

Building C2/C6 (SSD 6425)


Attachment A – Response to Submissions

Response to Schedule 1: Additional matters identified by the Department of Planning and Environment.

Issue		Lend Lease Response
Department of Planning and Environment		
1	<p>Staging</p> <ul style="list-style-type: none"> The RTS should include a table breaking down the construction schedule into key stages and approximate timeframes. 	<p>The building is not of a scale that such that staged construction is likely to have significant effects on its likely environmental impacts. The project is intended to commence construction as soon as possible following the issue of development consent and construction is expected take up to 16 months. Lend Lease seeks the flexibility to construct the building in stages as required. We request that consent conditions refer to 'the relevant' Construction Certificate and Occupation Certificate to allow the staging of these Certificates where appropriate.</p>
2	<p>Design</p> <ul style="list-style-type: none"> Section 4.2 of the EIS provides a brief assessment of the proposed development against some of the Built Form Principles of the Barangaroo Concept Plan. The RTS should include a detailed assessment of the proposed development against all of the Built Form Principles. Where the proposal is inconsistent with a Built Form Principle, detailed justification for this shall be provided in the RTS. Where a Built Form Principle is deemed not to relate to the proposal, a detailed explanation of this shall be also provided in the RTS. In particular, the Department notes that views down Union Walk from the east looking west would now be inhibited from level 1 and above by Building C2. Built Form Principle No. 7 (view sharing) should therefore be addressed in detail the RTS in this regard. Table 5 of the EIS provides an assessment of compliance of the development with the Urban Design Controls of the Barangaroo Concept Plan. The Department considers that the following Urban Design Controls have not been addressed (or adequately addressed) in the EIS. <ul style="list-style-type: none"> Podium height determined having regard to streetscape, appropriate engagement of the public domain and environmental considerations (Control 2: Street Wall Establishment). The street wall height on Hickson Road shall be robust and complement the eastern side of Hickson Road, seeking a 'boulevard effect' along Hickson Road (Control 2: Street Wall Establishment). For security purposes the secondary routes maybe closed at certain times (Control 5: Ground Floor Permeability and Accessibility in the Public Realm). Building service areas, parking entrances and loading docks will be located on Margaret Street (Control 8: Active Street Fronts). A detailed assessment of compliance with the above Urban Design Controls should be provided in the RTS. If a variation is sought, it will need to be adequately justified in the RTS. It is suggested that plans/diagrams may be used in the RTS to clearly illustrate any variations. 	<p>An individual response to each of the Built Form Principles of the Concept Plan has been provided with the RtS covering letter (refer to Table 2). Additional explanation and justification has been provided regarding the Urban Design Controls specific to this application.</p>
3	<p>Visual Impacts</p> <ul style="list-style-type: none"> The view analysis in the EIS (Section 4.4.3, p. 42) appears to be incomplete with respect to the Secretary's Environmental Assessment Requirements (SEARs). The RTS needs to include further consideration of the potential visual impacts of the development relative to those assessed under the Barangaroo Concept Plan. The RTS needs to include an assessment of potential visual impacts on any nearby sensitive receivers and significant public vantage points in the public domain including photomontages (especially in 	<p>The SEARs required views from Hickson Road, Shelley Street, Napoleon Street, Margaret Street West, Lime Street, and from the adjoining building at 10 Shelley Street. The view analysis included in the EIS included views from:</p> <ul style="list-style-type: none"> <u>Hickson Road</u> at the entry to Union Walk <u>Hickson Road</u> near the corner with <u>Napoleon Street</u> The Wynyard Walk Bridge (in front of <u>10 Shelley Street</u> and above <u>Shelley Street</u>)

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<p>regards to Built Form Principle No.7 (view sharing) as mentioned above).</p>	<ul style="list-style-type: none">- The corner of Sussex Street and <u>Margaret Street West</u> (referred to as Transport Place at the time of the DA)- The corner of City Walk and Shelley Lane <p>Therefore the only equivalent view not provided as part of the view analysis was a view from Lime Street. The reason this view was not provided was that C2 would be obscured by R1, R7 and C5 (see explanatory plan and view from Lime Street below) and therefore a view from this angle would not enable any further assessment to be undertaken.</p>  <p>Section 4.3.3 provided a view analysis that considered the key views from the public domain relevant to the C2 site, being along Hickson Road and down Union Walk.</p> <p>The views provided with the EIS demonstrate that the design does provide for view sharing consistent with Built Form Principle No. 7 (View Sharing) in that from the public domain, in particular on Hickson Road at the intersection with Union Walk the view to Darling Harbour between C4 and C5 is not only maintained but also defined by the built form, which frames the view through the site and reinforces the street corners. Further discussion regarding this view is provided in the Rts covering letter.</p>

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		It is our opinion there are no other nearby sensitive receivers or significant public vantage points that need to be considered.
4	<p>Signage</p> <ul style="list-style-type: none"> Page 27 of the EIS states that future signs within the nominated signage zones will be limited to a maximum of one sign within each signage zone on levels 2 to 6 of the building C2. However, the signage zones indicated in red on the development plans appear to be limited to level 6 only. Clarification should be provided in this regard in the RTS. 	A total of four signage zones are proposed on Level 6 of Building C2, comprising one signage zone per façade. No signage zones are proposed on Levels 1-5 as part of this application. It is intended that a single sign will be provided in up to two of the signage zones, equating to a maximum of two signs for the building.
	<ul style="list-style-type: none"> Given the above, it is therefore unclear from the plans provided in the EIS (Appendix A) where signage zones are to be located on the building/s. It is requested that a specific set plans be provided as part of the RTS that clearly label and shade proposed signage zone area areas. Page 27 of the EIS also states that shopfront and projecting horizontal signs are a proposed on the ground level of the C2 Building and on the faces of the C6 Kiosk which would be subject to design development prior to construction. The EIS also states that a signage strategy for the detailed design of ground level signage would be submitted for approval prior to the issue of the relevant Construction Certificate. In order to finalise its assessment, the Department also considers that further details should be provided in the RTS on how all proposed signage meets the criteria outlined in Schedule 1 of SEPP 64. The EIS restates selected criteria from Schedule 1 of SEPP 64 (Table 3) but provides not in depth consideration or assessment against the relevant provisions. This should be provided as part of the RTS. The EIS proposes to provide the detailed design of the proposed technology screen and the guiding principles for its curation prior to construction. In this regard, the EIS also notes that the Barangaroo Public Art Strategy will be finalised in the near future. Given the potential visual impacts of the proposed technology screen, its use for advertising purposes and hours of operation (24 hours, 7 days-a-week), the Department does not support this approach and requests that the technology screen be removed from the subject application. In order to allow a proper and detailed assessment, the Department considers that it would be more appropriate for the proposed technology screen to form part of a separate future application to the relevant consent authority following finalisation of the detailed design in accordance with the Barangaroo Public Art Strategy. 	<p>It is not considered necessary that separate signage plans be provided given that only signage zones are proposed on the building exterior. The signage zones have been clearly notated on the plans and illustrate the extent of potential future signage.</p> <p>The proposed strategy of allowing for future shopfront and projecting horizontal signs to be identified in a Signage Strategy is consistent with other approvals across the Barangaroo site. This concept is explored further in the covering RfS letter.</p> <p>A detailed assessment of the criteria in Schedule 1 of SEPP 64 is provided in the covering RfS Letter.</p> <p>The technology screen is no longer included in the proposal, as such, not further assessment is required.</p>
5	<p>Traffic</p> <ul style="list-style-type: none"> It is unclear from the EIS how traffic would be managed once the development commences operation. Full details of operational traffic management (e.g. operation in accordance with a Traffic Management Plan) shall be provided in the RTS. Further, it is unclear from the EIS how the proposed number of bike parking spaces for the commercial component of the development of 1 space has been calculated. A detailed breakdown of the calculations used to arrive at 1 space shall be provided in the RTS. 	<p>Information relating to operational management of traffic are provided in Section 2.1 to 2.8 of the Traffic Report prepared by Arup. Further details on operational traffic management can be provided in an Operational Traffic Management Plan prepared prior to the final occupation of the building.</p> <p>The calculation of bicycle parking has been completed using the following formulas which are consistent with Statement of Commitment No. 47 of the approved Concept Plan (MP06_0162)</p>

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	<p>Retail: 6 bicycle spaces for every 100 Other Uses car parking spaces. This equates to one (1) bicycle space based on a range of 2-5 'Other Uses' car parking spaces permitted as a result of the proposed retail floor space (refer to calculation further below in relation to the car spaces calculation).</p> <p>Commercial: 4% of the commercial GFA/20m². This equates to 15 bicycle spaces.</p> <p>As such, it is clarified a total of 16 bicycle spaces will be provided, comprising one (1) space for the retail component and 15 spaces for the commercial component. Visitor parking will be provided in the public domain in accordance with the Stage 1A development application (SSD6303).</p>
<ul style="list-style-type: none"> The EIS seeks approval for the use of 12 car parking spaces. The Department wishes to confirm in the RTS the breakdown of car parking space allocation by use, calculated in accordance with the Concept Plan. 	<p>As outlined in Section 2.3 of the Traffic Report prepared by ARUP (Appendix D), the allocation of parking at this stage is unknown due to the potential mix of uses which will be provided in Building C2. Two scenarios have been identified regarding the future mix of uses in the building (retail and commercial). These include:</p> <ul style="list-style-type: none"> Scenario 1 - Use of Level 1 of the C2 building for commercial premises (retail – 660m² / commercial – 7,285m²); and Scenario 2 - Use of Level 1 of the C2 building for retail premises and/or health facilities (retail – 1,247m² / commercial – 6,698m²) <p>The calculations for each of these scenarios are provided below using the parking rates within the Concept Plan:</p> <p>Retail Scenario 1</p> $\text{Max number of cars} = \frac{660 \text{ (Total Other FSA)}}{7,945 \text{ (Total FSA)}} \times \frac{1,473.7 \text{ (Site Area)}}{50} = 2 \text{ spaces}$ <p>Scenario 2</p> $\text{Max number of cars} = \frac{1,247 \text{ (Total Other FSA)}}{7,945 \text{ (Total FSA)}} \times \frac{1,473.7 \text{ (Site Area)}}{50} = 5 \text{ spaces}$ <p>Commercial</p>

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		<p>Scenario 1</p> <p>Max number of cars = $\frac{7,285 \text{ (Commercial FSA)}}{600} = 12 \text{ spaces}$</p> <p>Scenario 2</p> <p>Max number of cars = $\frac{6,698 \text{ (Commercial FSA)}}{600} = 11 \text{ spaces}$</p> <p>As evident from the above, the total number of spaces under the Concept Plan could be either 14 or 16 spaces in the respective GFA scenarios. Only 12 spaces are proposed, meaning that in either scenario the parking will be lower than that permitted as a maximum under the approved Concept Plan rates.</p>
	<ul style="list-style-type: none"> It is unclear from the EIS how many loading bays would be made available for the use of future tenants of Building C2 and the C6 kiosk. This information should be provided in the RTS along with details of the location of loading bays and a description of how the final number of loading bays has been determined in accordance with the relevant guidelines/standards. 	<p>Loading Bays within the basement will be provided to serve the retail, residential and commercial components related to the Stage 1A development. This will be a shared facility, which provides good efficiency because the layout, manoeuvring space and the ability for different sized truck spaces can be managed appropriately according to varying needs. The number and range of truck sizes provided for in the loading dock is based on a fully shared facility with managed arrival times and are adequate for all approved development, and development contemplated by the Concept Plan (including the proposed building C2) within Stage 1A.</p>
6	<p>Land Description</p> <ul style="list-style-type: none"> The description of land to be developed is inconsistent between the EIS (p. i) and Development Application form. The correct land description should be clarified in the RTS. 	<p>The C2 building is located within Lot 5 DP876514. However, the extent of the common basement facilities included in the Basement Drawings approved as part of the Project Application lies within Lots 3, 5 and 6 DP876514. Therefore it is requested that the wider site be used for the purposes of describing the land to which the application applies. Please note the definition in the site as described in the form incorrectly referenced Lot 4 instead of Lot 6.</p>
7	<p>Operational Noise</p> <ul style="list-style-type: none"> The EIS highlights that key sources of noise from the operation of the proposed development would be from mechanical plant. However, as detailed specification of the mechanical plant and equipment to be installed on the buildings is not yet available, a quantitative assessment of operational noise was unable to be undertaken. The Department therefore requires that further details are provided in the RTS of the types of mitigation and management measures that would be implemented to ensure that the operational noise impacts of mechanical plant and equipment would comply with the relevant operational noise criteria at all nearby sensitive receivers. Examples of such measures could include use of acoustic enclosures on plant, strategic positioning of plant and selection of low-noise generating plant and equipment. 	<p>It is not possible to nominate specific measures to mitigate noise impacts from the future plant associated with the building is at this stage given that the specific mechanical plant is yet to be selected, and will be confirmed during the design development and contractual phases prior to construction. At the time of design development, specific mitigation measures will be provided to ensure that the plant achieves acoustic targets and does not have any adverse impact on nearby sensitive receivers. Examples of such specific measures include acoustic attenuated plant enclosures/rooms, anti-vibration plant footing/mounting and implementation of an inspection and maintenance procedures having regard to the with the manufacturer's instructions or specifications.</p> <p>This can be addressed by Condition of Consent, as is the standard approach adopted in Development Applications, including previous approvals on the Barangaroo South site. An example of such a condition (extracted from the Consent for Buildings R8 and R9) is below:</p> <p><i>NOISE CONTROL - MECHANICAL PLANT AND EQUIPMENT</i> Noise associated with the use of any mechanical plant and equipment shall not give</p>

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		<p>rise to any one or more of the following :</p> <ol style="list-style-type: none"> (1) Transmission of an "offensive noise" as defined in the Protection of the Environment Operations Act 1997 to any affected receiver. (2) A sound pressure level at the boundary of any affected receiver that exceeds the background (LA90, 15 MINUTES) noise level by more than 5dB. The background noise level must be measured in the absence of noise emitted from the use in accordance with Australian Standard AS 1055.

Response to Agency and Council Submissions

Key Issues Raised		Lend Lease Response
Sydney Water		
1	<p>Water</p> <p>Potable water for the Barangaroo development will be supplied by Sydney Water. The potable water supply to the site will be via a proposed ring main extended from the existing watermain in Hickson Road. This Sydney Water watermain will be located in the road corridor above the basement of buildings C2, C3 and C4.</p> <p>A potable water top-up facility will be provided to the Recycled Water Plant and will service only the Barangaroo development. When the recycled water demand exceeds the supply from the RWP, potable water will be used for Barangaroo South and Barangaroo Central to top up the recycled water tank.</p> <p>A potable water back-up supply will be via an extension from the proposed Sydney Water ring main. The back-up supply may require when the RWP is offline or during seasonal variations to cover the peak demand if required.</p>	<p>Agreed. To clarify, potable water for the Barangaroo development will be supplied by Sydney Water. The potable water supply to the site will be provided via a proposed looped main connected at two locations into the existing watermain in Hickson Road. This Sydney Water watermain will be located in the road corridors above the basement ground plane slab in Shelley Street, Lime Street and Globe Street.</p> <p>Agreed. To clarify, a potable water top-up facility will be provided to the Recycled Water Plant scheme from the potable water supply to the Basement and will service only the Barangaroo development; potable water top-up will not be provided for RW export customers. When the recycled water demand exceeds the supply from the RWP or the RWP is offline, potable water will be used for Barangaroo South and Barangaroo Central to provide a water service for non-potable water uses.</p> <p>Noted.</p>
2	<p>Recycled Water</p> <p>Recycled water will be provided to the development by Lend Lease Recycled water (Barangaroo South) from the proposed private Recycled Water Plant.</p>	<p>Noted.</p>
3	<p>Wastewater</p> <p>Within the Barangaroo development, Lend Lease Recycled Water (Barangaroo South) will collect wastewater through a private sewerage network which will discharge to an internal private Recycled Water Plant (RWP).</p>	<p>Agreed. To clarify, within the Barangaroo development, Lend Lease Recycled Water (Barangaroo South) will collect wastewater through a private sewerage network which will discharge to an internal private Recycled Water Plant (RWP) for treatment.</p>

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	Wastewater discharge from the treatment plant, containing treatment by-products, will flow to Sydney Water sewer in Hickson Road which discharges to SP1129. Wastewater discharge will be covered under consent to discharge industrial trade wastewater.	Agreed. To clarify, wastewater discharge from the treatment plant, containing treatment by-products, will flow to Sydney Water sewer in Hickson Road which discharges to SP1129. Wastewater discharge will be covered under industrial trade agreement with SWC to discharge into SWC system.
	In an emergency situation, when the recycled water plant is not operational or during planned maintenance period; Partial or full discharge of wastewater from the development will be discharged in Sydney Water 450mm sewer main in Hickson Road via a gravity overflow connection. In this situation, Recycled Water Plant Operator is to inform Sydney Water Service that the emergency discharge from Barangaroo is required. This will allow Sydney Water service to prepare for accepting the flow and also avoid any maintenance activities on SP1129.	Agreed. To clarify, in an emergency situation, when the recycled water plant is not operational or during planned maintenance period; partial or full discharge of wastewater from the development will be discharged in Sydney Water sewer main in Hickson Road via a by-pass gravity connection into SW gravity main fronting the Development. In this situation, Recycled Water Plant Operator is to inform Sydney Water Service that the emergency discharge from Barangaroo is required. This will allow Sydney Water service to prepare for accepting the flow and also avoid any maintenance activities on SP1129. In addition, emergency wastewater storage has been constructed to provide additional storage for wastewater to SP1129.
	In addition, an alarm/alert system will be installed such that SWC are made aware of any overflow above normal discharge conditions agreed in the Trade Waste Agreement.	Noted.
City of Sydney Council		
1	Public Domain Issues Coordination between the Stage 1A Public Domain and the proposed buildings, through careful review of public domain plans and associated alignment levels at the detailed design phase, is critical to the building interfaces and surrounding infrastructure and services. Confirmation is sought of the future ownership/responsibility for the public domain areas. A decision on future maintenance and upkeep of the public domain is necessary so that appropriate specification of materials, furnishings and workmanship can be conditioned and inspected throughout the construction phase.	Noted and agreed. In light of the importance of this matter, careful consideration has been given to the integration of the proposed Stage 1A Public Domain works (as proposed under a separate State Significant DA) with the proposed development. The finished levels, materials and finishes shown on the architectural drawings are consistent and compatible with those shown on the Stage 1A Public Domain DA drawings. It is envisaged that the open relationship between the future Building C2 and the public domain will be maintained as much as possible in light of relevant licensing requirements. In response to the query raised, the Barangaroo Delivery Authority will retain ownership of Public Domain at Barangaroo. This response is consistent with earlier responses to the same query. It is requested that the City of Sydney and the Department take note of this response for future reference.
2	Transport Issues The quantum of bicycle parking associated with the buildings is considered significantly low given the high modal share targets for sustainable transport across the precinct. In lieu of the bike parking rates adopted in Concept Plan Mod 4, it is recommended that the City of Sydney rates are used.	Bicycle parking for Building C2 is proposed to be provided in accordance with the approved rates under the Barangaroo Concept Plan. The approach to providing bicycle parking is consistent with previous applications at Barangaroo South and is in accordance with the approved Transport Management and Access Plan.

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Key Issues Raised		Lend Lease Response
3	<p>Design Issues</p> <p>The architectural resolution of the Union Walk connection through the combined C2/C6 building will make a valuable contribution to the public experience of both Barangaroo South and Hickson Road and is supported.</p>	Noted.
	<p>The Kiosk adjacent to C2/C6 is currently aligned with the lift up to the Wynyard Walk Bridge. However, the dominant and well-established alignment along Hickson Road will be with the colonnade to C2/C6. It is unclear why the colonnade alignment has not been maintained for the locating and siting of the Kiosk. Consideration should be given to adjusting the siting of the Kiosk further into Hickson Place.</p>	The kiosk has been removed from the Architectural Drawings and no approval is any longer sought for the kiosk as part of this application.
4	<p>Recommended Conditions</p>	
	<p><u>(1) Construction Traffic Management Plan</u></p> <p>A Construction Traffic Management Plan must be submitted and approved prior to a Construction Certificate being issued.</p>	Noted. This is standard for Barangaroo. It is requested that the wording of such a condition is consistent with earlier development consents issued at Barangaroo rather than wording suggested by the City of Sydney.
	<p><u>(2) Alignment Levels – Major Development</u></p> <p>(a) Proposed building floor levels, basement levels and ground levels shown on the approved Development Application plans are indicative only and have not been approved by this consent.</p> <p>(b) Prior to a Construction Certificate being issued for any building work, excluding approved preparatory or demolition work, alignment levels for the building and site frontages must be submitted to and approved by Council. The submission must be prepared by a Registered Surveyor, must be in accordance with the City of Sydney's <i>Public Domain Manual</i> and must be submitted with a completed Alignment Levels checklist (available in the <i>Public Domain Manual</i>) and Footpath Levels and Gradients Approval Application form (available on the City's website).</p> <p>(c) These alignment levels, as approved by Council, are to be incorporated into the plans submitted with the application for a Construction Certificate for any public domain work as applicable under this consent. If the proposed detailed design of the public domain requires changes to any previously approved Alignment Levels, then an amended Alignment Levels submission must be submitted to and approved by Council to reflect these changes prior to a Construction Certificate being issued for public domain work.</p>	<p>It is not appropriate to impose this condition of consent as it does not reasonably relate to the scope of the subject DA. The resolution of levels in the surrounding public domain, including integration with Hickson Road and Wynyard Walk will occur pursuant to conditions of consent relating to the Stage 1A Public Domain DA, not this application.</p> <p>The ground floor plane below the colonnade of C2 (not public domain) has been designed to match the FFL of building C2 (RL +3.5 m) and integrate with the surrounding public domain (as proposed under the Stage 1A Public Domain DA). The proposed levels are subject to design development but will be generally consistent with that illustrated on the drawings submitted with the DA. A proposal has been prepared for the raising of Hickson Road to integrate with the levels of the Barangaroo South site. Should Hickson Road not have been raised in time for occupation of Commercial Building C2, a temporary design solution for integration of colonnade with the existing levels of Hickson Road will be prepared.</p>
	<p><u>(3) Paving Materials</u></p> <p>The surface of any material used or proposed to be used for the paving of colonnades, thoroughfares, plazas, arcades and the like which are used by the public must comply with AS/NZS 4586:2004 (including amendments) "Slip resistance classification of new pedestrian surface materials".</p>	Noted.

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<p><u>(4) Public Domain Plan</u></p> <p>(a) A detailed Public Domain Plan must be prepared by a suitably qualified architect, urban designer, landscape architect or engineer and must be lodged with Council's Public Domain Section and be approved by Council prior to a Construction Certificate being issued for public domain work or above ground building work, whichever is later. The Public Domain Plan must be submitted with a completed Public Domain Plan checklist (available in the City of Sydney's <i>Public Domain Manual</i>).</p> <p>(b) The Public Domain Plan must document all works required to ensure that the public domain complies with the City of Sydney's <i>Public Domain Manual</i>, <i>Sydney Streets Design Code</i> and <i>Sydney Streets Technical Specification</i>, including requirements for road pavement, traffic measures, footway pavement, kerb and gutter, drainage, vehicle crossovers, pedestrian ramps, lighting, street trees and landscaping, signage and other public domain elements. If an Alignment Levels condition applies to the development, the Public Domain Plan submission must incorporate the approved Alignment Levels. If the proposed detailed design of the public domain requires changes to any previously approved Alignment Levels, then an amended Alignment Levels submission must be submitted to and approved by Council to reflect these changes prior to a Construction Certificate being issued for public domain work.</p> <p>(c) The works to the public domain are to be completed in accordance with the approved Public Domain Plan and Alignment Levels plans and the <i>Public Domain Manual</i> before any Occupation Certificate is issued in respect of the development or before the use commences, whichever is earlier.</p>	<p>This is not relevant to the scope of the DA.</p>
<p><u>(5) Public Domain Works - Hold Points And Handover</u></p> <p>(a) Prior to a Construction Certificate being issued for public domain work, including civil, drainage and subsurface works, a set of hold points for approved public domain, civil and drainage work is to be determined with and approved by the City's Public Domain section in accordance with the City of Sydney's <i>Public Domain Manual</i> and <i>Sydney Streets Technical Specification</i>.</p> <p>(b) Prior to a Certificate of Completion being issued for public domain works and before the issue of any Occupation Certificate for the development or before the use commences, whichever is earlier, electronic works-as-executed (as-built) plans and documentation, certified by a suitably qualified, independent professional must be submitted to and accepted by Council for all public domain works. Completion and handover of the constructed public domain works must be undertaken in accordance with the City of Sydney's <i>Public Domain Manual</i> and <i>Sydney Streets Technical Specification</i>, including requirements for as-built documentation, certification, warranties and the defects liability period.</p>	<p>This is not relevant to the scope of the subject DA.</p>

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<p><u>(6) Stormwater And Drainage - Major Development</u></p> <p>(a) Prior to a Construction Certificate being issued for any excavation, civil construction, drainage or building work (whichever is earlier), excluding approved preparatory or demolition work, details of the proposed stormwater disposal and drainage from the development including a system of on-site stormwater detention in accordance with Council's standard requirements and details of the provision and maintenance of overland flow paths must be submitted to and approved by Council. All approved details for the disposal of stormwater and drainage are to be implemented in the development.</p> <p>(b) The requirements of Sydney Water with regard to the on site detention of stormwater must be ascertained and complied with. Evidence of the approval of Sydney Water to the on-site detention must be submitted prior to a Construction Certificate being issued excluding any approved preparatory, demolition or excavation works.</p> <p>(c) Prior to the issue of any Occupation Certificate, a Positive Covenant must be registered on the title for all drainage systems involving On-Site Detention (OSD) to ensure maintenance of the approved OSD system regardless of the method of connection.</p> <p>(d) Any proposed connection to the Council's underground drainage system will require the owner to enter into a Deed of Agreement with the Council and obtain registration on Title of a Positive Covenant prior to Construction Certificate being issued for public domain works or above ground building works, whichever is earlier, and prior to the commencement of any work within the public way.</p> <p>(e) An "Application for Approval of Stormwater Drainage Connections" must be submitted to the Council with the appropriate fee at the time of lodgement of the proposal for connection of stormwater to the Council's drainage system.</p>	<p>Council's approval is not relevant to works on private property. Furthermore, drainage from the site will occur within Barangaroo South via connections to provided for under the approved Stage 1A Basement Project and the Stage 1A Public Domain DA. Sydney Water requirements will apply.</p>
<p>Schedule 1B - Site Rectification / Hoarding Approval / The Public Way</p>	
<p><u>(7) Defects Liability Period – Public Domain Works</u></p> <p>All works to the City's public domain, including rectification of identified defects, are subject to a [insert time frame, typically 12] month defects liability period from the date of final completion. The date of final completion will be nominated by Council on the Certificate of Completion for public domain works.</p>	<p>This is not relevant to the site or scope of proposed works. Council does not own the land on the site, nor the adjacent roads. This should be noted by the City of Sydney and the Department in the context of future applications at Barangaroo South to minimise the need to respond to repeated comments and queries of this nature.</p>
<p><u>(8) Drainage And Service Pit Lids</u></p> <p>Drainage and service pit lids throughout the public domain shall be heelguard and bicycle safe, finish flush with the adjacent pavement to avoid trip hazards and be clear of obstructions for easy opening and cleaning. Pit lids shall be in accordance with the <i>City of Sydney's Sydney Streets Design Code</i> and <i>Sydney Streets Technical Specification</i>. Details of drainage and service pit lids shall be submitted and approved by Council prior to a Construction Certificate being issued for the relevant stage of work.</p>	<p>This is not relevant to the scope of the DA.</p>

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Attachment A – Response to Submissions

Key Issues Raised	Lend Lease Response
<p><u>(9) Public Domain Lighting</u> (a) Prior to a Construction Certificate for public domain works or above ground building works being issued, whichever is later, a detailed Public Domain Lighting Plan for pedestrian and street lighting in the public domain must be prepared by a suitably qualified, practicing lighting engineer or lighting designer and must be submitted to and approved by Council. The Lighting Plan must be prepared in accordance with the City of Sydney's Interim Draft Sydney Lights Design Code, Sydney Streets Design Code, <i>Sydney Streets Technical Specification</i> and <i>Public Domain Manual</i> and must include the following:</p> <ul style="list-style-type: none"> i. Vertical and horizontal illuminance plots for the public domain lighting design to demonstrate compliance with all relevant Australian Standards and to meet the lighting categories and requirements specified by the City; ii. The location, type and category of existing and proposed lights, including details of luminaire specifications, required to ensure compliance with City policies and Australian Standards; iii. Footing locations and structural details; iv. Location and details of underground electrical reticulation, connections and conduits; v. Certification by a suitably qualified, practicing lighting engineer or lighting designer to certify that the design complies with City policies and all relevant Australian Standards including AS 1158, AS 3000 and AS4282; vi. Structural certification for footing designs by a suitably qualified, practicing engineer to certify that the design complies with City of Sydney policies and Australian Standards. <p>(b) The public domain lighting works are to be completed in accordance with the approved plans and the City of Sydney's <i>Public Domain Manual</i> before any Occupation Certificate is issued in respect of the development or before the use commences, whichever is earlier.</p>	<p>This is not relevant to the scope of the DA.</p>
<p><u>(10) Tactile Ground Surface Indicators And Handrails</u> All tactile ground surface indicators, handrails and other elements required to provide access into the building / property must be located entirely within the private property boundary.</p>	<p>This is not relevant to the scope of the DA. The DA will accord with the relevant provisions of the BCA and Australian Standards.</p>

Building C2/C6 (SSD 6425)

Attachment A – Response to Submissions

Key Issues Raised		Lend Lease Response
Transport for NSW		
1	<p>Construction Pedestrian and Traffic Management Plan TfNSW requests that a Construction Pedestrian and Traffic Management Plan (CPTMP) be prepared prior to the commencement of construction. The CPTMP needs to specify any potential impacts to general traffic, cyclists, pedestrians, bus services and bus facilities operating on roads within the vicinity of the site from construction vehicles during the construction of the proposed works. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate these should be clearly identified and included in the CPTMP.</p> <p>The CPTMP should include the cumulative construction impacts of all the projects planned adjacent to the site and within the Wynyard Precinct including the Wynyard Walk, Public Domain Works and Barangaroo Ferry Hub projects.</p>	Noted. This is standard for Barangaroo. It is requested that the wording of such a condition is consistent with earlier development consents issued at Barangaroo.
2	<p>CBD Metro Corridor TfNSW acknowledges that the proponent has considered CBD Metro Corridor when preparing the development applications. TfNSW requests that the proponent engages an independent Authorised Engineering Organisation (AEO) to verify that there is no conflict between the subject developments and the CBD Metro Corridor.</p>	The development is in accordance with the Metro Deed with RMS (of which TfNSW is a part), the Barangaroo Delivery Authority and Lend Lease. Verification of the development will be carried out pursuant to the requirements of the Deed. If considered necessary, a condition of consent to this effect could be imposed.
Ausgrid		
1	<p>No objections are raised, subject to the following conditions being met:</p> <ol style="list-style-type: none"> 1. The Proponent shall continue to negotiate with Ausgrid and finalise the following in favour of Ausgrid: <ol style="list-style-type: none"> i. easements; ii. leases; and iii. rights of way, as contemplated in the enclosed plans prepared by Patrick Walsh of GeoStrata, dated 31 July 2014. 2. The Proponent shall provide reasonable access to Ausgrid for the installation and commissioning of Ausgrid's electrical infrastructure throughout the course of the project. 3. The Proponent shall not interfere with Ausgrid's electrical infrastructure. 	Noted.
Roads & Maritime Services		
1	No objection	Noted.
Office of Environment and Heritage		
1	No objection	Noted.
Environment Protection Authority		
1	No objection	Noted.