



CENTRAL PRECINCT SSD-79307746 - CONCEPT DA CONDITIONS THAT ARE REQUIRED TO BE ADDRESSED IN THE DETAILED SSDA'S

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MAXIMUM BUILDING ENVELOPES		
<p>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. Notwithstanding the approved plans referenced in Condition A2, the following may penetrate the maximum height of Building G envelopes by no more than the following limits:</p> <ul style="list-style-type: none"> (a) Parapet height by no more than 200mm (b) Installation of a skylight window by no more than 300mm (c) Rooftop plant enclosure by no more than 1,840mm. 	<p>B1. Future development applications must demonstrate that the buildings are wholly contained within the building envelopes consistent with the plans listed in Condition A2.</p>	<p>As part of the ongoing design development, an amendment to the Concept DA is now required to accommodate the detailed design. An Amending DA has been lodged concurrently with this DA. Specifically for the Building 2; the Amending DA seeks approval to modify the building envelope, including the form of the podium and tower. This detailed SSDA is consistent with the concept DA, as proposed to be modified.</p> <p>The submitted Architectural Plans (attached at Appendix E – Architectural Plans) also indicate approved Concept DA envelope and Concept DA envelope as amended.</p> <p>Building G is not within the central precinct.</p>
<p>B2. Building height and gross floor area is to be measured in accordance with the definitions under Sydney Local Environmental Plan 2012</p>	<p>B2. Building height and gross floor area is to be measured in accordance with the definition under Sydney Local Environmental Plan 2012.</p>	<p>Building height and gross floor area have been measured in accordance with the definitions under Sydney Local Environmental Plan 2012. A floor area schedule is provided in the Architectural Plans attached at Appendix E – Architectural Plans.</p>

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<p>B3. The maximum achievable gross floor area (GFA) for the non-station related floor space is 68,750 m² and this amount will only be achieved subject to demonstration of:</p> <p>(a) being wholly contained within the approved building envelopes</p> <p>(b) compliance with the conditions of this concept approval</p> <p>(c) demonstration of design excellence</p> <p>(d) consistency with the Design Guidelines (as amended by Condition A14)</p>	<p>B3. Detailed design of the building(s) within the Northern Precinct must include an internal void or voids to break up building floorplate bulk and massing and provide occupant daylight amenity.</p>	<p>Original Concept SSD DA (SSD-9393)</p> <p>The proposed Central Precinct gross floor area (GFA) is 17,444 m², which contributes to the total WMQ site wide non station related GFA of 68,750sqm. Therefore, the proposed development is compliant with the total maximum achievable GFA.</p> <p>The proposed GFA is acceptable as:</p> <ul style="list-style-type: none"> ▪ The GFA is wholly contained within the approved building envelopes as amended for the Central and Northern Precinct. ▪ The proposed development is consistent with the conditions of the Concept DA; ▪ The proposed development has been subjected to a State Design Review Panel process and displays design excellence; ▪ The proposed development is consistent with the relevant Design Guidelines as assessed in Appendix F – Design Report. <p>Amending concept DA (SSD-10441)</p> <p>Condition B3 is not applicable as it relates to a commercial tower and is proposed to be deleted.</p>
<p>B4. The approved podium building envelopes, as identified with green shading in the approved plans in Condition A2, must be used for non-residential uses only with the exception of</p>		<p>The approved podium building envelopes as</p>

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communal facilities associated with residential accommodation above.		amended will contain retail tenancies, a community facility, and a childcare centre as well as entrance lobbies to the co-living accommodation.
BUILT FORM AND URBAN DESIGN		
<p>B5. The detailed development applications shall address compliance with:</p> <p>(a) the Design Guidelines as endorsed by the Planning Secretary pursuant to Condition A14</p> <p>(b) the Design Excellence Strategy as endorsed by the Planning Secretary pursuant to Condition A15</p> <p>(c) the conditions of this consent</p>	<p>B4. The detailed development applications shall address compliance with:</p> <p>(a) the Design and Amenity Guidelines endorsed with SSD 9393 and as updated by SSD 10441.</p> <p>(b) the Design Excellence Strategy as endorsed by the Planning Secretary pursuant to Condition A10 the conditions of this consent.</p>	<p>This detailed development application addresses compliance with:</p> <ul style="list-style-type: none"> ▪ The Design Guidelines as endorsed by the Planning Secretary as assessed in Appendix F - Design Report; ▪ The Design Excellence Strategy as endorsed by the Planning Secretary as discussed in Section 6; and ▪ The conditions of the concept DA as discussed throughout this table.
<p>B6. The following elements are not inconsistent with the consent proposal but are subject to further assessment with the relevant detailed development application:</p> <p>(i) conceptual land uses, except for the approved minimum non-residential GFA, community facilities GFA, affordable housing rate and number of social housing dwellings approved</p> <p>(ii) indicative signage zones, following preparation of a Signage Strategy</p> <p>(iii) subdivision.</p>	<p>B5. The following elements are not inconsistent with the consent proposal but are subject to further assessment with the relevant detailed development application:</p> <p>(a) conceptual land uses</p> <p>(b) indicative signage zones, following preparation of a Signage Strategy</p> <p>(c) subdivision.</p>	<p>The proposed land uses for the central precinct are:</p> <ul style="list-style-type: none"> ▪ Retail ▪ Community Facilities ▪ Childcare centre ▪ Co-living housing

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		<p>The scope of the detailed SSDA seeks consent for a signage zone for the co-living accommodation. The detailed design of the proposed signage will be subject to separate future development applications.</p> <p>Stratum subdivision is proposed for the WMQ site.</p>
<p>B7. Future development applications shall address the following:</p> <p>(a) Botany Road setback of 6.5m is to be extended to the north as identified in Response to Submissions (Figure 10, Page 139). The extended setback is to be incorporated into revised Building Envelope Plans to the satisfaction of the Planning Secretary prior to the lodgement of any future development application.</p> <p>b) submission of a Design Integrity Report to the satisfaction of the Planning Secretary that demonstrates how design excellence and design integrity will be achieved in accordance with:</p> <p>(i) the design objectives of the Concept Development Application</p> <p>(ii) consistency with the approved Design Guidelines as amended by Condition A14</p> <p>(iii) the DEEP's Design Excellence Report</p> <p>(iv) the advice of the SDRP (or approved alternative under Condition A15) (v) the conditions of this consent.</p> <p>(c) the Design Integrity Report (DIR) as required by Condition B7(b) must include a summary of feedback provided by the SDRP (or alternative approved in accordance with Condition</p>	<p>B6. Future development applications shall address the following:</p> <p>(a) submission of a Design Integrity Report to the satisfaction of the Planning Secretary that demonstrates how design excellence and design integrity will be achieved in accordance with:</p> <ul style="list-style-type: none"> • the design objectives of the Concept Development Application • consistency with the approved Design Guidelines • the DEEP's Design Excellence Report • the advice of the Sydney Metro Design Review Panel • the conditions of this consent. <p>(b) the Design Integrity Report (DIR) as required by Condition B6(a) must include a summary of feedback provided by the Sydney Metro Design Review Panel 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>	<p>The proposed Building 2 is setback more than 6.5m from Botany Road at ground floor level.</p> <p>A Design Integrity Report is attached at Appendix C – Design Integrity Report and has been prepared in accordance with condition B7 (b) and (c).</p> <p>This application does not relate to the northern precinct.</p>

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<p>A15) 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> <p>(d) Detailed design of the building(s) within the Northern Precinct must include an internal void or voids to break up building floorplate bulk and massing and provide occupant daylight amenity.</p>		
CAR PARKING AND BICYCLE PARKING		
<p>B8. Future development applications shall reduce total car parking provision to reduce private car ownership and promote use of active and public transport. Future development applications must demonstrate compliance with:</p> <p>(a) the maximum number of car spaces to be provided for all residential accommodation within the development is limited to 170 spaces, including residents' spaces and residential car share spaces but excluding visitor spaces and service vehicle spaces.</p> <p>(b) the allocation of residential car parking spaces, up to the maximum of 170 spaces must not exceed the following maximum rates:</p> <p>(i) 0.1 space per studio dwelling</p> <p>(ii) 0.3 parking spaces per 1 bedroom dwelling</p> <p>(iii) 0.7 parking spaces per 2 bedroom dwelling</p> <p>(iv) 1 parking space per 3 bedroom or more dwelling</p> <p>(v) residential car share parking rate of 1 space per 50 residential car parking spaces provided</p> <p>(c) non-residential car parking to be provided in accordance with</p>	<p>B7. Future development applications shall reduce total car parking provision to reduce private car ownership and promote use of active and public transport.</p>	<p>This detailed SSDA does not seek approval for any car parking spaces. Car parking spaces will be provided within the basement, which has been approved via a separate SSDA (SSD-10438).</p>

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<p>the following:</p> <ul style="list-style-type: none"> (i) a maximum of 1 space for 435m² of GFA for any commercial uses (ii) a maximum of 2 spaces for use of the Waterloo Congregational Church (iii) non-residential car share parking at rate of 1 space per 30 non-residential car parking spaces 		
<p>B9. Future development applications must include a Car Parking Strategy and Management Plan adopting the maximum residential parking cap and allocation rates above and demonstrating compliance with the following:</p> <p>(a) accessible car parking spaces provided as per Sydney DCP 2012 rates, unless the following applies:</p> <ul style="list-style-type: none"> i. if the total maximum number of car parking spaces provided for all residential accommodation permitted under Condition B8 is not delivered within the development, then the amount of accessible car parking spaces required by Sydney DCP 2012 is permitted to be reduced by the same proportion of total car parking spaces as proposed for standard residential spaces. <p>(b) motorcycle parking spaces provided as per Sydney DCP 2012 rates</p>	<p>B8. Future development applications must demonstrate consistency with the maximum parking car parking rates approved under SSD 9393.</p>	<p>This detailed SSDA (SSD-10438) does not seek approval for any car parking. Car parking provision has been approved under the separate Basement SSDA.</p>
<p>B10. Bicycle parking and end-of-trip facilities for the OSD shall be in accordance with the rates specified within the Sydney DCP 2012 for the final land use mix in the future development application., with the following exception;</p>		<p>Bicycle parking for the WMQ development is detailed within the basement SSDA.</p>

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<p>i. A minimum of 78 class 3 bicycle parking spaces must be available to visitors to the approved development. This must include no less than 24 visitor bicycle parking spaces to be provided for the commercial office floorspace within the Northern Precinct.</p>		
<p>CONSULTATION WITH WATERLOO CONGREGATIONAL CHURCH</p>		
<p>B11. Future development applications must demonstrate consultation with the owners and operators of Waterloo Congregational Church and project responses. Consultation is to include consideration of:</p> <ul style="list-style-type: none"> (a) potential for Church gathering space (b) wedding and funeral cars (c) waste and servicing (d) building maintenance (e) design of the public domain around and within the Church property including safe access and passive surveillance in the setbacks. 		<p>Waterloo Congregational Church was consulted throughout the application preparation process. Consultation focused on:</p> <ul style="list-style-type: none"> ▪ ensuring access for vehicles for weddings and funerals ▪ enabling continued operations throughout construction ▪ security given no fences are proposed managing changes in levels around the Church. <p>The Church custodian and the proponent have agreed to meet regularly throughout planning and construction phase of the project.</p> <p>Consultation is further discussed in Section 5 and Appendix DD – Engagement Report.</p>

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HERITAGE IMPACT ASSESSMENT		
<p>B12. Future development applications for aboveground works shall include a detailed Heritage Impact Statement and a Heritage Interpretation Strategy for the proposed works prepared in consultation with the City of Sydney Council.</p>	<p>B9. Future development applications for aboveground works shall include a detailed Heritage Impact Statement and a Heritage Interpretation Strategy for the proposed works prepared in consultation with the City of Sydney Council</p>	<p>A Heritage Impact Statement has been prepared by Urbis and is attached at Appendix Y – Heritage Impact Statement. The document has been prepared in consultation with City of Sydney Council.</p> <p>Heritage impact is discussed in Section 6 of the EIS.</p>
WIND IMPACT ASSESSMENT		
<p>B13. Future development applications for aboveground works shall be accompanied by a Wind Impact Assessment including computer modelling of detailed building form and demonstrating compliance with the criteria in Pedestrian Wind Environment Study by Windtech dated 26 September 2019.</p>	<p>B10. Future development applications for aboveground works shall be accompanied by a Wind Impact Assessment including computer modelling of detailed building form and demonstrating compliance with the criteria in Pedestrian Wind Environment Study by Windtech dated 26 September 2019.</p>	<p>A Wind Impact Assessment has been prepared by RWDI and is included at Appendix I – Wind Impact Assessment. The report considers pedestrian safety and pedestrian comfort and identifies specific measures to ameliorate wind impacts.</p> <p>Wind impact is further discussed in Section 6 of the EIS.</p>
<p>B14. The Wind Impact Assessment must consider the locations of existing and future pedestrian crossings and apply standing criteria zones to match the width of crossings and the waiting zones for crossings, including on the opposite side of streets.</p>	<p>B11. The Wind Impact Assessment must consider the locations of existing and future pedestrian crossings and apply standing criteria zones to match the width of crossings and the waiting zones for crossings, including on the opposite side of streets.</p>	
TRAFFIC, ACCESS AND PARKING ASSESSMENT		
<p>B15. Future development applications shall be accompanied by a Traffic and Transport Impact Assessment.</p>	<p>B12. Future development applications shall be accompanied by a Traffic and Transport Impact Assessment.</p>	<p>A Traffic Impact Assessment (TIA) has been prepared by PTC and is included at Appendix R - Transport, Traffic and Parking Impact</p>

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<p>B16. Future development applications shall include a Construction Traffic and Pedestrian Management Plan (CTMP) prepared in consultation with the Sydney Coordination Office and City of Sydney, 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>B13. Future development applications shall include a Construction Traffic and Pedestrian Management Plan (CTMP) prepared in consultation with the Sydney Coordination Office and City of Sydney, 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 B17 (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>Assessment; Green Travel Plan and Freight Service Management Plan. A preliminary Construction Traffic Management Plan has also been prepared by PTC and is enclosed in Appendix S – Construction Traffic Management Plan. A final / detailed CTMP will be prepared prior to the commencement of construction. The detailed CPTMP will address the following:</p> <ul style="list-style-type: none"> ▪ Haulage contingency routes ▪ Detailed travel management strategy including staff parking measures ▪ Identify temporary closure of bus stop and management measures ▪ Assess the impact on cyclist links / routes - provide management measures to ensure safety of cyclist ▪ Independent road safety audits on construction related traffic measures ▪ Measures to account for any work zones operating simultaneously <p>Independent road safety audits will be conducted by a suitably qualified consultant when required for further design development involving road operations and traffic issues, cognisant of all road users.</p>
<p>B17. 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 City of Sydney to the satisfaction of the relevant roads authorities</p>	<p>B14. 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 City of Sydney to the satisfaction of the relevant roads authorities.</p>	

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Traffic impact is further discussed in Section 6 of the EIS.

ENVIRONMENTAL PERFORMANCE / ESD

B18. 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, optimising use of water, reducing waste and optimising carparking provision to maximise sustainability and minimise environmental impacts.

B15. 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, optimising use of water, reducing waste and optimising carparking provision to maximise sustainability and minimise environmental impacts.

An Ecological Sustainable Design Report has been prepared by Cundall Johnston and Partners Pty Ltd and is included at **Appendix Q – ESD Report**. The report demonstrates that the proposed development is committed to achieving the following ESD targets:

- 5 Star rating – Green Star Design & As-Built v1.3

The WMQ will also obtain the following site-wide certifications:

- 6 star rating – Green Star Communities rating tool v1.1

ESD objectives and initiatives are further discussed in Section 6 of the EIS

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<p>B19. The minimum performance targets for environmental performance are:</p> <p>(a) Precinct overall:</p> <p>(i) 6 star Green Star Communities Rating Tool</p> <p>(ii) Endorsed under One Living Planet framework</p> <p>(b) Commercial / office uses:</p> <p>(i) 5 Star Green Star Design and As-Built Rating Tool</p> <p>(ii) 5.5 Star NABERS Energy</p> <p>(iii) 4.5 Star NABERS Water</p> <p>(iv) 'Gold Certification: Shell and Core' under WELL Building Standard</p> <p>(c) Residential uses:</p> <p>(i) 5 Star Green Star Design and As-Built Rating Tool</p> <p>(ii) more than BASIX 40 Water</p> <p>(iii) BASIX 30 Energy.</p>	<p>B16. The minimum performance targets for environmental performance are:</p> <p>(a) Precinct overall:</p> <p>(i) 6 star Green Star Communities Rating Tool</p> <p>(ii) Endorsed under One Planet Living framework</p> <p>(b) Commercial / office uses:</p> <p>(i) 5 Star Green Star Design and As-Built Rating Tool</p> <p>(ii) 5.5 Star NABERS Energy</p> <p>(iii) 4.5 Star NABERS Water</p> <p>(iv) 'Gold Certification: Shell and Core' under WELL Building Standard</p> <p>(c) Residential uses:</p> <p>(i) 5 Star Green Star Design and As-Built Rating Tool</p> <p>(ii) more than BASIX 40 Water</p> <p>(iii) BASIX 30 Energy</p>	
SECURITY AND CRIME ASSESSMENT		
<p>B20. Future development applications shall be accompanied by a Security and Crime Risk Assessment prepared in consultation with NSW Police having regard to Crime Prevention Through Environmental Design (CPTED) Principles and NSW Police publication "Safe Place: Vehicle Management: A comprehensive guide for owners, operators and designers." The future development is to have regard to the recommendations</p>	<p>B17. Future development applications shall be accompanied by a Security and Crime Risk Assessment prepared in consultation with NSW Police having regard to Crime Prevention Through Environmental Design (CPTED) Principles and NSW Police publication "Safe Place: Vehicle Management: A comprehensive guide for owners, operators and designers." The future development is to have regard</p>	<p>A Crime Prevention Through Environmental Design (CPTED) Report has been prepared by Connley Walker Pty Ltd (Appendix P -CPTED Report) to address the potential for anti-social and criminal behaviour within the public domain footprint and throughout the Central Precinct detailed OSD design. The report also includes assessment and mitigating crime risks by applying CPTED principles.</p>

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contained within the submission by NSW Police on the Concept SSD.	to the recommendations contained within the submission by NSW Police on the Concept SSD	Consultation with South Sydney Police was conducted to gain an understanding of the operational context and specific security threats. CPTED is further discussed in Section 6 of the EIS.
CONSTRUCTION IMPACT ASSESSMENT		
<p>B21. Future development applications shall provide analysis and assessment of the impacts of construction works and include:</p> <ul style="list-style-type: none"> (a) Construction Traffic and Pedestrian Management Plan, as per Condition B9 (b) Community Consultation and Engagement Plan(s) (c) Noise and Vibration Impact Assessment (d) Construction Waste Management Plan (e) Air Quality Management Plan. 	<p>B18. Future development applications shall provide analysis and assessment of the impacts of construction works and include:</p> <ul style="list-style-type: none"> (a) Construction Traffic and Pedestrian Management Plan, as per Condition B12 (b) Community Consultation and Engagement Plan(s) (c) Noise and Vibration Impact Assessment (d) Construction Waste Management Plan (e) Air Quality Management Plan 	<p>The Construction Traffic Management Plan (CTMP) prepared by PTC is included at Appendix S – Construction Traffic Management Plan.</p> <p>The Construction Environmental Management Plan attached at Appendix CC – Construction Environmental Management Plan has addressed:</p> <ul style="list-style-type: none"> ▪ Community Consultation and Engagement ▪ Air quality
<p>B22. 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>B19. 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>A Construction Waste Management Plan and Air Quality Management Plan will be prepared prior to the commencement of construction.</p> <p>Construction impact is further discussed in Section 6 of the EIS.</p>
NOISE AND VIBRATION ASSESSMENT		
<p>B23. Future development applications shall be accompanied by a Noise and Vibration Impact Assessment that demonstrates the</p>	<p>B20. Future development applications shall be accompanied by a Noise and Vibration Impact</p>	<p>A Noise and Vibration Impact Assessment Report has been prepared by Stantec Pty Ltd and is included</p>

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<p>following requirements are met:</p> <p>(a) vibration from construction activities does not exceed the vibration limits established in British Standard BS7385-2:1993 Excavation and measurement for vibration in buildings. A guide to damage levels from groundborne vibration.</p> <p>(b) vibration testing is conducted before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent damage. In the event the vibration testing and monitoring shows that the preferred values for vibration are likely to be exceeded, the Applicant must review the construction methodology and, if necessary, propose additional mitigation measures.</p> <p>(c) advice of a heritage specialist has been incorporated on methods and locations for installed equipment used for vibration movement and noise monitoring of heritage-listed structures.</p>	<p>Assessment that demonstrates the following requirements are met:</p> <p>(a) vibration from construction activities does not exceed the vibration limits established in British Standard BS7385-2:1993 Excavation and measurement for vibration in buildings. A guide to damage levels from groundborne vibration.</p> <p>(b) vibration testing is conducted before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent damage. In the event the vibration testing and monitoring shows that the preferred values for vibration are likely to be exceeded, the Applicant must review the construction methodology and, if necessary, propose additional mitigation measures.</p> <p>(c) advice of a heritage specialist has been incorporated on methods and locations for installed equipment used for vibration movement and noise monitoring of heritage-listed structures.</p>	<p>at Appendix T – Noise and Vibration Impact Assessment. The addresses the impacts of construction noise, operational noise, mechanical noise and vibration and the intrusion of ambient noise such as traffic and future rail corridor noise, into and out of the development.</p> <p>The Noise and Vibration Impact Assessment Report has demonstrated that the proposal can comply with the relevant vibration requirements.</p> <p>Concrete vibrators are expected be used in close proximity to the Waterloo Congregational Church when pouring the Level 01 slab. Mitigation measures to ensure vibration generated on the structure of the Waterloo Congregational Church does not exceed the project vibration requirements are provided in Noise and Vibration Impact Assessment Report.</p> <p>The Noise and Vibration Assessment has provided a quantitative assessment of the main noise generating sources and activities during operation, including mitigation measures to ensure the amenity of future sensitive land uses on the site and neighbouring sites is protected during the operation of the development.</p> <p>Noise and vibration is further discussed in Section 6 of the EIS.</p>
<p>B24. The Noise and Vibration 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.</p>	<p>B21. The Noise and Vibration 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.</p>	

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B25. The Noise and Vibration Assessment must address the conclusions and recommendations of the Concept Acoustic Assessment Report, SLR Consulting dated 9 November 2019.	B22. The Noise and Vibration Assessment must address the conclusions and recommendations of the Concept Acoustic Assessment Report, SLR Consulting dated 9 November 2019.	

FLOODING AND STORMWATER ASSESSMENT

B26. Future development applications shall be accompanied by a Flood and Stormwater Impact Assessment. The Assessment must demonstrate the conclusions and recommendations of the Concept Water Quality, Flooding and Stormwater Report dated 31 October 2018 prepared by AECOM.	B23. Future development applications shall be accompanied by a Flood and Stormwater Impact Assessment. The Assessment must demonstrate the conclusions and recommendations of the Concept Water Quality, Flooding and Stormwater Report dated 31 October 2018 prepared by AECOM.	<p>WSP have prepared a Stormwater Management Plan and Flood Impact Assessment, which is attached at Appendix W – Flood Impact Assessment. The assessment considers the flood risks and sets out the stormwater management works associated with the detailed design of the Central Precinct.</p> <p>The assessment includes the consideration of the conclusions and recommendations of the Concept Water Quality, Flooding and Stormwater Report dated 31 October 2018 prepared by AECOM. Stormwater and flooding are further discussed in Section 6 of the EIS.</p>
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REFLECTIVITY ASSESSMENT

B27. Future development applications for aboveground works shall include a Reflectivity Assessment demonstrating that external treatments, materials and finishes of the development do not cause adverse or excessive glare	B24. Future development applications for aboveground works shall include a Reflectivity Assessment demonstrating that external treatments, materials and finishes of the development do not cause adverse or excessive glare.	RWDI have prepared a Solar Reflectivity Report attached at Appendix K – Solar Reflectivity Report , to assess the potential for hazardous glare from the façade of the proposed OSD developments affecting motorists, pedestrians and occupants of neighbouring buildings. The report assesses the reflectivity of glazing from the central and northern precincts
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		<p>collectively. Glare resulting from the proposed development at surrounding receptors will be lower than the veiling luminance threshold with the exception of one location. The potential glare will occur at times when drivers already experience intense glare from the sun, likely reducing the perceived impact of any reflected light from the development</p> <p>Reflectivity is further discussed in Section 6 of the EIS.</p>
ARCHAEOLOGICAL AND ABORIGINAL CULTURAL HERITAGE ASSESSMENT		
<p>B28. 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>B25. 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>The recommendations and mitigation measures of the Artefact reports are to be adhered to during the construction phase of the SSD project.</p> <p>An Archaeological Assessment is enclosed in Appendix Z – Archaeological Assessment.</p>
<p>B29. Future development applications shall include an Archaeological Research Design (ARD) and subsequent Archaeological Method Statement (AMS), or updated/amended CSSI ARD and AMS that clearly applies to the SSD scope of works, informed by the results of the archaeological works</p>	<p>B26. Future development applications shall include an Archaeological Research Design (ARD) and subsequent Archaeological Method Statement (AMS), or updated/amended CSSI ARD and AMS that clearly applies to the SSD scope of works, informed by the</p>	<p>The proposal includes above ground works only and would not impact any archaeological resources.</p>

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<p>undertaken for the CSSI works. This may include consultation with the Registered Aboriginal Parties for the project and may include further field study. The AMS must:</p> <ul style="list-style-type: none"> (a) provide an assessment of the findings of the eastern clearance works and reporting (i.e. the CSSI works) (b) identify any new research questions, if required (c) make recommendations for any revised archaeological mitigation measures, if required (d) provide an assessment of benefits of completing archaeological testing, clearance and salvage and/or make a recommendation, if appropriate, that these measures are not required. 	<p>results of the archaeological works undertaken for the CSSI works. This may include consultation with the Registered Aboriginal Parties for the project and may include further field study. The AMS must:</p> <ul style="list-style-type: none"> (a) provide an assessment of the findings of the eastern clearance works and reporting (i.e. the CSSI works) (b) identify any new research questions, if required (c) make recommendations for any revised archaeological mitigation measures, if required (d) provide an assessment of benefits of completing archaeological testing, clearance and salvage and/or make a recommendation, if appropriate, that these measures are not required 	
AIRSPACE PROTECTION		
<p>B30. Future detailed development applications for aboveground works must comply with the following requirements:</p> <ul style="list-style-type: none"> (a) buildings must not exceed a maximum height of 116.9 metres AHD. This includes all lift over-runs, vents, chimneys, aerials, antennas, lightning rods, and roof top garden plantings, exhaust flues, etc (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. (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>Approval has been granted by the Department of Infrastructure, Regional Development and Cities as part of the Concept DA, for the controlled activity and intrusion into prescribed airspace for Sydney Airport to a maximum height of 116.9 metres AHD. The approved penetration of prescribed airspace is up to 55.9 metres.</p> <p>The proposed development has a maximum height of RL 99.65m (83.07m) measured to the top of the roof plant and PV zone. At a maximum height of RL 99.65 AHD, the proposed development penetrates the Obstacle Limitation Surface by approximately</p>

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Compliance
<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 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>		<p>38.75m, which is below the approved maximum intrusion height.</p> <p>Building 2 is below the approved airspace height and would not contribute any measurable adverse effect to the safety, regularity or efficiency of air traffic to and from Sydney Airport and or in the foreseeable future.</p> <p>This SSDA will continue to conform to the Airspace Approval Conditions imposed by the Department of Infrastructure, Regional Development and Cities and condition B30.</p>