

SSD-79307765

CONSISTENCY WITH CONCEPT APPROVAL SSD-9393 AND AMENDED CONCEPT SSD-10441

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
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. 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: (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.	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 part of the ongoing design development, an amendment to the Concept DA (as amended) is required to accommodate the detailed design. This Second Amending Concept has been lodged concurrently with the detailed SSDAs for the Northern and Central Precincts. Specifically, the Second Amending Concept seeks approval to modify the building envelopes for the built form within the Northern and Central Precincts, including the form of the podiums and towers. The detailed SSDAs have been prepared to be consistent with the Concept DA, as proposed to be amended by the Second Amending Concept. The submitted Architectural Plans (attached at Appendix E) also indicate approved Concept DA envelope and Concept DA envelope as amended. Building G is not within the Northern or Central Precinct.

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
B2. Building height and gross floor area is to be measured in accordance with the definitions under Sydney Local Environmental Plan 2012	B2. Building height and gross floor area is to be measured in accordance with the definition under Sydney Local Environmental Plan 2012.	Building height and gross floor area have been measured in accordance with the definitions under Sydney Local Environmental Plan 2012.
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: (a) being wholly contained within the approved building envelopes (b) compliance with the conditions of this concept approval (c) demonstration of design excellence (d) consistency with the Design Guidelines (as amended by Condition A14)	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.	Original Concept SSD DA (SSD-9393) The proposed Northern Precinct gross floor area (GFA) is 32,484 m², and the proposed Central Precinct GFA is 17,444m² which contributes to the total WMQ site wide non station related maximum GFA of 68,750sqm. Therefore, the proposed development is compliant with the total maximum achievable GFA. The proposed GFA is acceptable as: ▪ The GFA is wholly contained within the approved building envelopes 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 Guideline.

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
		Amending Concept SSD DA (SSD-10441) Condition B3 is not applicable as it relates to a commercial tower and is proposed to be deleted.
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 communal facilities associated with residential accommodation above.		The approved podium building envelopes in the Northern Precinct as amended will contain retail tenancies and the lobbies of the residential and commercial tenancies above. The approved podium building envelopes as amended in the Central Precinct will contain retail tenancies, a community facility, and a childcare centre as well as entrance lobbies to the co-living accommodation and to the shared basement.
BUILT FORM AND URBAN DESIGN		
B5. The detailed development applications shall address compliance with: (a) the Design Guidelines as endorsed by the Planning Secretary pursuant to Condition A14 (b) the Design Excellence Strategy as endorsed by the Planning Secretary pursuant to Condition A15 (c) the conditions of this consent	B4. The detailed development applications shall address compliance with: (a) the Design and Amenity Guidelines endorsed with SSD 9393 and as updated by SSD 10441. (b) the Design Excellence Strategy as endorsed by the Planning Secretary pursuant to Condition A10 the conditions of this consent.	The detailed development applications address compliance with: ▪ The Design Guidelines as endorsed by the Planning Secretary as assessed in Appendix F; ▪ The Updated Design Excellence Strategy (Appendix B) as endorsed by the Planning Secretary as discussed in Section 6; and The conditions of the concept DA as discussed throughout this table.

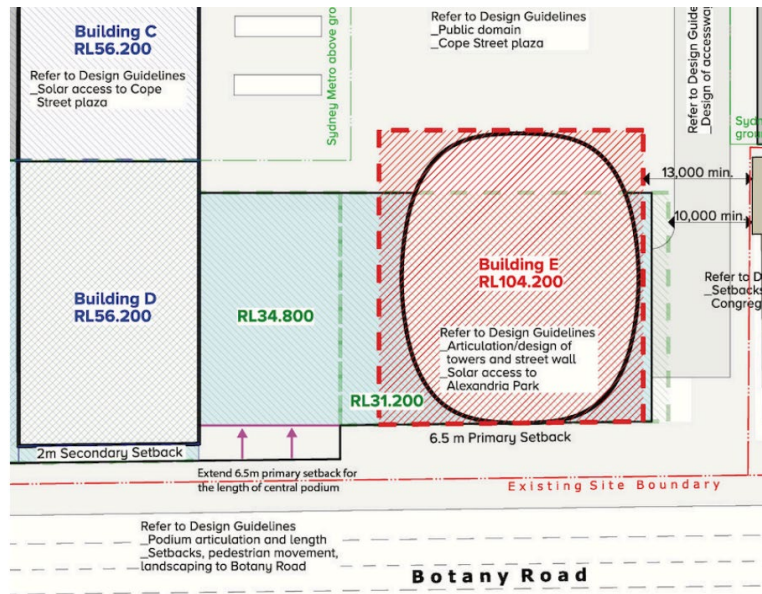
Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
B6. The following elements are not inconsistent with the consent proposal but are subject to further assessment with the relevant detailed development application: (i) conceptual land uses, except for the approved minimum non-residential GFA, community facilities GFA, affordable housing rate and number of social housing dwellings approved (ii) indicative signage zones, following preparation of a Signage Strategy (iii) subdivision.	B5. The following elements are not inconsistent with the consent proposal but are subject to further assessment with the relevant detailed development application: (a) conceptual land uses (b) indicative signage zones, following preparation of a Signage Strategy (c) subdivision.	The proposed land uses for the Northern Precinct are: ▪ Retail ▪ Commercial ▪ Residential (including affordable housing). No consent is sought for signage zones, which will be subject to a future separate approval process. The Northern Subdivision Stage once complete will be subdivided into the following stratum lots: ▪ Lot 7 – Building 1 Retail Lot ▪ Lot 8 – Building 1 Commercial Lot ▪ Lot 9 – Building 1A Residential Lot ▪ Lot 10 – Building 1B Residential Lot ▪ Lot 11 – Building 1B Affordable Housing Lot The sequencing of lot numbers will need to comply with the requirements of the NSW Land Registry Services (LRS) and as such the final sequencing may vary subject to the staging of subdivisions. The proposed land uses for the Central Precinct are: ▪ Retail

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
		▪ Community Facilities ▪ Childcare centre ▪ Co-living housing Stratum subdivision is also proposed.
B7. Future development applications shall address the following: (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. 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: (i) the design objectives of the Concept Development Application (ii) consistency with the approved Design Guidelines as amended by Condition A14 (iii) the DEEP's Design Excellence Report (iv) the advice of the SDRP (or approved alternative under Condition A15) (v) the conditions of this consent. (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 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. (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.	DESIGN INTEGRITY REPORT B6. Future development applications shall address the following: (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: • 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. (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	The proposed Central Building is setback more than 6.5m from Botany Road at ground floor level. A Design Integrity Report is attached at Appendix C and has been prepared in accordance with condition B7 (b) and (c) of SSD-9393 and B6 (a) and (b) of SSD-10441. Condition B7 (d) is not applicable as it relates to a commercial tower and is proposed to be amended to two residential towers. It is sought to amend B6 (a) and (b) of SSD-10441 to include the words "State Design Review Panel" instead of 'Sydney Metro Design Review Panel' to reflect the updated Design Excellence Strategy. This proposed change is set out in Section 3 of the EIS.

Original Concept SSD-9393 - Part B

Amended Concept SSD 10441

Comments



will be implemented through to completion of the approved development.

CAR PARKING AND BICYCLE PARKING

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:

- 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.
- the allocation of residential car parking spaces, up to the maximum of 170 spaces must not exceed the following maximum rates:

B7. Future development applications shall reduce total car parking provision to reduce private car ownership and promote use of active and public transport.

The Second Amending Concept and Detailed SSDAs do not seek approval for any car parking spaces. Car parking spaces will be provided within the basement, which has been approved via a separate SSD DA (SSD-10438).

The proposed car parking is below the maximum permissible under the Sydney LEP 2012 and the conditions of consent for the concept approval. This reduced provision is supported by the accessibility of

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
(i) 0.1 space per studio dwelling (ii) 0.3 parking spaces per 1 bedroom dwelling (iii) 0.7 parking spaces per 2 bedroom dwelling (iv) 1 parking space per 3 bedroom or more dwelling (v) residential car share parking rate of 1 space per 50 residential car parking spaces provided (c) non-residential car parking to be provided in accordance with the following: (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		the site and proximity to the Waterloo Metro Station, which offers frequent and reliable public transport services. A detailed discussion of car parking is included at Section 6.6 of the EIS.
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: (a) accessible car parking spaces provided as per Sydney DCP 2012 rates, unless the following applies: 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. (b) motorcycle parking spaces provided as per Sydney DCP 2012 rates	B8. Future development applications must demonstrate consistency with the maximum parking car parking rates approved under SSD 9393.	The Second Amending Concept and Detailed SSDAs do not seek approval for any car parking spaces. Car parking spaces will be provided within the basement, which has been approved via a separate SSD DA (SSD-10438). The proposed car parking is below the maximum permissible under the Sydney LEP 2012 and the conditions of consent for the concept approval. This reduced provision is supported by the accessibility of the site and proximity to the Waterloo Metro Station, which offers frequent and reliable public transport services. A detailed discussion of car parking is included at Section 6.6 of the EIS.

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
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; 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.		Bicycle parking for the WMQ development is detailed within the basement SSDA.
CONSULTATION WITH WATERLOO CONGREGATIONAL CHURCH		
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: (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.		Waterloo Congregational Church was consulted throughout the application preparation process. Consultation focused on: ▪ 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. The Church custodian and the proponent have agreed to meet regularly throughout planning and construction phase of the project. Consultation is further discussed in Section 5 of the EIS.

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
HERITAGE IMPACT ASSESSMENT		
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.	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	A Heritage Impact Statement has been prepared by Urbis and is attached at Appendix T. The HIS has been prepared in consultation with City of Sydney Council. Heritage impacts are discussed in Section 6.8 of the EIS.
WIND IMPACT ASSESSMENT		
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.	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.	A Wind Impact Assessment has been prepared by RWDI and is included at Appendix I . The report considers the wind study criteria in Pedestrian Wind Environment Study by Windtech dated 26 September 2019 and identifies specific measures to ameliorate wind impacts within the Northern and Central Precincts.
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.	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.	
TRAFFIC, ACCESS AND PARKING ASSESSMENT		

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
B15. Future development applications shall be accompanied by a Traffic and Transport Impact Assessment.	B12. Future development applications shall be accompanied by a Traffic and Transport Impact Assessment.	A Traffic Impact Assessment (TIA) and a Preliminary Construction Pedestrian and Traffic Management Plan have been prepared by ptc to accompany the detailed SSDAs in accordance with the requirements of the conditions of consent.
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: 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.	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: (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	A final / detailed CTMP will be prepared prior to the commencement of construction. The detailed CPTMP will address the following: ▪ 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. 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.
B17. Independent road safety audits are to be undertaken for all stages of further design development involving road operations and traffic issues	B14. Independent road safety audits are to be undertaken for all stages of further design	

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
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	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.	
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 O. 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 ▪ BASIX Energy score of 63 (Northern Precinct) ▪ BASIX Water of 40 (Northern Precinct)

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
B19. The minimum performance targets for environmental performance are: (a) Precinct overall: (i) 6 star Green Star Communities Rating Tool (ii) Endorsed under One Living Planet framework (b) Commercial / office uses: (i) 5 Star Green Star Design and As-Built Rating Tool (ii) 5.5 Star NABERS Energy (iii) 4.5 Star NABERS Water (iv) 'Gold Certification: Shell and Core' under WELL Building Standard (c) Residential uses: (i) 5 Star Green Star Design and As-Built Rating Tool (ii) more than BASIX 40 Water (iii) BASIX 30 Energy.	B16. The minimum performance targets for environmental performance are: (a) Precinct overall: (i) 6 star Green Star Communities Rating Tool (ii) Endorsed under One Planet Living framework (b) Commercial / office uses: (i) 5 Star Green Star Design and As-Built Rating Tool (ii) 5.5 Star NABERS Energy (iii) 4.5 Star NABERS Water (iv) 'Gold Certification: Shell and Core' under WELL Building Standard (c) Residential uses: (i) 5 Star Green Star Design and As-Built Rating Tool (ii) more than BASIX 40 Water (iii) BASIX 30 Energy.	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.
SECURITY AND CRIME ASSESSMENT		
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 contained within the submission by NSW Police on the Concept SSD.	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	A high-level CPTED Report (Appendix N) has been prepared for the Second Amending Concept to address the potential for anti-social and criminal behaviour within the amended Northern and Central Precincts. Detailed CPTED reports have been prepared for the detailed SSDAs.

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
	development is to have regard to the recommendations contained within the submission by NSW Police on the Concept SSD	
CONSTRUCTION IMPACT ASSESSMENT		
B21. Future development applications shall provide analysis and assessment of the impacts of construction works and include: (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.	B18. Future development applications shall provide analysis and assessment of the impacts of construction works and include: (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	Construction impacts are addressed in the detailed SSDAs.
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).	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).	Construction impacts are addressed in the detailed SSDAs.

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
NOISE AND VIBRATION ASSESSMENT		
B23. Future development applications shall be accompanied by a Noise and Vibration Impact Assessment that demonstrates the following requirements are met: (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. (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. (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.	B20. Future development applications shall be accompanied by a Noise and Vibration Impact Assessment that demonstrates the following requirements are met: (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. (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. (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.	A Noise and Vibration Impact Assessment (NVIA) has been prepared by Stantec (Appendix Q) to assess the construction and operational noise impacts associated with the second amending concept proposal. A construction noise and vibration assessment has been conducted to determine the noise and vibration impacts (if any) on surrounding sensitive receivers. The construction noise emissions predicted during the construction works for the second amending concept DA development are generally in-line with the assessment conducted by SLR Consulting for SSD-9393. A quantitative assessment of the main noise generating sources and activities during operation is provided in the detailed SSDAs 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. The Noise and Vibration Assessment has addressed the conclusions and recommendations of the Concept Acoustic Assessment Report, SLR Consulting dated 9 November 2019.
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	B21. The Noise and Vibration Assessment must provide a quantitative assessment of the main noise generating sources and	Noise and vibration is further discussed in Section 6 of the EIS.

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
necessary to ensure the amenity of future sensitive land uses on the site and neighbouring sites is protected during the operation of the development.	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.	
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.	WSP have prepared a Flood Impact Assessment, which is attached at Appendix R. 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. Flooding is further discussed in Section 6 of the EIS. Stormwater is addressed in the detailed SSDAs.
REFLECTIVITY ASSESSMENT		

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
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.	Reflectivity is addressed in the Reflectivity Report (Appendix K) and the detailed SSDAs for the Northern and Central Precinct.

ARCHAEOLOGICAL AND ABORIGINAL CULTURAL HERITAGE ASSESSMENT

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: (a) Artefact 2016, Sydney Metro City and Southwest, Chatswood to Sydenham: Aboriginal Cultural Heritage Assessment (b) Artefact 2016, Sydney Metro City and Southwest, Chatswood to Sydenham: Aboriginal Heritage – Archaeological Assessment.	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: (a) Artefact 2016, Sydney Metro City and Southwest, Chatswood to Sydenham: Aboriginal Cultural Heritage Assessment (b) Artefact 2016, Sydney Metro City and Southwest, Chatswood to Sydenham: Aboriginal Heritage – Archaeological Assessment	The recommendations and mitigation measures of the Artefact reports are to be adhered to during the construction phase of the detailed SSDA projects.
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 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:	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 results of the archaeological	The proposal includes above ground building envelope amendments only and would not impact any archaeological resources.

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
(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.	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: (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

B30. Future detailed development applications for aboveground works must comply with the following requirements:

(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.

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 RL 116.9 metres AHD.

The proposed Northern Precinct towers comply with the maximum height control and therefore the previous airspace approval remains relevant to the site.

Original Concept SSD-9393 - Part B	Amended Concept SSD 10441	Comments
(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. (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		