

SICEEP, SOUTH EAST PLOT (SSDA9) – CONSOLIDATED AGENCY RESPONSE TO SUBMISSIONS

Key Issue		Response
Department of Planning and Environment		
Public Domain / CPTED		
1	Clarify the proposed use of the undercroft area fronting Hay Street, including what measures will be employed to prevent antisocial behaviour and vagrancy. Consideration should be given to increasing the active uses or other alterations to define this space and give it purpose.	The undercroft is principally required to enable overland flow and the construction of a culvert along Hay Street in a specific location. This stormwater constraint and other technical requirements have necessitated the provision of an undercroft within the South East Plot. The activation of the undercroft was a key design consideration for the precinct. A well activated undercroft will serve as a deterrent to anti-social behaviour and vagrancy. To achieve this activation, pedestrian desire lines along Hay Street are focused as much as possible toward and through the colonnade. The residential lobby for Building SE1 and Building SE3 is located midway along the undercroft and will focus the foot traffic to 362 apartments to and through the colonnade. Two retail tenancies have been located on the corners of the Boulevard and Harbour Street, anchoring the ground plane of the development and encouraging activity in the colonnade space. Activation will be achieved by providing outdoor dining in the case of a retail food tenancy or dynamic shop front displays in the case of traditional retail. This in combination with expansive glazed retail facades will ensure the space has a sense of activation. To prevent vagrancy, the extent of any 'nooks' along the façade have been minimised to ensure the space is perceived as safe. This principle of safety will be further reinforced through effective lighting in the colonnade.
Amenity		
2	The following further information/clarification is required in response to the recommendations of the SEPP 65 Apartment Design Guide:	Arup has prepared an analysis of the proposed number of apartments and the provision of lifts within Building SE1, confirming that due to the specifications of the lifts and the number/mix of apartments being serviced, the lifting strategy is acceptable (refer to Appendix H). This matter has been addressed in detail in the covering Response to Submissions Report and at Appendix G.
2a	The SE1 building provides 97 apartments per lift. Provide justification for exceeding the maximum number of apartments sharing a lift (40)	
2b	Confirm the location and total number of 1 and 2 bedroom apartments that are noncompliant with minimum apartment sizes. Where possible apartments should be reconfigured to comply with the ADG recommended standards or further justification should be provided for the non-compliance	

Key Issue		Response
2c	Confirm the location and total number of balconies that are non-compliant with minimum balcony sizes. Where possible balconies should be reconfigured to comply with the ADG recommended standards or further justification should be provided for the noncompliance	This matter has been addressed in detail in the covering Response to Submissions Report and at Appendix G .
2d	Confirm (including providing a breakdown) the overall solar access for apartments within Darling Square	This matter has been addressed in detail in the covering Response to Submissions Report and at Appendix G .
2e	Confirm the location and total number of apartments with rooms less than the recommended minimums. Where possible apartments should be reconfigured to comply with the ADG recommended standards or further justification should be provided for the non-compliance	This matter has been addressed in detail in the covering Response to Submissions Report and at Appendix G .
2f	Confirm the location and total number of apartments with storage area less than the recommended minimum. Where possible storage areas should be reconfigured to comply with the ADG recommended standards or further justification should be provided for the non-compliance	Appropriate storage is provided to each apartment, with minimum sizes provided in accordance with the Design Criteria of the ADG. Further information detailing consistency with the Design Criteria is provided at Appendix G .
Built Form and Urban Design		
3	Confirm the material used for the bi-folding screens on northern elevation and how they will be prevented from weathering.	The bi-folding screens on the northern elevation will consist of powder coated aluminium which is a robust material that has been selected for its outdoor performance. The proposed materials are of a high quality and are unlikely to degrade from weather exposure. See Appendix F .
4	Justify the proposed colour of the terracotta podium cladding and how this relates to the deeper/warmer colours of existing buildings and the neighbouring approved North East Plot.	The proposed palette of materials comprising terracotta, metal, precast concrete and glass provide a contemporary reference to the existing masonry buildings surrounding the site, whilst responding to the future buildings at Darling Square (including those approved in the immediate vicinity of the South East Plot). Durable and cost-effective materials have been proposed that are considered by the project team to be timeless, avoiding the flux of trends. The development will complement, yet provide contrast to, the approved developments within the Darling Square precinct, and will reinforce the traditional materiality of Haymarket that is appropriate given its interface and proximity to the varying grains of the existing urban fabric such as Market City to the south of the South East Plot. All development quadrants of Darling Square achieve a unique and individual personality through contrasting materials and design. The South East Plot seeks to continue this inter-relationship with the proposal providing an attractive, yet contrasting, design to the approved North East Plot whilst at the same time referencing the local character. See Appendix F.
Noise and Ventilation		
5	Indicate which specific apartments are likely to be effected by noise.	It has been confirmed by Wood & Grieve Engineers that those apartments on levels 2-5 across all three buildings may be impacted by noise. It is proposed that acoustic glazing will be installed to all affected apartments as required in accordance with the information provided at Appendix I . Acoustic glazing will ensure that all apartments achieve a suitable internal noise amenity in the event of noise being emitted from the Square.

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	Confirm which apartments will be provided with 'alternative solutions for ventilation' to address exposure to high noise levels from retail/public realm activities.	Mechanical ventilation is provided to all apartments (including those across level 2-5) to provide outside air at a flow rate of 250 litres/second to all corridors via a central supply shaft. From all corridors air can pass into individual apartments via an over door transfer grill. The potential airflow will exceed the minimum effective outdoor airflow requirements of Appendix A of AS 1668.2. The ability for natural ventilation in all apartments is discussed by Wood Grieve Engineers at Appendix I .
Wind		
6	Suggest additional mitigation measures to improve the wind environment at podium level and at Boulevard ground floor level.	A detailed response to this matter has been provided in the covering Response to Submissions Report. In summary, appropriate mitigation measures are provided in the proposal to achieve a suitable wind environment both on the podium and at the ground plane. See Wind letter at Appendix J .
Landscaping		
7	Justify the use of planting to screen the blank wall of the above ground car park. In addition: a) provide information on the likely success of planting in this location and how long it will take for the planting to provide an effective screen; b) provide clearer computer generated image(s) showing what the above ground car park wall will look like before the planting provides an effective screen or dies.	The Little Hay Street extension creates an important pedestrian pathway that will result in a new and unique activated laneway. The design of the South East Plot has responded to the laneway scale by creating a series of unique frontages at the ground plane with a mix of smaller retail spaces and individual awnings to provide a sense of identity and enabling street level activity. To further enhance the user experience of the laneway and to ensure a sense of human scale, it is proposed to set back the building mass at this location, away from the plot boundary. In order to soften the built form and to enhance the laneway, it is proposed to provide landscaped planters along the first floor. The planter would grow to a mature height of 6 metres providing sufficient screening to the car park. A letter confirming the above has been prepared by Turf and is provided at Appendix E. Two additional photomontages of the Little Hay Street frontage illustrating no landscaping has been provided at Appendix D. Further details of the proposed screening material are also provided at Appendix D.
Other		
8	All of the graphical annotations superimposed on Image 1.16 (p35) in the Architectural Design Report should be corrected to correlate with the base image.	Figure 1.16 has been updated and is provided at Appendix F .
26	Landowner's consent is required.	Landowners consent is being obtained and will be provided throughout the assessment process.
27	Confirm whether consultation has been undertaken with Sydney Water about likely flooding impacts and the proposal to build-over/near Sydney Water assets. Further consultation may be required with Sydney Water prior to the submission of the Response to Submissions.	The project team has consulted with Sydney Water on likely flooding impacts and the proposed South East Plot design. Sydney Water stormwater amplification is proposed to be undertaken as part of the development in accordance with the Sydney Water approved design under CASE Number 137847SW.certified 5th May 2016. It is confirmed that the proposed South East Plot design is consistent with Sydney Water's requirements of this approval (as relevant).
28	The proposed number of construction/operational jobs cited within the Application Form for the North and South East Plots do not match the figures provided within the corresponding EIS 'Economy and Employment' section. Provide confirmation of the construction / operation jobs for the North and South East Plots.	A total of 1500 construction jobs and 100 operational jobs will be associated with the South East Plot.

Key Issue		Response
29	All reports submitted as part of the modification application should be reviewed in light of any revisions made in the resolution of the issues noted above.	Noted, all relevant reports have been updated as necessary.
City of Sydney Council		
SEPP 65 and Apartment Design Guideline (ADG) Compliance		
It is the City's view that the amenity of the proposed apartments require improvement. Solar access is achieved to 47% of apartments where 70% is design criteria in objective 4A-1. Also contributing would be undersized 1 bedroom apartments at 45sqm and non-compliant living room widths. Alternative apartment layout, orientation, mix and positions should be achieved to increase amenity and be closer to ADG objective 4D-1, 4D-2 and 4D-3.		All matters relating to consistency with the ADG have been addressed in the covering Response to Submissions Report and at Appendix G .
The proposal includes internalised studies which are not compliant with the ADG.		As above, matters relating to consistency with the ADG have been addressed in the covering Response to Submissions Report and at Appendix G . The proposal is entirely consistent with the objectives of the ADG.
Building separation distances do not comply with the ADG and no privacy or acoustic mitigation mechanisms are incorporated.		As above, matters relating to consistency with the ADG have been addressed in the covering Response to Submissions Report and at Appendix G . The proposal is entirely consistent with the objectives of the ADG and the approved Concept Proposal envelopes. Visual privacy and acoustic measures have been implemented into the South East Plot as required to ensure an appropriate level of amenity is achieved.
Car Park Screening		
The DA drawings indicate planter beds along the aboveground car parking at Level 1. This appears to be the only use of landscaping in the Darling Square development to screen car parking. Behind the landscaping is a screening element. The facade should successfully screen the car park regardless of the success of the planting. Future maintenance by a strata plan is also unlikely to sustain a quality outcome. The City would support the removal of the landscaping and more detail being provided on the quality of the physical screening.		As outlined above, a high quality screening treatment will be provided to the Little Hay Street frontage, regardless of the success of the proposed landscaping. It is confirmed that the Strata Management Statement will require the implementation of a maintenance regime and general management of the planter boxers, ensuring that the proposed landscaping is cared for and is successful.
Perimeter Plans		
As was raised in the City's submission to the Stage 1 DA, the parameter block plans for the South-East Plot are substantially larger than the Stage 2 DA counterparts. The Stage 1 DA plans should reflect the Stage 2 DAs. There is no reason to bulk up the Stage 1 envelopes. This sets an expectation that envelopes may change in Stage 2 DAs or through later modifications, bringing with it increased environmental impacts.		The South-East Plot is the sixth application progressed under the Darling Square Concept Proposal (SSD 13_5857), representing one of the final applications to be progressed in accordance with the Stage 1 Approval. The Concept Proposal established a maximum building envelope for each plot and an approved maximum GFA within the entire Darling Square development area. The built form of the South East Plot has been informed by the guiding approved Concept Proposal and is completely within the maximum building envelope established by the Concept Proposal and does not exceed the GFA for the Darling Square site (as proposed to be amended). A full assessment of the proposal's consistency with the approved Concept Proposal was provided with the exhibited EIS. It was determined from this assessment that the South East Proposal is generally consistent with the approved Concept Proposal. As such, the proposal is considered appropriate and in accordance with the Stage 1 Approval.

Key Issue	Response
Wind	
The City requests that the Applicant confirm whether the findings and recommendations of the wind assessment is capable of being incorporated. For example, significant wind effects are predicted at the ground level and podium levels of the South-East Plot, negative effects not compatible with outdoor dining are predicted along Little Hay Street. The City has consistently raised the need for the tower forms of the Darling Square development to be setback from the podium edge at least 5m to mitigate downdrafts. This is a standing recommendation. The Stage 2 DA should incorporate all necessary wind mitigation measures at this stage.	As discussed above, this matter has been addressed in the covering Response to Submissions Report and is outlined in the updated wind assessment (refer to Appendix J).
Public Art	
A revised Public Art Strategy has been lodged to the Department and has since been presented by the Applicant and their public art consultant to the City of Sydney Public Art Advisory Panel (PAAP). The budget that appears to be allocated by the Applicant for public art is not commensurate with the scale and cost of the development. The Applicant should be requested to confirm their budget for public art. The City recommends the allocation of 1% of the total Darling Square capital investment value to public art projects in the public domain.	The public art to be provided within Darling Square is being delivered and co-ordinated in a site-wide manner, therefore the approach of the South East Plot is consistent with the previous approved plots. Public art is one of many social benefits which will be delivered through the Darling Square development, and more importantly, through the overall redevelopment of the Sydney International Convention, Exhibition and Entertainment Precinct. It is important to consider this public benefit in line with the other benefits to be provided through the project. Ultimately, the public art to be delivered in the precinct will greatly enhance the urban fabric and visual interest provided in the locality, vastly improving the appearance of the area when compared to the existing situation.
Affordable Housing	
The Applicant has continually put the view forward that student housing within the West Plot satisfies affordable and key worker housing in Darling Square. The City's previous submissions on the Stage 1 DA, North-East Plot Stage 2 DA and South-West Plot Stage 2 DA identified that a minimum of 10%, and preferably 20%, of the residential GFA should be allocated as affordable or key worker housing. This desire stands in relation to the South-East Plot DA. The South-east Plot is now the remaining opportunity within one of the last remaining large-scale renewal projects in the City capable of containing key worker housing. Access to affordable housing is an essential component of an inclusive, dynamic and sustainable city.	The proposal for the South East Plot is consistent with previous stages of Darling Square in providing new housing to overcome Sydney's current undersupply of housing. Investigations of additional forms of housing that are affordable have been undertaken on a site wide basis, as expressed in past applications. Within the overall SICEEP precinct a variety of housing types and sizes will be provided that will inform a diverse range of prices. Affordable housing options are to be provided in the form of student housing, consisting of 1303 beds. The delivery of this form of affordable housing is considered the most desirable due to the locational advantages of nearby tertiary institutions, as well as proximity to key transport hubs, facilities and services. This approach has been agreed and approved in previous stages of Darling Square.
Harbour Street Works	
The South-East Plot contains a draft concept for street tree planting, paving, lighting and parking along Harbour Street "outside of the site boundary and owned by Council". The site boundary this refers to cuts the existing Harbour Street footpath in two. The Applicant is proposing to pave half of the footpath and leave the remainder to be "refined and finalised" later. Commitment to funding the footway upgrade is absent. This approach is not acceptable to the City. The City has raised the project's lack of integration with the surrounding street network in all of its submissions on Darling Square to date and this highlights the issue. An arbitrary boundary dictated by the former control lines of Infrastructure NSW must not result in negative environmental impacts through incomplete streetscape upgrades and unresolved integration with surroundings.	Efforts have been made by the proponent to instigate discussions on and resolve the design and delivery of Harbour Street public domain, including arranging meetings/consulting with Council (as the landowner and roads authority), Transport for NSW (including RMS) and the City Centre Transport Taskforce. The outcome from these discussions reveals that there is at present differing views (between principally Council and TfNSW) as to what the ultimate form of the Harbour Street should be, therefore it has been difficult to come to a resolution on a final design outcome. Lendlease is committed to achieving a more pedestrian friendly environment on Harbour Street, with a draft Concept for that land along Harbour Street outside of the site boundary and owned by Council included within the Public Domain Drawing prepared by Aspect. This approach of providing a draft concept is consistent with the approved strategy in the North East Plot SSDA.

Key Issue	Response
The North-East Plot SSD consent contains the following condition. This condition does not extend far enough to specify who shall deliver the streetscape upgrades. <i>Prior to the issue of the relevant Construction Certificate, the Applicant shall consult with TfNSW, RMS, Council and the CBD Taskforce (Key Stakeholders) about design options for the Harbour Street layby, which shall include the potential for the removal of some or all of the coach parking bays, build out of the kerb line, improvements to the public domain and street tree planting. This shall include identification of possible alternative coach parking spaces to offset any loss of parking.</i> <i>Following consultation with the Key Stakeholders and resolution of the matter, the Applicant shall submit to the Department, and the Key Stakeholders, a copy of the final design of the Harbour Street layby area.</i> The City requests conditions that specify an obligation on the Applicant to deliver works on the Harbour Street layby for both the North-East Plot and the South-East Plot. Appropriate timing is considered to be completion of works prior to the issue of an Occupation Certificate for the South-East Plot.	Consistent with other applications Lendlease will continue to work collaboratively with all stakeholders including Council to ensure the best outcome for the precinct including integration the site with the surrounding street network. Ultimately, the final decision on the design and funding is the subject of further detailed discussion/resolution/collaboration with these key and other stakeholders and is a matter that is able to be dealt with through the detailed design/construction phase of the project. Given the nature of the matter, a similar condition to that provided in the North East Plot is considered appropriate.
Noise	
The facades and all glazing of the South-East Plot should be designed to mitigate entertainment noise from the Square and retail tenancies at ground floor level to residential uses above. An assessment of the cumulative entertainment noise should be made at this stage rather than left to mitigation measures, or curtailed operating parameters, during the formation of retail tenancy applications. Testing the noise scenario based on “worst case” with all tenancies and the square operating at full outdoor capacities is a more rigorous approach than tenancy-by-tenancy later.	As above, all noise affected apartments on Levels 2-5 will be provided with acoustic glazing as required to ensure an appropriate internal noise environment is achieved. Wood & Grieve Engineers have prepared an acoustic letter assessing the proposed approach and confirming the appropriateness of the heavy glazing (refer to Appendix I).
Mechanical Ventilation	
To avoid future adverse air quality discharge from retail tenancies, including animal fats, grease, smoke and odours, the Applicant should be requested to determine the targeted mechanical capacities of the retail tenancies and their discharge. The design or limitations of mechanical systems may determine how retail spaces are occupied or where a discharge point may be required. This is especially so given the recent popularity of charcoal, wood fire and other solid fuel cooking methods. A thorough analysis of potential food preparation tenancies should be carried out at this stage to ensure the final design is capable of accommodating demand.	The retail use and associated design assumptions within the South East Plot have been carefully considered to promote diversity and flexibility for the occupation of the tenancies. Residential amenity is an important consideration in a mixed-use precinct, particularly with regard to the location and treatment of kitchen exhaust. In this regard, all ground floor tenancies have been designed such that targeted mechanical capacities of the retail kitchen exhaust will be ducted through Building SE2 and out the roof via a mechanical plant room which will include appropriate filtration. Various methods of cooking have been considered in the mechanical design which provides for most applications, however, supplementary filtration will be able to be added by retail operators at the cooking source as required.
Sydney Water	
Stormwater	

Key Issue	Response
The proponent must consider the approved Local Area Servicing Plan prepared for the development site in addition to the following requirements: Building over or adjacent to stormwater assets Please ensure compliance with Sydney Water's guidelines for building over or adjacent to stormwater assets outline the process and design requirements for such activities. As per the guidelines, the applicant is advised of the following: ▪ No building or permanent structure is to be constructed within 1m from the outside wall of the stormwater asset. Permanent structures include (but are not limited to) basement car park, hanging balconies, roof eaves, hanging stairs, stormwater pits, stormwater pipes (excludes simple pavements and lightweight readily removable structures independent of the asset). This clearance requirement would apply for unlimited depth and height. ▪ The applicant is required to submit the elevation drawings with the stormwater channel, to ensure that the proposed buildings and permanent structures are below the zone of influence. ▪ Sydney Water requires a Flood Impact Assessment (FIA) to support such works- the FIA must: ▪ demonstrate that there are no potential adverse flood impacts offsite due to the development; and ▪ evaluate the impacts of flooding on the proposed development. Constructing an access bridge over stormwater assets Please refer to Sydney Water's guidelines for constructing bridges outline the process and design requirements for such activities. As per the guidelines, the applicant is advised of the following: Stormwater connections to existing built assets If there is intention to make direct stormwater connection to Sydney Water's stormwater system, then the connection is to be carried out according to the Asset Creation Process). Further details regarding the process can be obtained from your nominated Water Servicing Coordinator. The applicant is advised of the following: ▪ For pipes with a diameter 300mm or more the connection angle is to be no greater than 30 degrees in the direction of the channel flow. ▪ Proposed connections that are 300mm or more in diameter require a qualified structural engineer to design the connection. A structural engineer's certificate is to be attached with the design drawings. ▪ Proposed connections that are less than 300mm in diameter can use Sydney Water standard drawings to design the connection drawings. ▪ All drawings are to be submitted in AutoCad to the Water Servicing Coordinator. The title of the drawings shall be as follows...	Lendlease will ensure compliance with the Local Servicing Plan – Sydney International Convention and Exhibition Precinct. Lendlease will carry out the Sydney Water stormwater amplification in accordance with Sydney Water approved design under CASE Number 137847SW.certified 5th May 2016. It is confirmed that the proposal is consistent with Sydney Water's requirements (where relevant).

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Flood impact assessment If not already completed the applicant is required to submit a Flood Impact Assessment report based on a current flood model for the proposed development and identify flood hazards. The FIA must: ▪ demonstrate that there are no potential adverse flood impacts offsite due to the development; and ▪ evaluate the impacts of flooding on the proposed development. <i>Please note that this State significant developments still requires a Flood Hazard Management Plan as per Floodplain Development Manual. The flood models need to assess 5, 20, 100 and 100 year plus climate change year storm events.</i> Sydney Water requires the models to be 1 D/2D models. Models should be simple and easy to read illustrating in maps: • Flood levels • Velocities • Hazards Sydney Water needs to ensure that developments do not adversely impact on people, properties and infrastructure.	Extensive Flood Impact Analysis was provided as part of the original Stage 1 Concept Proposal for Darling Square which was approved in December 2013. Subsequent to this analysis, each individual SSDA that has been submitted within Darling Square has been supported by a Flooding, Stormwater and WSUD report. In this regard, this requirement has been satisfied.										
On-site Stormwater Detention For this development you are not required to meet Sydney Water's guidelines for on-site stormwater detention (OSD) ..	Noted.										
Discharged Stormwater Quality Targets If you are not meeting LASP requirements then the stormwater run-off from the site should be of appropriate quality and quantity before discharged into a Sydney Water asset or system. Developments must demonstrate stormwater quality improvement measures that meet the following specified stormwater pollutant reductions: <table border="1"> <thead> <tr> <th>Pollutant</th><th>Pollutant load reduction objective (%)</th></tr> </thead> <tbody> <tr> <td>Gross Pollutants (>5mm)</td><td>90</td></tr> <tr> <td>Total Suspended Solids</td><td>85</td></tr> <tr> <td>Total Phosphorus</td><td>65</td></tr> <tr> <td>Total Nitrogen</td><td>45</td></tr> </tbody> </table>	Pollutant	Pollutant load reduction objective (%)	Gross Pollutants (>5mm)	90	Total Suspended Solids	85	Total Phosphorus	65	Total Nitrogen	45	Lendlease will ensure compliance with the Local Servicing Plan – Sydney International Convention and Exhibition Precinct.
Pollutant	Pollutant load reduction objective (%)										
Gross Pollutants (>5mm)	90										
Total Suspended Solids	85										
Total Phosphorus	65										
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Key Issue	Response
Water and Wastewater Servicing - There is sufficient trunk capacity in the Crown Street and Pyrmont Gravity networks to service the proposed development. - The wastewater system has sufficient trunk and reticulation capacity. Minor reticulation extensions and adjustments may be required. - Water and wastewater adjustments and amplifications will be required based on the proposed connection points and corresponding discharge. - Detailed requirements will be provided at the Section 73 application phase.	Noted.
Office of Environment and Heritage	
No issues raised	Noted.
Environmental Protection Authority	
EPA recommends that the proponent clarify if the proposal is likely to trigger any scheduled activity threshold	It is confirmed the proposal does not trigger any schedule activity threshold.
Transport for NSW	
Sydney Light Rail — Inner West Line There are a number of construction and operational issues resulting from the close proximity of the South East plot building to the light rail corridor and above the corridor (eg. craning over the corridor). It is also noted that the proposed construction activities are likely to interfere with the light rail operation. The applicant needs to enter a number of agreements with TfNSW, the light rail operator and RailCorp as the land owner. Ongoing consultation is also required between these parties during the design and construction of the proposed development.	Noted. This is a matter appropriately dealt with via a condition of consent (similar to that imposed on SSDA 5 – SW Plot which is also located adjacent to the light rail corridor).
Protection of Sydney Trains/TfNSW Easements and TfNSW Infrastructure The proposed South East plot development is located immediately adjacent to the Sydney Trains' and TfNSW easements and TfNSW infrastructure. Assets owned by Sydney Trains' and TfNSW need to be protected. It is requested that the applicant provides all relevant documentation as requested by TfNSW, the rail operator and Sydney Trains for review and endorsement prior to issuing the relevant Construction Certificate.	Noted. This is a matter appropriately dealt with via a condition of consent (similar to that imposed on SSDA 5 – SW Plot which is also located adjacent to the light rail corridor).
Construction Pedestrian and Traffic Management Several construction projects, including the Sydney Light Rail project are likely to occur at the same time at this development within the CBD and Darling Harbour Precinct. The cumulative increase in construction vehicle movements from these projects could impact on general traffic and bus operation in the CBD, and the safety of pedestrians and cyclists within the CBD and Darling Harbour Precinct particularly during commuter peak periods.	The cumulative impact of the proposal has been considered in the Transport and Traffic Impact Assessment provided as part of the application.

Key Issue	Response
Car Park/Loading Dock Arrangements Issue The car park access has been designed to accommodate vehicle movements to loading dock as well. Any queuing at the car park access would have the potential to queue back to public roads. Recommendation TfNSW requests that the applicant be conditioned the following: • The applicant must ensure that the car park entries/exits are designed in such a manner as to ensure that the future queuing areas and capacity requirements comply with Appendix D of AS 2890.1-2004. • The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1 — 2004 and AS2890.2 — 2002 for heavy vehicles where applicable. • The applicant prepares a loading dock management plan for the endorsement of the CBD Coordination Office within TfNSW.	The design of the car park access is to accommodate vehicle movements to the loading dock as well as the car park and is consistent with the arrangements for the North East Plot and South West Plot. A condition of consent similar to that imposed on the North East Plot and South West Plot is considered to be acceptable.
Bicycle Facilities Issue Details of end of trip facilities for the non-residential use(s) such as showers and changing rooms are not provided in the development application to encourage active transport. Recommendation TfNSW requests that the application provides the details of end of trip facilities for the non-residential use(s) such as showers and changing rooms in the response to submissions in line with other developments in the Darling Square Precinct. TfNSW requests that applicant be conditioned to the following in relation to bicycle facilities: • Minimum bicycle parking on site shall be provided as follows: ○ 391 residential storage cages; ○ 45 visitor and non-residential bicycle parking spaces; and ○ 20 visitor bicycle parking spaces within the public domain. • The layout, design and secure of bicycle facilities either on-street or off-street must comply with the minimum requirements of Australian Standard AS 2890.3 — Parking Facilities Part 3 except that: ○ All bicycle parking for occupants of residential buildings must be Class 1 bicycle facilities. Notwithstanding Class 1, bicycle lockers may also be designed to allow for standup/hanging storage of bicycles, and	End of trip facilities for the non-residential uses including showers and changing rooms are provided in the subject application and are detailed on the ground floor drawing in close proximity to the visitor/retail bicycle parking. As set out in the submitted Transport and Traffic Impact Assessment report, bicycle parking is provided on site in the form of: • a storage cage for each of the 391 apartments of sufficient size that it can be used for bicycle storage for the residents; • 45 bicycle parking spaces be provided for visitors and retail on the ground floor; and • an additional 20 in the external area fronting Little Hay Street on the south side. A condition of consent similar to that imposed on the South East Plot is considered to be acceptable.

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○ All bicycle parking for staff/employees of land uses must be Class 2 bicycle facilities, and ○ All bicycle parking for visitors of any land uses must be Class 3 bicycle rails. The number of storage, change room and shower facilities for the non-residential use(s) shall comply the details provided within the Response to Submissions. Details shall be submitted to the satisfaction of the PCA prior to the issue of the relevant Construction Certificate.	As set out above, provision for the end of trip facilities has already been made in the submitted application. No amendment is considered necessary.
Light Rail Interface Agreement Issue There are a number of construction and operational issues resulting from the close proximity of buildings to the light rail corridor and above the corridor (e.g., craning over the corridor). These issues are related to noise and vibration, transport and access, safety, property and, creation of easements and protection of services for light rail. Although rail safety is not an issue solely for planning approval, a Rail Safety Interface Agreement will be required with the light rail operator and TfNSW would like to incorporate this requirement in the Conditions of Approval. The applicant also needs to enter into a separate Light Rail Interface Protocol to protect TfNSW easements, assets and infrastructure. Recommendation TfNSW requests a condition of approval be imposed requiring the development and implementation of an Interface Protocol with TfNSW and a Rail Safety Interface Agreement between the Applicant and the Light Rail operator prior to works commencing. Issue Due to the number of light rail interface issues including the proposed secondary construction vehicle access across the light rail track on Hay Street and the excavation adjacent to the rail corridor, TfNSW recommends formation of a working group comprising Sydney Trains, TfNSW, the operator of the light rail to address the issues during the detailed design stage. Recommendation TfNSW requests that a further condition of approval requiring the establishment of a working group (or similar) between Sydney Trains, TfNSW, the operator of the light rail. The purpose of the working group will be to address the above issues during detailed design development and to facilitate approval of detailed designs and relevant management plans prior to works commencing.	Noted. The documents and processes previously agreed with TfNSW in relation to the South West Plot will be followed. A condition of consent similar to that imposed on the South West Plot is considered acceptable.

Key Issue	Response
Development near Sydney Light Rail Issue The proposed development will be located adjacent to the Light Rail corridor. Requirements for excavation within proximity to rail lines, safety and other requirements need to be incorporated into design Recommendation TfNSW requests that the applicant be conditioned to design and construct the development in accordance with the 'Development Near Rail Corridors and Busy Roads — Interim Guideline' (2008) prepared by Department of Planning and Environment and the 'ASA External Developments Standard'. These guidelines and standards include requirements for excavation within proximity to rail lines, safety and other requirements to be incorporated into design.	As above, the documents and processes previously agreed with TfNSW in relation to the South West Plot will be followed. A condition of consent similar to that imposed on the South West Plot is considered acceptable.
Protection of Sydney Trains/TfNSW Easement and Infrastructure Issue The proposed development will be located adjacent to the Light Rail corridor. Sydney Trains' easement and infrastructure need to be protected during the construction and operation of the development. Recommendation TfNSW requests a condition of approval be imposed that prior to the issuing of a Construction Certificate or the commencement of works (whichever occurs first) the applicant shall liaise with Sydney Trains, TfNSW and the rail operator to ascertain its requirements in relation to the protection of Sydney Trains' and TfNSW's easements or infrastructure. The applicant is to submit to TfNSW, Sydney Trains and the rail operator all relevant documentation as requested by them and obtain their written endorsement prior to the issuing of the Construction Certificate or commencement of works, as the case may be.	As above, the documents and processes previously agreed with TfNSW in relation to the South West Plot will be followed. A condition of consent similar to that imposed on the South West Plot is considered acceptable.
Pre-Construction and Post-Construction Dilapidation Reports Issue These dilapidation surveys need to be undertaken to establish the extent of any existing damage and enable any deterioration during construction to be observed. Recommendation TfNSW requests a condition of approval be imposed that the dilapidation survey shall be undertaken via a joint inspection with representatives from Sydney Trains and/or TfNSW. The dilapidation survey will be undertaken on the rail infrastructure and property in the vicinity of the project. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report to Sydney Trains/TfNSW will be required unless otherwise notified by Sydney Trains or TfNSW.	As above, the documents and processes previously agreed with TfNSW in relation to the South West Plot will be followed. A condition of consent similar to that imposed on the South West Plot is considered acceptable.

Key Issue	Response
Construction Pedestrian and Traffic Management Plan Issue Several construction projects, including the Sydney Light Rail Project are likely to occur at the same time as this development within the CBD and Darling Harbour Precinct. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the CBD and Darling Harbour Precinct, and the safety of pedestrians and cyclists within the CBD particularly during commuter peak periods. Recommendation TfNSW requests that the applicant be conditioned to the following: • Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office and Sydney Light Rail team within TfNSW, City of Sydney and the light rail operator. The CPTMP needs to specify, but not be limited to, the following: ○ Location of the proposed work zone; ○ Haulage routes; ○ Construction vehicle access arrangements; ○ Proposed construction hours; ○ Estimated number of construction vehicle movements; ○ Construction program; ○ Consultation strategy for liaison with surrounding stakeholders; ○ Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works; ○ Cumulative construction impacts of projects including Sydney Light Rail Project. ○ Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the CBD road network; and ○ Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP. • Submit a copy of the final plan to the Coordinator General, CBD Coordination Office for approval, prior to the commencement of any work.	A condition of consent similar to that imposed on the North East Plot and the South West Plot is considered to be acceptable.
Utility Adjustments, Relocation of Sydney Trains Services/Infrastructure Issue Services and utilities of Sydney Trains and public authorities would have the potential to be relocated following services search.	A condition of consent similar to that imposed on the North East Plot and the South West Plot is considered to be acceptable.

Key Issue	Response
Recommendation TfNSW requests that the applicant be conditioned the following in relation to utilities, services and infrastructures: • The applicant shall be responsible for all public utility adjustment/relocation works, necessitated by the development and as required by the various public utility authorities and/or their agents. • The relocation of any Sydney Trains services or infrastructure are to be at the applicant's cost and to Sydney Trains requirements and standards.	
Cost of Signage Issue Signs associated with the proposed development need to be installed during the construction and operation of the proposed development. Recommendation TfNSW requests that the applicant be conditioned that all works/regulatory signage associated with the proposed development are to be at no cost to TfNSW/Roads and Maritime Services.	A condition of consent similar to that imposed on the North East Plot and the South West Plot is considered to be acceptable.
Roads and Maritime Services	
Roads and Maritime raises no objection provided consultation has been undertaken with Roads and Maritime and Transport for New South Wales.	Pre-lodgement consultation with representatives of TfNSW and RMS was undertaken. Ongoing discussions with these key agencies will continue as the Darling Square project transition into the construction stages.
Transgrid	
We can advise after reviewing the abovementioned proposals using TransGrid's Asset Management Information System (TAM/S), these developments do not affect our infrastructure and therefore we do not object to this proposal.	Noted.
TransGrid requests formal notification for any proposed encroachment of our easement] and within close proximity of a transmission line as per the SEPP. To this end, for any proposed encroachment this must be duly assessed by our Engineers to determine whether it complies within our easement restrictions. TransGrid's prior written consent is required for any proposed encroachment of our transmission line.	Noted.