration testing is conducted before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent damage. In the event the vibration testing and monitoring shows that the preferred values for vibration are likely to be exceeded, the Applicant must review the construction methodology and, if necessary, propose additional mitigation measures.</p>	A NVIA is provided at <b>Appendix 22</b> and discussed in <b>Section 7.1.12</b> of the EIS.
B28	The Noise and Vibration Impact Assessment must provide a quantitative assessment of the main noise generating sources and activities during operation. Details are to be included outlining any mitigating measures necessary to ensure the amenity of future	A NVIA is provided at <b>Appendix 22</b> and discussed in <b>Section 7.1.12</b> of the EIS.

Concept SSD 9579		
Condition No.	Condition of Consent	Response
	sensitive land uses on the site and neighbouring sites is protected during the operation of the development	
B29	The Noise and Vibration Impact Assessment must address the conclusions and recommendations of the Noise and Vibration Impact Report Version 06, prepared by Sydney Metro and dated November 2018.	A NVIA is provided at <b>Appendix 22</b> and discussed in <b>Section 7.1.12</b> of the EIS.
B30	Future development application(s) shall include an Operational Waste Management Plan to address storage, collection, and management of waste and recycling within the development.	An OWMP is provided at <b>Appendix 33</b> and discussed in <b>Section 7.1.18.1</b> of the EIS.
B31	Future development applications shall be accompanied by a Flood and Stormwater Impact Assessment.	An Integrated Water Management Plan is provided at <b>Appendix 24</b> and discussed at <b>Section 7.1.14</b> . A Flood Impact Assessment is provided at <b>Appendix 25</b> and is discussed at <b>Section 7.1.15</b> .
B32	Future development applications must include a site investigation / contamination report demonstrating that the site is suitable (or would be made suitable after remediation) for the proposed use, in accordance with the State Environmental Planning Policy No 55 - Remediation of Land and the associated guidelines.	Investigations were carried out by Stantec Australia in relation to Contamination and Remediation at Site B and is included at <b>Appendix 13</b> and discussed at <b>Section 7.1.17</b> .
B33	N/A	N/A
B34	Future development applications shall demonstrate the recommendations and mitigation measures of the following Sydney Metro City and Southwest (CSSI 7400) reports are to be incorporated during the construction of the SSD project: (a) Artefact 2016, Sydney Metro City and Southwest, Chatswood to Sydenham: Aboriginal Cultural Heritage Assessment (b) Artefact 2016, Sydney Metro City and Southwest, Chatswood to Sydenham: Aboriginal Heritage – Archaeological Assessment.	An Aboriginal Heritage Report is provided at <b>Appendix 26</b> and discussed at <b>Section 7.1.19.1</b> . The recommendations and mitigation measures identified have been addressed.
B35	Future detailed development applications for aboveground works must ensure future development complies with the following requirements:	An Aviation Report is provided at <b>Appendix 30</b> and discussed at <b>Section 7.1.24</b> . An application has been submitted to seek approval

**Concept SSD 9579**

<b>Condition No.</b>	<b>Condition of Consent</b>	<b>Response</b>
	<p>(a) buildings must not exceed a maximum height of 180 metres AHD. This includes all lift over-runs, vents, chimneys, aerials, antennas, lightning rods, and roof top garden plantings, exhaust flues, etc.</p> <p>(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.</p> <p>(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.</p> <p>(d) 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.</p> <p>(e) 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.</p> <p>(f) 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</p>	<p>for the part of the building above 156m AHD (the maximum building height is 158m AHD) and for the temporary use of cranes during the construction period. This application is currently under assessment.</p>

Concept SSD 9579		
Condition No.	Condition of Consent	Response
	<p>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.</p> <p>(g) 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.</p>	
B36	<p>Future development application(s) shall include a Utility Services Infrastructure Assessment (USIA) which addresses the existing capacity and any augmentation requirements of the development for the provision of utilities, including staging of infrastructure. The USIA shall be prepared in consultation with relevant agencies and service providers.</p>	<p>A USIA is provided at <b>Appendix 29</b> and discussed in <b>Section 7.1.22</b> of the EIS.</p>
B37	<p>Future development application(s) shall include a Structural Report that demonstrates the proposal can be constructed in accordance with the Building Code of Australia.</p>	<p>A BCA assessment is provided at <b>Appendix 08</b> and is discussed at <b>Section 7.1.4.4</b> of the EIS.</p>
B38	<p>All future development applications must provide an analysis and assessment of the impacts of construction and include:</p> <p>(a) Construction Pedestrian and Traffic Management Plan (CPTMP), prepared in consultation with Transport for NSW. The CPTMP must detail vehicles routes, numbers of trucks, hours of operation, access arrangements and traffic control measures and cumulative construction impacts (i.e. arising from concurrent construction activity)</p> <p>(b) Construction Noise and Vibration Impact Assessments (CNVMP) that identifies and provides a quantitative assessment of the main noise generating sources and activities during construction. Details are to be provided outlining any mitigation measures to ensure the amenity of adjoining</p>	<p>A CTMP is provided at <b>Appendix 20</b> and discussed in <b>Section 7.1.10</b> of the EIS.</p>

**Concept SSD 9579**

<b>Condition No.</b>	<b>Condition of Consent</b>	<b>Response</b>
	sensitive land uses is protected throughout the construction period(s) (c) Community Consultation and Engagement Plans (d) Construction Waste Management Plan (e) Air Quality Management Plan.	
B39	The plans above may be prepared as part of a Construction Environmental Management Plan prepared for implementation under the conditions of any consent for future development applications, having regard to the CONSOLIDATED CONSENT Construction Environmental Management Framework and Construction Noise and Vibration Strategy prepared for the Sydney Metro City and Southwest (CSSI 7400).	Noted