

Appendix 6. Amendments to Conditions of Consent under the original Concept Approval

Application number	SSD-75662958
Project name	Crows Nest OSD Site A – Amending Concept SSDA
Location	32 Hume Street, Crows Nest
Applicant	Thirdi Crows Nest Commercial Developments Pty Ltd

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

Under Section 4.24 of the EP&A Act, whilst a Concept Development Application (DA) remains in-force, as modified by Amending Concept SSDA (SSD-75662958), any further detailed application in respect to the site cannot be inconsistent with the consent for the Concept Proposal. The table below 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.

It is requested that it is requested that a condition be imposed on the approval of the Amending Concept SSDA pursuant to Section 4.17(1)(b) of the EP&A Act, requiring the modification of the Concept Approval upon the commencement of the Amending Concept SSDA Consent, in accordance with the procedures under Clause 67 of the EP&A Regulation.

Condition Number	Condition under Concept Approval (SSDA 9579)	Condition as requested to be amended under Amending Concept SSDA (SSD-75662958)	Comments
SCHEDULE 1			
	<p>Application Number: SSD-9579</p> <p>Applicant: Sydney Metro</p> <p>Consent Authority: Minister for Planning and Public Spaces</p> <p>Site: 447, 479, 491-495, 497, 501, 503, 507, 511 and 521 Pacific Highway and 14 Clarke Street [Lot</p>	<p>Application Number: SSD-9579 SSD-75662958</p> <p>Applicant: Sydney Metro Thirdi Crows Nest Commercial Developments Pty Ltd</p> <p>Consent Authority: Minister for Planning and Public Spaces</p>	<p>Amendments proposed</p> <p>Amendments proposed to reflect the proposed envelope changes under this subject Amending Concept SSDA and administrative amendments with regard to amalgamation of lots. The total GFA has included an additional 4,308.5m² as</p>

Condition Number	Condition under Concept Approval (SSDA 9579)	Condition as requested to be amended under Amending Concept SSDA (SSD-75662958)	Comments
	<p>100 DP747672, Lot 101 DP747672, Lot A DP442804, Lot 2 DP575046, Lot 1 DP575046, Lot 3 DP655677, Lot 4 DP1096359, SP71539, Lot B DP374468, Lot A DP374468 and Lot 1 DP1223850]</p> <p>Development: Concept Development Application for a mixed used development over the approved Crows Nest Metro Station, including:</p> <ul style="list-style-type: none"> • three building envelopes, comprising: <ul style="list-style-type: none"> ○ maximum building envelope heights: <ul style="list-style-type: none"> • Building A: RL 175.6 m • Building B: RL 155 m • Building C: RL 127m ○ maximum gross floor area (GFA) of 56,400 m2 including: <ul style="list-style-type: none"> - 43,400 m2 commercial GFA - 13,000 m2 residential GFA ○ maximum 101 car parking spaces 	<p>Site: 447, 479, 491-495, 497, 501, 503, 507, 511 and 521 Pacific Highway and 14 Clarke Street [Lot 100 DP747672, Lot 101 DP747672, Lot A DP442804, Lot 2 DP575046, Lot 1 DP575046, Lot 3 DP655677, Lot 4 DP1096359, SP71539, Lot B DP374468, Lot A DP374468 and Lot 1 DP1223850] 32 Hume Street, Crows Nest (Site A) [2/DP1296669], 25 Hume Street, Crows Nest (Site B) [3/DP1296669], and 34 Hume Street, Crows Nest (Site C) [4/DP1296669].</p> <p>Development: Concept Development Application for a mixed used development over the approved Crows Nest Metro Station, including:</p> <ul style="list-style-type: none"> • three OSD developments building envelopes, comprising: <ul style="list-style-type: none"> ○ maximum building envelope heights: <ul style="list-style-type: none"> • Building Site A: <ul style="list-style-type: none"> ○ Tower 1 & 2: RL 175.6 180 m ○ Tower 3: RL 134.75 m • Building Site B: RL 155 m • Building Site C: RL 127m ○ maximum gross floor area (GFA) of 56,400 60,708.5m² including: <ul style="list-style-type: none"> • Site A: 44,608.5m² (11.5:1) (residential and commercial) • Site B: 13,000 m² (residential) • Site C: 3,100m² (commercial) — 43,400 m2 commercial GFA — 13,000 m2 residential GFA ○ maximum 101 car parking spaces. 	<p>proposed under the Amending Concept SSDA. No changes are proposed to Site B. Clarifications have been included consistent with Condition B3 of the Original Consent Approval.</p>
SCHEDULE 2			
PART A ADMINISTRATIVE CONDITIONS			
Development Description			

Condition Number	Condition under Concept Approval (SSDA 9579)	Condition as requested to be amended under Amending Concept SSDA (SSD-75662958)	Comments
A1	Consent is granted to the 'Development' as described in Schedule 1 and the Environmental Impact Statement, as amended by the Response to Submissions and supplementary information and the conditions contained in this development consent.		<p>No change – Complies.</p> <p>Any change to wording is integrated into the section above to include the amendments sought under the Amending Concept SSDA for Site A only.</p>
Terms Of Consent			
<i>Modification of Parent Consent (SSDA 9579)</i>			
A2		<p><i>Pursuant to sections 4.17(1)(b) of the Environmental Planning and Assessment Act 1979, SSDA 9579 (as subsequently modified) is modified as necessary so that development consent SSDA 9579 (and as subsequently modified) and this development consent can operate consistently and concurrently. In this regard, Condition A2 of SSDA9579 (and as subsequently modified) is amended to include the approved plans and documentation referred to in Condition A2 of this development consent.</i></p>	<p>Insertion of new condition.</p> <p>- It is requested that a condition be imposed on the approval of the Amending Concept SSDA pursuant to Section 4.17(1)(b) of the EP&A Act, requiring the modification of the Concept Approval (SSD 9579) upon the commencement of the Amending Concept SSDA Consent, in accordance with the procedures under Clause 67 of the EP&A Regulation.</p>
<i>Relationship to parent consent (SSDA 9579)</i>			

Condition Number	Condition under Concept Approval (SSDA 9579)	Condition as requested to be amended under Amending Concept SSDA (SSD-75662958)	Comments
A3		<p><i>This development consent shall operate concurrently with SSDA 9579 (as subsequently modified). All conditions of consent imposed on SSDA 9579 (as subsequently modified) are to be read and complied with in conjunction with this development consent (Crows Nest OSD Site A - Amending Concept SSDA (SSD-75662958), unless conditions imposed in this development consent override and/or take precedence over corresponding conditions in SSDA9579 (as subsequently modified).</i></p>	<p>Insertion of new condition. SSDA9579 relates to Sites A, B and D. The proposed Amending Concept SSDA only relates to Site A works. New condition is proposed to ensure the development consents operate concurrently.</p>

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A2 A4	<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"> <thead> <tr> <th colspan="4">Concept Drawings by Woods Bagot</th> </tr> <tr> <th>Drawing No.</th> <th>Revision</th> <th>Title</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>A-9001</td> <td>P</td> <td>Building Envelope Diagrams – Ground Level Plan</td> <td>26.10.20</td> </tr> <tr> <td>A-9002</td> <td>P</td> <td>Building Envelope Diagrams – Sections</td> <td>26.10.20</td> </tr> <tr> <td>A-9003</td> <td>P</td> <td>Building Envelope Diagrams – Context Views</td> <td>26.10.20</td> </tr> <tr> <td>A-9004</td> <td>P</td> <td>Building Envelope Diagrams –</td> <td>26.10.20</td> </tr> </tbody> </table>	Concept Drawings by Woods Bagot				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 –	26.10.20	<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 determined October December 2021.</p> <p>(e) in accordance with the Section 4.55(1A) Modification Application – Crows Nest Over Station Development – Concept Development Application (SSD 9579) prepared by Sydney Metro, determined January 2022.</p> <p>(f) in accordance with the Crows Nest OSD Site A - Amending Concept SSDA (SSD-75662958).</p> <p>(g) in accordance with the management and mitigation measures;</p> <p>(h) In accordance with the approved plans in the table below (as may be amended by the conditions in Schedule 2):</p> <table border="1"> <thead> <tr> <th colspan="4">Concept Drawings by Woods Bagot</th> </tr> <tr> <th>Drawing No.</th> <th>Revision</th> <th>Title</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>A-9001</td> <td>P Q</td> <td>Building Envelope Diagrams – Ground Level Plan</td> <td>26.10.20 23.08.24</td> </tr> <tr> <td>A-9002</td> <td>P Q</td> <td>Building Envelope Diagrams – Sections</td> <td>26.10.20 23.08.24</td> </tr> </tbody> </table>	Concept Drawings by Woods Bagot				Drawing No.	Revision	Title	Date	A-9001	P Q	Building Envelope Diagrams – Ground Level Plan	26.10.20 23.08.24	A-9002	P Q	Building Envelope Diagrams – Sections	26.10.20 23.08.24	<p>Amendments proposed</p> <p>Amendments proposed to ensure that any future SSDA is compliant/consistent with the latest consent, as modified as well as latest version of architectural concept plans.</p> <p>It is recommended that the Amending Concept include a condition of consent under requiring any future DA to align with the Amending Concept SSDA.</p> <p>Consistency with the Response to Submissions (RtS) titled ‘Crows Nest Over Station Submissions Report Sydney Metro City & Southwest’ prepared by Sydney Metro and dated September 2020 and the Supplementary Response to Submissions (SRtS) titled ‘Crows Nest Over Station Development Submissions Report’ prepared by Sydney Metro and dated 20 November 2020 are addressed under Section 5 of the EIS.</p> <p>The proposal is consistent with Modification 1 (October 2021) and Modification 2 (January 2022). This table of consistency has been prepared based off the consolidated conditions of consent under Modification 2.</p> <p>The Amending Concept SSDA was lodged and will be assessed concurrently with the Detailed SSDA; therefore, draft Conditions of Consent were not available when the Detailed SSDA was prepared.</p> <p>The Detailed SSDA demonstrates consistency with the Concept Architectural Plans in the Design Report in Appendix 18 and Design Integrity Report in Appendix 20.</p>
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			Axonometric Views		A-9003	P Q	Building Envelope Diagrams – Context Views	26.10.20 23.08.24	
	Design Guidelines by Sydney Metro								
	-	V14	Design Quality Guidelines	December 2021	A-9004	P Q	Building Envelope Diagrams – Axonometric Views	26.10.20 23.08.24	
	Design Guidelines by Sydney Metro								
	-	V14	Design Quality Guidelines	December 2021					
A3 A5	<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>				<p><i>Reason: To reflect the proposed envelope changes under this subject Amending Concept SSDA.</i></p>				No change – Complies.

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A4 A6	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.		No change – Complies.
Determination Of Future Development Applications			
A5 A7	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).	Consent is granted to the Concept Proposal as described in Schedule 1 and the EIS (as amended by the RtS and SRtS, and Amending Concept SSDA (SSD-75662958) for Site A) and does not authorise the carrying out of any physical works, including construction works, which must be the subject of future development application(s).	Amendments proposed – Complies. Amendment proposed to integrate the amendments and updated Conditions of Consent under Amending Concept SSDA relative to Site A.
A6 A8	In accordance with Section 4.22 of the EP&A Act, all development under the Concept and the subsequent stages are to be subject of future development applications.		No change – Complies. This Amendment Concept SSDA addresses Condition A6. Refer to Chapters 1.5 and 4 for detailed discussion.
A7 A9	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.	The determination of future development applications are to be generally consistent with the terms of development consent SSD 9579 and Amending Concept SSDA (SSD-75662958) for Site A as described in Schedule 1 and subject to the conditions in Part B, Schedule 2.	Amendments proposed – Complies. Amendments are proposed to integrate the amendments and updated Conditions of Consent under Amending Concept SSDA, relative to Site A.
Lapsing Of Approval			
A8 A10	This consent will lapse five (5) years from the date of consent, unless works associated with the development have physically commenced.		No change – Noted.
A9 A11	This consent does not allow any components of the concept development application to be carried out		No change – Noted.

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	without further approval or prior consent being granted.		
Legal Notices			
A10 A12	Any advice or notice to the consent authority must be served on the Planning Secretary.		No change – Noted.
Planning Secretary As Moderator			
A14 A13	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.		No change – Noted.
Evidence Of Consultation			
A12 A14	Where conditions of this consent require consultation with an identified party, the Applicant must: (a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and (b) provide details of the consultation undertaken including: (i) the outcome of that consultation, matters resolved and unresolved; and (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.		No change – Complies. Refer to Section 6 of the EIS and Engagement Reports in Appendix 9 – 11 for Engagement and Consultation discussion.
Planning Agreement(s) / Binding Agreement(s)			
A13 A15	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		No change - Not applicable. Condition A13 - only applies to Site B.

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	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.		
A14 A16	<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> <p>(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</p> <p>(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.</p>		No change - Not applicable. Condition A14 – only applies to Site B.
Voluntary Planning Agreement / Contributions			
A15 A17	<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> <p>(a) a lump sum prepayment of monetary contribution in lieu of Section 7.11 contribution requirements (as agreed with Council); and</p> <p>(b) a \$2 million monetary contribution for public domain improvements.</p>		<p>No change – Complies.</p> <p>The VPA was reported at Council’s meeting on 22 February 2021 and placed on public exhibition until 23 April 2021. It is confirmed that this VPA was entered into on 16 June 2021 which enabled payment of all applicable developer contributions plus \$2 million for public domain improvements, at the beginning of the development process, rather than at the end.</p>

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A16 A18	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.		No change – Complies. Refer to above.
A17 A19	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 <i>Environmental Planning & Assessment Act, 1979</i> , 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.		No change – Complies. Refer to above.
A18 A20	Any Planning Agreement prepared must be in accordance with Division 7.1 of Part 7 of the EP&A Act.		No change - Noted. Refer to above.
Airspace Protection			
A19 A21	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 <i>Airports (Protection of Airspace) Regulations 1996</i> for the part of the building or any construction cranes that penetrate the Obstacle Limitation Surface (156 metres Australian Height Datum).		No change - Complies. Refer to Section 7.4.16 of the EIS and the Aviation Impact Assessment in Appendix 56 for detailed discussion. An application has been submitted to seek approval for the part of the building above 156m AHD (the maximum building height is 180m AHD) and for the temporary use of cranes during the construction period.
Design Excellence			
A24 A22	Prior to the lodgement of the relevant future development applications, the Applicant shall submit a 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:		No change – Complies. Consistent with Condition A21 of the Concept SSDA, a separate Design Excellence Strategy has been prepared for Sites A and B in consultation with GASNW. The Design Excellence

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	<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>(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>Strategy for Sites A and B were supported by GANSW in October 2021.</p> <p>Refer to Chapter 7.3.4 of the EIS and Design Integrity Report in Appendix 20 and Architectural Plans in Appendix 17. The Design Integrity Report provides an assessment of consistency with the Design Excellence Strategy, dated October 2021.</p>
A22 A23	<p>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.</p>		<p>No change - Complies</p> <p>Consistent with Condition A21 of the Concept SSDA, a separate Design Excellence Strategy has been prepared for Sites A and B in consultation with GASNW. The Design Excellence Strategy for Sites A and B were supported by GANSW in October 2021.</p> <p>Refer to Chapter 7.3.4 of the EIS and Design Integrity Report in Appendix 20 and Architectural Plans in Appendix 17. The Design Integrity Report provides an assessment of consistency with the Design Excellence Strategy, dated October 2021.</p>
Applicability of Guidelines			
A23 A24	<p>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.</p>		<p>No change - Complies.</p>
A24 A25	<p>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</p>		<p>No change - Complies.</p>

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	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.		
Consultation With Fire and Rescue NSW			
A25 A26	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.		No change - Complies. Refer to Consultation with Fire and Rescue NSW in Appendix 65 .
A26 A27	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.		No change - Complies. Refer to Consultation with Fire and Rescue NSW in Appendix 65 and BCA Assessment Report in Appendix 63 .
Servicing and Loading			
A27 A28	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.	No change.	No change - Complies. Upon completion of the Site A OSD loading dock, vehicles associated with the operation of the Site C OSD will be provided with access to the Site A OSD loading dock for the purposes of deliveries, servicing, and loading.
PART B – CONDITIONS TO BE SATISFIRD IN FUTURE DEVELOPMENT APPLICATION(S)			
Maximum Building Envelopes			
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.		No change – Complies. Minor height envelope changes are proposed. These are captured under Condition A2 and therefore amendments to wording under B1 is not required. The proposed building at Site A is fully contained within the approved building envelopes, as modified under the

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			<p>Amending Concept SSDA (SSD-75662958) lodged concurrently.</p> <p>Refer to Chapter 7.3.4 of the EIS and Design Report in Appendix 18 and Architectural Plans in Appendix 17.</p>
<p>B2</p>	<p>Building height and gross floor area is to be measured in accordance with the definitions under North Sydney Local Environmental Plan 2013</p>		<p>No change – Complies.</p> <p>Refer to Chapter 4.4 of the EIS and Statutory Compliance Tables in Appendix 3.</p>
<p>B3</p>	<p>The maximum achievable gross floor area (GFA) for the non-station related floor space is 56,400 m² (including 43,400 m² commercial and 13,000 m² residential GFA), comprising a maximum of 40,300 m² (commercial) on Site A, 13,000 m² (residential) on Site B, and 3,100 m² (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>(i) Rooftop enclosure can only be used as prescribed under Condition B4</p> <p>(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>	<p>The maximum achievable gross floor area (GFA) for the non-station related floor space is 56,400 60,708.5m² (including 43,400 7,396 7,396m² commercial and 13,000 53,312.5 m² residential GFA), comprising a maximum of 40,300m² 44,608.5m² (4,296m² and 40,312.5m² residential) on Site A, 13,000 m² (residential) on Site B, and 3,100 m² (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>(i) Rooftop enclosure can only be used as prescribed under Condition B4</p> <p>(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>	<p>Amendments proposed – Complies</p> <p>Amendments proposed to reflect the proposed envelope changes under this subject Amending Concept SSDA. This change is driven by increasing commercial vacancy rates in North Sydney, St Leonards, and Crows Nest, reflecting a decline in demand for office space and the rising housing demand.</p> <p>The Amending Concept OSD Envelope is 79% of the SSDA OSD Building Envelope, so as a result there is no longer a requirement for Site A to meet a building efficiency target as this has been achieved and exceeded by the Amending Concept Envelope.</p> <p>The Design Integrity Report in Appendix 20 demonstrates consistency with the Design Guidelines.</p> <p>Refer to Chapter 7.3.4 of the EIS and the following reports:</p> <ul style="list-style-type: none"> • Architectural Plans in Appendix 17. • Design Report in Appendix 18. • Design Integrity Report in Appendix 20. • SDRP Design Review Report in Appendix 21.

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			<ul style="list-style-type: none"> Housing SEPP Design Statement in Appendix 22.
Rooftop Enclosures			
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 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 impact, particularly in terms of adverse:</p> <p>(i) overshadowing of residential properties and public open spaces,</p> <p>(ii) loss of outlook.</p> <p>(e) roof enclosures shall not include GFA and shall not be reasonably capable of modification to include GFA.</p>		<p>No change – Complies.</p> <p>All rooftop enclosures remain within the building envelope and do not exceed the maximum building height.</p> <p>Refer to Chapter 7.3.4 of the EIS and the Architectural Plans in Appendix 17.</p>
Site C Articulation Zones			
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>		<p>No change - Not applicable.</p> <p>Condition B5 - only applies to Site C.</p>

Condition Number	Condition under Concept Approval (SSDA 9579)	Condition as requested to be amended under Amending Concept SSDA (SSD-75662958)	Comments
	<p>(a) Articulation Zones shall only be for the purpose of architectural features, projections, balustrades, awnings and the like</p> <p>(b) Built form must occupy no more than a maximum of 25% of the total volume of the Articulation Zones</p> <p>(c) no GFA is provided within the Articulation Zone above RL 127 (height of building envelope excluding rooftop enclosure).</p>		
Design Excellence			
B6	<p>The detailed development applications shall demonstrate consistency with the:</p> <p>(a) Design Guidelines as endorsed by the Planning Secretary pursuant to Condition A20</p> <p>(b) Design Excellence Strategy as endorsed by the Planning Secretary pursuant to Condition A21</p> <p>(c) conditions of this consent.</p>		<p>No change – Complies.</p> <p>The Proponent attended 3 State Design Review Panel (SDRP) meetings, held on 6 March 2024, 15 May 2024 and 21 August 2024. These design review sessions were attended by the project team, the GANSW panel and observed by DPHI and North Sydney Council.</p> <p>The project team have taken the feedback of the SDRP into consideration in guiding design refinement and is documented in the supporting design reports outlined below.</p> <p>Refer to Chapter 7.3.4 of the EIS, the following reports:</p> <ul style="list-style-type: none"> • Architectural Plans in Appendix 17. • Design Report in Appendix 18. • Design Integrity Report in Appendix 20. • SDRP Design Review Report in Appendix 21. • Housing SEPP Design Statement in Appendix 22.
Built Form and Urban Design			

Condition Number	Condition under Concept Approval (SSDA 9579)	Condition as requested to be amended under Amending Concept SSDA (SSD-75662958)	Comments
<p>B7</p>	<p>All future development applications for new built form must include:</p> <ul style="list-style-type: none"> a) detailed plans, elevations and sections b) artist’s perspectives and photomontages c) a design statement demonstrating the design quality of the proposed development and having regard to the character of surrounding development. 		<p>No change – Complies.</p> <p>Refer to Architectural Plans in Appendix 17 and the Design Report in Appendix 18 for detailed discussion.</p> <p>Photomontages are provided in Appendix 23</p>
<p>B8</p>	<p>Future development applications shall address the following:</p> <ul style="list-style-type: none"> (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"> (i) the design objectives of the Concept Development Application (ii) consistency with the approved Design Guidelines (iii) the DEEP’s Design Excellence Report (iv) the advice of the DRP (v) the conditions of this consent. (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. 		<p>No change – Complies.</p> <p>Refer to Chapter 7.3.4 of the EIS and the Design Integrity Report in Appendix 20 for detailed discussion.</p> <p>The Design Integrity report addresses all sub-conditions under B8(a) and (b). The Design Integrity Report is accompanied by a SDRP Design Review Report in Appendix 21.</p>
<p>B9</p>	<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>No change – Complies.</p> <p>Refer to Chapter 7.3.5 of the EIS and the Reflected Glare Report in Appendix 39 for detailed discussion.</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.		<p>No change – Complies.</p> <p>Refer to Chapter 7.3.4 of the EIS and the Accessibility Assessment Report in Appendix 37 for detailed discussion.</p>
Future Residential Amenity			
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.	Future development application(s) relating to residential use shall demonstrate that adequate regard has been given to the State Environmental Planning Policy (Housing) 2021, Chapter 4 65 – Residential Apartment Development and the residential guidelines within the associated Apartment Design Guide.	<p>Amendments proposed - Complies.</p> <p>Amendments are proposed to align with the current and in-force State Environmental Planning Policy</p> <p>Refer to the Housing SEPP Design Statement in Appendix 22 which demonstrates that adequate regard has been given to the Housing SEPP.</p> <p>For additional information refer to the Design Report in Appendix 18 and Design Integrity Report in Appendix 20.</p>
Overshadowing			
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.		<p>No change - Complies</p> <p>Refer to Chapter 7.3.5 of the EIS and the View Loss and View Sharing Report (including overshadowing impact assessment) in Appendix 29 and Shadow Diagrams in Appendix 33.</p>
Public And Private Views			
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.		<p>No change - Complies.</p> <p>Refer to Chapter 7.3.5 of the EIS and the View Loss and View Sharing Report in Appendix 29, Visual Analysis – View Loss and View Sharing in Appendix 30, Landscape and Visual Impact</p>

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			Assessment in Appendix 31 and the Visual Impact from the Public Domain Report in Appendix 32 .
Public Art			
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.		No change – Complies. Refer to Chapter 3.3.3 of the EIS and the Public Art Strategy in Appendix 24 for detailed discussion.
Traffic And Transport			
B15	<p>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:</p> <ul style="list-style-type: none"> (a) traffic generation impact and any necessary road infrastructure upgrades to adjoining and nearby roads and intersections (b) vehicle and pedestrian safety within and around the site (c) loading / unloading and servicing (d) on-site car parking provision, location, access and operation (e) efficiency and safe access of any mechanical car parking arrangement (f) the impact of the removal of any existing on-street car parking spaces (g) pedestrian and bicycle infrastructure and facilities 		No change – Complies. Refer to Section 7.3.7 of the EIS and the following reports: Refer to Traffic, Transport and Accessibility Impact Assessment in Appendix 45 for detailed discussion. The TIA has been prepared in accordance with the SEARs and Conditions of Consent.
B16	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 consider the integration and operation of loading docks and		No change - Complies. Refer to Section 7.3.7 of the EIS and the Vehicular Servicing Management Plan in Appendix 47 for detailed discussion.

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	servicing bays with the overall operation of the Crows Nest Metro Station development (CSSI 7400).		
B17	Future Development Application(s) shall include green travel plans, identifying opportunities to maximise and encourage sustainable transport choices for future residents, staff and visitors.		No change - Complies. Refer to Section 7.3.7 of the EIS and the Green Travel Plan in Appendix 49 for detailed discussion.
Car, Motorcycle and Bicycle Parking			
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> <ul style="list-style-type: none"> (i) a maximum of 46 spaces within Site A, including 6 accessible spaces (ii) a maximum of 55 spaces within Site B, including 6 accessible spaces (iii) no spaces within Site C <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"> (i) a maximum of 24 spaces within Site A (ii) a maximum of 2 spaces within Site B (iii) no spaces within Site C 		No change - Complies. Nil parking is proposed on Site A. Condition B18 specified a maximum only. No change is required. Nil car and motorcycle parking spaces are proposed which are compliant with the maximum parking rates conditioned under B18.
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.		No change - Complies. Nil car and motorcycle parking spaces are proposed which are compliant with the maximum parking rates conditioned under B18. Site A is located directly above the operational Crows Nest Metro Station.

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B20	Future development applications must include a Car Parking Strategy and Management Plan adopting the maximum car and motorcycle parking limits above.		No change - Complies. Refer to Section 7.3.7 of the EIS and Car Parking Strategy and Management Plan in Appendix 48 .
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.		No change - Complies. Refer to Section 7.3.7 of the EIS and the following reports: <ul style="list-style-type: none"> Traffic, transport and Accessibility Impact Assessment in Appendix 45. Construction and Pedestrian traffic Management Plan in Appendix 46. Vehicular Servicing Management Plan in Appendix 47. Car Parking Strategy and Management Plan in Appendix 48. Green Travel Plan in Appendix 49.
Wind Impact Assessment			
B22	Future development applications for aboveground works shall be accompanied by a Wind Impact Assessment including computer modelling and wind tunnel testing which: <ul style="list-style-type: none"> (a) assesses the existing and proposed wind environment including the cumulative impact of existing and proposed tower developments adjoining and nearby the site (b) demonstrates spaces within and around the site are suitable for their intended purpose (c) includes mitigation measures to address adverse wind conditions, where necessary. 		No change - Complies. Refer to Section 7.3.5 of the EIS and the Pedestrian Wind Environment Study in Appendix 40 for detailed discussion.
Construction Traffic, Access and Parking Assessment			
B23	Future development applications shall include a Construction Traffic and Pedestrian Management Plan (CTMP) prepared in consultation with the	Future development applications shall include a Construction Traffic and Pedestrian Management Plan Construction and Pedestrian Traffic Management	Proposed amendments – Complies.

Condition Number	Condition under Concept Approval (SSDA 9579)	Condition as requested to be amended under Amending Concept SSDA (SSD-75662958)	Comments
	<p>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"> (a) construction car parking strategy (b) haulage movement numbers / routes including contingency routes (c) detailed travel management strategy for construction vehicles including staff movements (d) maintaining property accesses (e) maintaining bus operations including routes and bus stops (f) maintaining pedestrian and cyclist links / routes (g) independent road safety audits on construction related traffic measures (h) measures to account for any cumulative activities / work zones operating simultaneously. 	<p>Plan (CPTMP) (CTMP) prepared in consultation with the Sydney Coordination Office and North Sydney Council, and to the satisfaction of the relevant road authorities. The CPTMP shall include, but not be limited to:</p> <ul style="list-style-type: none"> (a) construction car parking strategy (b) haulage movement numbers / routes including contingency routes (c) detailed travel management strategy for construction vehicles including staff movements (d) maintaining property accesses (e) maintaining bus operations including routes and bus stops (f) maintaining pedestrian and cyclist links / routes (g) independent road safety audits on construction related traffic measures (h) measures to account for any cumulative activities / work zones operating simultaneously. 	<p>Minor amendment to acronym to ensure consistency with Condition B38. Refer to Section 7.3.7 in the EIS and the Construction Pedestrian and Traffic Management Plan in Appendix 46 for detailed discussion.</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>No change - Noted.</p>
Environmental Performance / ESD			
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</p>		<p>No Change - Complies</p> <p>Refer to Section 7.4.4 in the EIS, the ESD Report in Appendix 58, BASIX Report in Appendix 59, NatHERS Certificate in Appendix 60, NABERS Embodied Emission Material Form in Appendix 61 and Net Zero Statement in Appendix 62.</p>

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	Greenstar and Basix, optimising use of water, reducing waste and optimising carparking provision to maximise sustainability and minimise environmental impacts.		
Security and Crime Assessment			
B26	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 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.		No Change - Complies Refer to Section 7.4.2 of the EIS and the CPTED Report in Appendix 7 for detailed discussion.
Operational Noise and Vibration			
B27	Future development applications shall be accompanied by a Noise and Vibration Impact Assessment (NVIA) that demonstrates the following requirements are met: (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. (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. (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		No Change - Complies Refer to Section 7.3.8 of the EIS and the Noise and Vibration Impact Assessment in Appendix 53 for detailed discussion.

Condition Number	Condition under Concept Approval (SSDA 9579)	Condition as requested to be amended under Amending Concept SSDA (SSD-75662958)	Comments
	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.		
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 sensitive land uses on the site and neighbouring sites is protected during the operation of the development.		No Change - Complies Refer to Section 7.3.8 of the EIS and the Noise and Vibration Impact Assessment in Appendix 53 for detailed discussion.
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.		No Change - Complies Refer to Section 7.3.8 of the EIS and the Noise and Vibration Impact Assessment in Appendix 53 for detailed discussion. The Assessment addresses the conclusions and recommendations of the Noise and Vibration Impact Report Version 06, prepared by Sydney Metro and dated November 2018.
Operational Waste			
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.		No Change – Complies. Refer to Section 7.3.9 of the EIS and the Operational Waste Management Plan in Appendix 43 for detailed discussion.
Flooding and Stormwater Assessment			
B31	Future development applications shall be accompanied by a Flood and Stormwater Impact Assessment.		No Change – Complies. Refer to Section 7.4.8 and Section 7.4.7 of the EIS and the Flood Impact Risk Assessment in Appendix 41 and Water Management Plan (Stormwater) in Appendix 64 for detailed discussion.
Contamination Assessment			

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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.	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 (Resilience and Hazards) 2021, Chapter 4 No 55 – Remediation of Land and the associated guidelines.	<p>Amendments proposed – Complies.</p> <p>Amendments proposed to align with the current and in-force State Environmental Planning Policy.</p> <p>Refer to Section 7.4.6 of the EIS and the Preliminary Site Investigation in Appendix 51 and Geotechnical Assessment in Appendix 50 for detailed discussion.</p>
Archaeological and Aboriginal Cultural Heritage Assessment			
B34	<p>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:</p> <p>(a) Artefact 2016, Sydney Metro City and Southwest, Chatswood to Sydenham: Aboriginal Cultural Heritage Assessment</p> <p>(b) Artefact 2016, Sydney Metro City and Southwest, Chatswood to Sydenham: Aboriginal Heritage – Archaeological Assessment.</p>		<p>No Change - Complies</p> <p>Refer to Section 7.4.11 of the EIS and the Aboriginal Cultural Heritage Assessment Report & Archaeological Assessment (which includes a response to Aboriginal and Non-Aboriginal Heritage Consolidated Consent Conditions) in Appendix 27 for detailed discussion.</p> <p>The EIS is also supported by a Statement of Heritage Impact in Appendix 28.</p>
Airspace Protection			
B35	<p>Future detailed development applications for aboveground works must ensure future development complies with the following requirements:</p> <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)</p>		<p>No Change – Complies.</p> <p>Refer to Section 7.4.16 of the EIS and the Aviation Impact Assessment in Appendix 56 for detailed discussion.</p> <p>An application has been submitted to seek approval for the part of the building above 156m AHD (the maximum building height is 180m AHD) and for the temporary use of cranes during the construction period. This application is currently under assessment.</p>

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	<p>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 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</p>		

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	<p>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>		
Utilities			
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>No Change – Complies.</p> <p>Refer to Section 7.4.13 of the EIS and the Water Management Plan & Utility Services Infrastructure Assessment in Appendix 64 for detailed discussion.</p>
Structure			
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>No Change – Complies.</p> <p>Refer to the Structural Statement in Appendix 54 for detailed discussion.</p>
Construction Impact Assessment			
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</p>		<p>No Change – Complies.</p> <p>Refer to the following chapters in the EIS and Appendices:</p> <p>A Construction and Pedestrian Traffic and Pedestrian Management Plan is provided at Appendix 46 and discussed in Section 7.3.7 of the EIS.</p> <p>A Noise and Vibration Impact Assessments (including construction noise) is provided at Appendix 53 and discussed in Section 7.3.8 of the EIS.</p> <p>Refer to the Community and Stakeholder Engagement Strategy in Appendix 9, Community Engagement Outcome</p>

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	<p>noise generating sources and activities during construction. Details are to be provided outlining any mitigation measures to ensure the amenity of adjoining sensitive land uses is protected throughout the construction period(s)</p> <p>(c) Community Consultation and Engagement Plans (d) Construction Waste Management Plan (e) Air Quality Management Plan.</p>		<p>Report in Appendix 10, Community Consultation and Engagement Plan in Appendix 11 and discussed in Section 7.4.18 of the EIS.</p> <p>A Construction Waste Management Plan is provided at Appendix 46 and discussed in Section 7.3.9 of the EIS.</p> <p>An Air Quality Management Plan is provided at Appendix 42 and discussed in Section 7.3.5 of the EIS.</p>
B39	<p>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 Construction Environmental Management Framework and Construction Noise and Vibration Strategy prepared for the Sydney Metro City and Southwest (CSSI 7400).</p>		<p>No Change – Complies.</p> <p>A Construction Environmental Management Plan is provided at Appendix 57 and discussed in Section 7.3.11 of the EIS.</p>