

MP 10_0025 COMMERCIAL BUILDING C4 PROJECT APPLICATION MODIFICATION 1

CITY OF SYDNEY COMMENT ON 'RESPONSE TO AGENCY AND PUBLIC SUBMISSIONS'

	Key Issues Raised	Lend Lease Response
	Sydney Water	
1	<p>Stormwater Sydney Water owns the stormwater channel located within the development area. Sydney Water is currently working with the developer to address the impacts that the proposed development will have on the stormwater channel.</p> <p>The developer is required to install a temporary channel deviation, and will need to carry out a permanent deviation of the channel as the development progresses. The developer is required to continuously liaise with Sydney Water's Stormwater group until the permanent deviation of the channel is completed to Sydney Water's requirements</p>	Noted and agreed.
2	<p>Waste and wastewater servicing The developer has recently submitted its proposed water related servicing strategy for the Barangaroo South development to Sydney Water for review. Once finalised, the servicing strategy will identify the water, waste water and non drinking water infrastructure required to service the site.</p> <p>All developments impacting on Sydney Water's assets are required to obtain a Section 73 Certificate. The developer has applied for a Section 73 Certificate for Commercial Building C4....</p> <p>The Developer must fund any adjustments needed to Sydney Water infrastructure as a result of the development.</p>	Noted and agreed.
	NSW EPA	
1	<p>Air Based on the air assessment results, as well as the type and scale of the proposed project, it is likely that the project can be managed to prevent adverse air quality impacts. To minimise the risk of adverse air quality impacts EPA recommends that the proponent develops and implements a refined air quality management plan for the project prior to construction activities commencing. As a minimum, the air quality management plan must include all mitigation measures included in the original assessment: Air Quality Impact Assessment Barangaroo C4 Commercial Building (AECOM, October 2010). Specifically the mitigation measures must include the air pollution control measures assumed in the original air assessment under Section 3.2 Potential Emission Sources and consider the control measures outlined under Section 8.0 Mitigation measures.</p>	The Air Quality Impact Statement Management Plan Revision C incorporates all of the issues raised by EPA and in particular Section 8.0 Mitigation Measures. The Air Quality Impact Statement Management Plan Revision C was issued to the EPA (for review and comment) and DP&I and subsequently approved by DP&I on 19 December 2011.
2	Noise and Vibration	

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	<p>EPA considers that the proponent should implement all feasible and reasonable mitigation to minimise traffic noise levels from the site. Measures could be included in the existing Construction Noise and Vibration Management Plan.</p> <p>There is no assessment of potential vibration levels from the vibratory sheet piling activities. The modelling of potential impacts from vibratory sheet piling was undertaken in isolation of other construction activities, therefore the predicted levels would appear to be those from the vibratory sheet piling alone. The predicted levels in Tables 3, 4 and 5 in the supplementary report are below the criteria, well below at most receiver locations but just 1 dB(A) below the criteria at the Hickson Road residences for Saturday construction works, hence EPA recommends that feasible and reasonable mitigation measures should be incorporated into the Construction Noise and Vibration Management Plan for the vibratory sheet piling activities, rather than the proponent stating simply that "Noise from these vibratory piling activities meets the required criteria at all receivers". Measures should include (but not necessarily be limited to) community consultation and noise and vibration monitoring.</p>	<p>Vibratory piling works will only be used during the core construction, towards the centre of site for a period of approximately 4 weeks. This will be a minimum of 85m from the nearest affected receiver. Based on previous measurements of similar equipment, Wilkinson Murray has predicted that vibration levels at this distance will be less than 0.08mm/s PPV. Conservatively assuming this activity will operate continuously during construction hours, the most stringent criterion is 0.28mm/s as per Table 3-4 of our report. Therefore, vibration levels are expected to be well below the required criterion.</p> <p>Noise from vibratory piling works has been shown to meet required criteria. However given that predicted noise levels are only 1dB below the required criteria at the worst affected receiver, Lend Lease will implement all feasible and reasonable mitigation measures to minimise noise from this activity. This may include (but not limited to) the following measures if considered appropriate:</p> <ul style="list-style-type: none"> - operator instruction; - consideration of equipment noise during task planning; - suitable equipment selection for lowest noise output; - temporary noise barriers; - respite periods; - community consultation; and - noise monitoring. <p>The updated Construction Noise and Vibration Management Plan prepared to satisfy Condition B20 of the Approved Project has been submitted to EPA for review and comment. EPA confirmed that the CNVMP is satisfactory by letter dated 28 November 2011.</p>
3	<p>Water</p> <p>EPA considers that providing the works are done in accordance with the Water and Stormwater Management Sub-Plan and in compliance with the conditions attached to Environmental Protection License number 13336, impacts on receiving waters can be adequately managed.</p>	<p>Noted and agreed.</p>

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4	<p>Waste</p> <p>EPA considers that the providing the works are done in accordance with the Revised Waste Management Plan and in compliance with the conditions attached to the Environmental Protection License number 13336, waste management impacts can be adequately managed.</p>	Noted and agreed.
NSW Finance & Services, Housing & Property Group (Housing NSW Assets Division)		
1	<p>Construction generated noise may exceed noise standards in the residential areas of High Street during some phases of construction, which would have an impact on local residents including social housing tenants located there....It is important that the Noise Mitigation Strategies identified in the Environmental, Construction and Site Management Plan (ECSMP) prepared for each project, if approved, are included in the conditions of project approval to ensure that all Environmental Impact Mitigation Measures are adhered to. It is noted that other approvals for works on the Barangaroo site have been conditioned to require specific noise mitigation treatments to be implemented and / or additional measures such as provision of respite from noisy, vibration intensive activities. Previous approvals have also been conditioned to include the implementation of a Construction Complaints Management System prior to the commencement of construction and the maintenance of the System for the duration of construction. It is requested that similar conditions of approval are applied to the Modification Application for Building C4.</p>	<p>Condition B20 of MP 10_0025 requires the preparation of a Construction Noise and Vibration Management Plan prepared in accordance with the Statement of Commitments in Schedule 3 (specifically Statement of Commitment 37) to be submitted to DECCW (EPA) for review and comment prior to the issue of a relevant Construction Certificate.</p> <p>An updated Construction Noise and Vibration Management Sub-Plan has been prepared (as part of the overall Environmental Construction & Site Management Plan for the project) and has been signed off by both the Department of Planning and Infrastructure and the EPA in December 2011.</p> <p>Statement of Commitment 37 included at Schedule 3 of the Instrument of Approval requires the Construction Noise and Vibration Management Plan to be prepared with reference to Section 8 of the Wilkinson Murray Construction Noise and Vibration Assessment included at Attachment T of the PPR prepared by JBA Urban Planning Consultants dated February 2010.</p> <p>The Construction Noise and Vibration Management Plan is required to include the following, and to be incorporated into the updated Environmental Construction & Site Management Plan for the project:</p> <ul style="list-style-type: none"> ▪ The appropriate noise and vibration objectives for each identified noise sensitive receiver; ▪ Identification of activities that have the potential to generate noise and/or vibration levels greater than the identified objectives at surrounding sensitive receivers; ▪ Noise and vibration from ancillary activities such as site yards, plan compounds, batch plants and crushing plants; ▪ Approved hours of construction; ▪ Plant and equipment that will operate (e.g. pumps) and activities (if any) that will take place outside standard hours of construction;

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		<ul style="list-style-type: none"> ▪ Respite times to be implemented for particularly noisy activities (such as percussive piling); ▪ Works timetabling in particular works outside standard hours, if any, to minimise noise impacts; ▪ Justification for any activities outside standard construction hours; ▪ All feasible and reasonable noise mitigation measures, including the use of alternative methods to be implemented where potential noise impacts exceeds the relevant objectives; ▪ A detailed description of what actions and mitigation measures will be implemented to ensure that these works would comply with the relevant noise and vibration criteria/guidelines; ▪ A description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often monitoring would be conducted, how the results of the monitoring would be recorded and if any non compliance is detected; ▪ Procedures to notify residents of activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints; ▪ Site contact person and appropriate telephone number; ▪ Description and commitment to work practices which minimise noise; and management and mitigation measures which minimise impact; and ▪ Consideration of the cumulative noise and vibration impacts resulting from other activities taking place on Barangaroo at the same time, and all feasible and practicable measures that will be implemented to minimise the cumulative noise and vibration impacts. <p>As highlighted in bold above, each of the particular matters of concern raised by NSW Finance & Services in relation to potential noise and vibration impacts is required to be addressed in the Construction Noise & Vibration Management Plan by specific condition of approval and through the Statement of Commitments, and is also required to be reviewed and subject to comment by EPA prior to implementation.</p> <p>Existing Conditions D11, D12 and D13 of the approved project specify requirements relating to vibration and noise criteria and management.</p> <p>The version of the Construction Noise & Vibration Management Plan that has been signed off by EPA and DP&I incorporates all of the matters as required by these conditions of approval.</p>
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		<p>Furthermore, existing Condition D6 of the approved project requires a site notice to be displayed at the boundary of the site that identifies, amongst other matters, a 24 hour contact phone number for enquiries and any construction / noise complaint.</p> <p>It is considered that Conditions B20, D6 and the Statement of Commitments in its current form are sufficient to ensure that the noise mitigation strategies identified in the ECSMP are appropriately adhered to.</p>
2	<p>It is very important that a dilapidation survey, identified in each ECSMP to be carried out prior to the commencement of works, be included in the conditions of approval and carried out accordingly. A post construction dilapidation report to determine whether construction works have caused any damage to surrounding LHC properties should also be included as a condition of approval. LHC properties surrounding the Barangaroo site have heritage significance and the long term preservation of these properties is of great importance.</p>	<p>Existing Condition B16 of the approved project requires Lend Lease to prepare a Pre-Construction Dilapidation Report detailing the current structural condition of all existing and adjoining buildings, infrastructure and roads prior to the issue of the relevant Construction Certificate. A copy of the report is to be forwarded to the Director General and Council.</p> <p>Existing Condition E7 of the approved project also requires Lend Lease to prepare a post-construction dilapidation report at the completion of the construction works. The report is to be submitted to the PCA, and is to ascertain whether the construction works created any structural damage to adjoining buildings, infrastructure or roads.</p> <p>Existing Conditions B16 and E7 of the approved project already satisfy the request made by NSW Finance & Services for inclusion of a requirement to prepare pre and post construction dilapidation reports as conditions of approval.</p> <p>Notwithstanding the above, Lend Lease recognises that it is likely all future project approvals at Barangaroo South will require the submission of post-construction dilapidation reports at the completion of the relevant construction works.</p> <p>Given the staging, duration and timing of commencement and completion of various components of construction works, which will overlap and extend over a relatively long timeframe, it is considered appropriate that rather than preparing a series of individual dilapidation reports at the completion of each component of construction works (which would be very inconvenient for owners, tenants / residents who would be required to provide access to their properties) a site wide strategy be undertaken with respect to the preparation of dilapidation reports.</p> <p>It is proposed that the preparation of dilapidation reports relating to the works</p>

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		<p>proposed as part of the Commercial Building C4 project be coordinated with the dilapidation reports relating to the works proposed as part of the basement, and future Commercial Building C3 and Commercial Building C5 in the following manner:</p> <ul style="list-style-type: none"> • a single dilapidation report at the completion of all excavation and piling works associated with the combined Bulk Excavation and Basement Car Parking Project Application, Commercial Building C3, C4 and C5 Project Applications; and • a single dilapidation report at the completion of all construction works associated with the combined basement carpark, and Buildings C3, C4 and C5 that may give rise to vibration impacts to adjoining properties, infrastructure or roads are complete. <p>In order to effect a site wide strategy with respect to the preparation of dilapidation reports, it is proposed that rather than imposing requirements through Conditions of approval imposed on individual project applications, the requirements be set up through the ESCMP, which is a site wide document.</p> <p>It is therefore proposed that the existing Condition E7(1) of the approved project be deleted, and that the existing Statement of Commitment 36 relating to the ESCMP be modified to require Lend Lease to prepare dilapidation reports in relation to the Commercial Building C4 project as above. Lend Lease will propose a similar Statement of Commitment in relation to the project approvals for Commercial Building C3 and Commercial Building C5 and, via the Bulk Excavation and Basement Car parking Mod 3 Application, on the basement.</p>
3	<p>A review of the Reflectivity Study submitted by the Proponent indicates that reflections off the surface of Building C4 (afternoon sun) in certain months would impact LHC properties located along High Street, Millers Point. The extent of the impact of the reflection from Building C4 would have on LHC properties, especially living areas, is not clearly shown by the Reflectivity Study. It is requested that further detail regarding this issue be provided. It is further requested that an assurance by the proponent be provided that reflections from Building C4 would have minimal impact.</p>	<p>A Reflectivity Study prepared by ARUP was submitted with the EAR for Commercial Building C4 Mod 1. The Annual Reflections Image Sequence included at Appendix A of the Reflectivity Study shows a very minor potential intermittent reflectivity impact for short periods of time in the vicinity of the properties located along High Street at the following times and dates of the year:</p> <ul style="list-style-type: none"> ▪ 6pm only between October 21 and February 21; and ▪ 8 am and 4pm between April 21 and Aug 21 (no impact is identified between 8 am and 4pm, or after 4pm).

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		<p>No impact is identified at 21 March or 21 September.</p> <p>It is noted that the angle of the minor potential intermittent reflectivity impact identified is such that it would not generally hit the west facing facades of buildings on High Street or High Lane.</p> <p>The Reflectivity Study identifies that any reflections off the facades of the proposed development would reach other buildings for only short period of time, and that with a reflectivity target of significantly less than 20%, reflections from facades are unlikely to cause discomfort to occupants of buildings and will in fact have little or no solar reflection impact on the occupants of surrounding buildings.</p> <p>It is also noted that the Reflectivity Study demonstrates and concludes that no solar reflections would be experienced on High Street or High Lane – reflections to these streets are either entirely blocked by other buildings or do not fall close to traffic participant's expected view directions, thus not reaching a concerning level of equivalent veiling luminance.</p> <p>Existing Condition B11 of the approved project requires the visible light reflectivity from building materials used on the facades of the buildings to not exceed 20% and to be designed to minimise glare. A report demonstrating compliance with these requirements is required to be submitted to the satisfaction of the PCA prior to issue of a relevant Construction Certificate.</p> <p>It is considered that the Reflectivity Study submitted with the Mod 1 application clearly demonstrates that any potential reflectivity impact to the existing residences on High Street will be minor if present at all, and also that Condition B11 of the approved project provides sufficient assurance that the selection of materials and finishes for Building C3 will meet the performance criteria modelled in the reflectivity study.</p>
4	<p>Although the subject application does not relate to residential development, the lack of a Housing Strategy for the Barangaroo Site is of ongoing concern. Previous submissions have consistently requested that the Barangaroo Housing Strategy be prepared prior to the submission of project applications to ensure an appropriate mix of housing types and affordable housing options are incorporated in the Barangaroo development. Considering that a number of buildings proposed for the site are to be residential, and the DP&I has already accepted a number of preliminary applications for residential buildings at Barangaroo South, the</p>	<p>A Housing Strategy for Barangaroo is to be submitted to the Barangaroo Planning Reference Group prior to the lodgement of any relevant project application within the B4 Mixed Use Zone.</p> <p>As the Commercial Building C4 is not a residential development, submission of the Housing Strategy is not required at this stage. The Housing Strategy is being developed and will be submitted at the appropriate time.</p>

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	importance of finalising a Housing Strategy is reiterated.	
	Sydney Ports	
1	<p>Pedestrian management</p> <p>Given pedestrian access to the CPT will be via the eastern footpath of Hickson Road, Sydney Ports requests that a safe pedestrian crossing path be considered and implemented prior to the western side of Hickson Road being restricted to pedestrians. Consideration should also be given to providing a pedestrian crossing across Hickson Road in close proximity to the CPT facility should pedestrian access on the western side of Hickson Road not be permitted during construction.</p>	<p>As identified by Sydney Ports, the Construction Traffic Management Plan proposes to allow for redirection of pedestrians accessing the CPT to the eastern footpath of Hickson Road for the duration of the proposed works, reducing potential conflicts with vehicles.</p> <p>To address the issue raised by Sydney Ports, Lend Lease will provide a temporary pedestrian crossing across Hickson Road in close proximity to the CPT facility to allow for pedestrians to cross safely to the eastern side of Hickson Road. A modification to Condition B12 of the Approved Project is proposed.</p>

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2	<p>Traffic impacts</p> <p>The Construction Traffic Management Plan prepared by ARUP included traffic counts from an intersection survey conducted on 27 April 2010 to establish the existing peak hour traffic conditions and traffic operations at these intersections. Sydney Ports requests confirmation that the construction traffic impact assessment and modelling included traffic counts from the vehicle movements associated with the CPT terminal in addition to these counts given as there was no cruise ship berthed at Barangaroo on 27 April 2010.</p>	<p>The Construction Traffic Management Plan submitted with the approved Commercial Building C4 Project Application (refer to Appendix V of the EAR) identifies (p.6) that the Cruise Passenger Terminal at Wharf 5 was surveyed for vehicular traffic and pedestrian movements on Friday 3 September and Monday 6 September 2010 when the Dawn Princess and the Pacific Jewel respectively docked in the morning and departed in the afternoon. These two ships are representative of the larger ships scheduled to dock at Wharf 5 between July 2010 and December 2011. The full 18 month schedule has been reviewed which indicates that the 164 ships visiting Wharf 5 over this period will result in 182 days when a ship is docked at Wharf 5. The vehicular traffic movements associated with each of the larger cruise ship visits represent a total of approximately 2300 to 3000 vehicle movements occurring over a 10 hour day, from 6.30 am to 4.30 pm, by a combination of car, taxi, bus/coach and truck movements. The traffic movements surveyed for the Dawn Princess and the Pacific Jewel are summarised in full in the CTMP submitted with the approved Building C4 project.</p> <p>Lend Lease confirms that the construction traffic impact assessment and modelling included traffic counts from the vehicle movements associated with the CPT in addition to the counts given relating to 27 April 2010.</p>
3	<p>Barging of soil</p> <p>It is noted that consideration is being given to removing spoil from the site via water routes to minimise construction traffic impacts. Sydney Ports in principle is supportive of this proposal however consideration of barge related impacts will be required. Should Lend Lease progress with this option, Sydney Ports requests that the Proponent liaise with the Harbour Master prior to material being loaded for transport via the water from the site, particularly in relation to vessel movements.</p> <p>Sydney Ports is the agency responsible for vessel related spills in Sydney Harbour and Botany Bay. Should barging of spoil material be proposed, the Construction Environmental Management Plan should, as a minimum, address the following:</p> <ul style="list-style-type: none"> ▪ Spillage of spoil during loading / movement of barges; ▪ Procedures in the event of an incident (such as a fuel spill or collision with structures / vessels on the water); and ▪ Provide details regarding reporting of any incidents on the water. 	<p>Lend Lease wishes to allow for the option of removing spoil from the site via water routes i.e. barging of soil (note that the Commercial Building C4 application will only necessitate a small amount of material being removed from the site, as the majority of excavation works are occurring under the Bulk Excavation and Basement Carpark Project Application).</p> <p>In the event that barging of material is chosen as the most appropriate strategy, Lend Lease will liaise with the Harbour Master prior to material being loaded for transport via the water from the site, particularly in relation to vessel movements.</p> <p>As requested by Sydney Ports, the ECSMP will be updated to address the environmental management matters identified by Sydney Ports. Statement of Commitment 36 is proposed to be modified to reflect this requirement. It is noted that existing Condition C2 requires the updated ECSMP to be submitted to DECCW for review and comment and to the Director General for approval.</p>

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	Key Issues Raised	Lend Lease Response	CoS Comment
	City of Sydney		
1	<p>Previous (February 2011) Recommendation 1 - The proponent must provide drawings that document the location of the building. For example, a dimensioned plan showing the Blocks relative to the site boundaries and a dimensioned plan showing C4 within Block 2. This is to include the location of Hickson Road, its kerbline and its existing fig trees.</p> <p>City of Sydney comment on Mod 1 application: Generally satisfied, although Hickson Road details remain sketchy.</p>	<p>Noted. A dimensioned plan showing Building C4 within Block 2 has previously been provided at Attachment D of the Commercial Building C4 PPR dated February 2011. It is not agreed that details at Hickson Road remain sketchy. Approved Drawing RHSP-A-C4-2200-P-00 is a scale drawing that shows the location of Hickson Road, its kerbline and its existing fig trees, as requested by the Council.</p>	<p>This item has been reasonably addressed and no further comment is required.</p>
2	<p>Previous (February 2011) Recommendation 2 - The proponent must provide sections which show how the forecourt successfully changes level from RL 3.6 to (average) RL 2.2, and document why this level change is required.</p> <p>City of Sydney comment on Mod 1 application: It is noted that as a result of design development, the RL at the lobby has been lowered to RL 3.5, which results in a grade change of 1.11 metres between the lobby and the level of Hickson Road. The proponent notes that this level change is consistent with the site drainage expectations.</p> <p>DP&I should ensure that all alignment levels for new areas of public domain are designed to integrate with the existing public domain on all edges so that proposed finishes marry into existing surfaces along Hickson Rd and Globe Street/ Lime Street. This may require setbacks. Car parks should be recessed so that they do not present blank surfaces or generate access problems. New roads should follow the ground plane to assist with overland flow paths.</p>	<p>The current modification application does not seek to amend the approved ground levels of the building (RL 3.5). This comment is therefore not relevant to the current application.</p> <p>The existing Condition B6 of the approved project requires detailed design documentation of how the road pavement and footways match into the existing public domain.</p> <p>Existing Condition B7 of the approved project relates specifically to the alignment levels of Globe Street, City Walk, Southern Lane and Shelley Lane, being the new public domain to which the approved Commercial Building C4 relates. It requires footpath alignment levels for the development to be submitted to the PCA for approval. The submission must be accompanied by a plan prepared by a Registered Surveyor showing the existing location, size and levels (AHD) of all service covers, trees, poles and street furniture, kerb, gutter and alignment levels of 10 m cross sections, alignment levels at proposed and existing vehicular and/or pedestrian entrances within the footway adjacent to and extending 20 metres past either side of the site.</p>	<p>The comment is highly relevant to any condition that might be applied to the current modification application. These conditions only go so far in addressing these concerns while the plans fail to indicate adherence to the conditions. The only effective condition to provide some assurance in this regard is B6 which simply states 'Detailed design documentation of how the road pavement and footways match into the existing public domain'. But to whose satisfaction? The City, as likely future road authority should be consulted.</p> <p>As the plans indicate that these level changes are still proposed, the City's original comment</p>

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		<p>It is considered that existing Conditions B6 and B7 will appropriately ensure that new areas of public domain (Globe Street, City Walk, Southern Lane and Shelley Lane) will integrate with the existing public domain on all edges so that proposed finishes marry into existing surfaces along Hickson Road and Globe/Lime Street.</p> <p>A final Public Domain Plan and Temporary Public Realm Plan is required to be submitted to and approved by the Director General prior to issue of a Construction Certificate (Existing Condition B31).</p> <p>The Commercial Building C4 Mod 1 application does not propose any changes to the approved basement car park structure, which is the subject of a separate Project Application and the comment made relating to the recession of carparks is not therefore relevant to the current application. In any event, the approved basement car park structure does not present blank surfaces or generate access problems.</p> <p>The Commercial Building C4 Mod 1 application does not proposed any changes to the approved Stormwater Management Plan – Rev A (dated 3 November 2010).</p> <p>Existing Conditions B6, B7, B17 and B31 of the approved project are considered to have previously adequately addressed all of the relevant matters raised by the Council.</p>	<p>stands.</p> <p>It is requested that the final Public Domain Plan and Temporary Public Realm Plan be referred to the City of Sydney prior to approval by the Director General. The rejection of Council's reasonable comments is not acceptable and is objected to by Council</p>
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3	<p>Previous (February 2011) Recommendation 3 - The proponent must provide an overlay plan that demonstrates how the building fits into the Concept Plan (as approved) and Concept Plan as proposed to be amended.</p> <p>City of Sydney comment on Mod 1 application: The Department is to ensure consistency with the Concept Plan in relation to GFA/FSR, height and built form, ensuring that there is sufficient allocation of floor space area for low rise buildings (ie along Hickson Road).</p> <p>It is essential that the Department double check all GFA calculations presented by the Proponent in light of the previous contentions raised regarding GFA and ability for this precinct to support the increased capacity and include the table in any approval. This should be consistent with the concept plan approval.</p>	<p>The Commercial Building C4 Mod 1 proposal is consistent with the approved Concept Plan (Mod 4) GFA and height as is detailed in the Mod 1 application (refer to Section 3.2). There is no FSR provision or requirement relating to Block 2 or to the Commercial Building C4 project in the approved Concept Plan.</p> <p>Existing Conditions B30 and E2 of the approved project require a Registered Surveyor to certify that the GFA and height of Commercial Building C4 is consistent with the approved development, prior to issue of a construction and subsequently an Occupation Certificate.</p> <p>Existing Conditions B30 and E2 are considered to adequately address the matters raised by the Council and to ensure consistency with the Concept Plan approval.</p>	<p>The Department has an obligation to ensure that the towers which have increased FSA absorption do not use up too much of the maximum FSR leaving insufficient floor area to realise the approved low rise commercial buildings. Insufficient information has been provided to enable that obligation to be met.</p> <p>The rejection of Council's reasonable request is objected to and referral to the Planning Assessment Commission is requested.</p>
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4	<p>Previous (February 2011) Recommendation 4 - Plans should be submitted as part of the Preferred Project Report process the final designs of the temporary wind mitigation measures associated with this project.</p> <p>City of Sydney Comment on Mod 1 application: In addressing this issue, the Proponent has amended their Statement of Commitments committing to approval of the temporary wind structures, in terms of design and adequacy, prior to issue of a Construction Certificate. The City notes that the wording of the Proponent's commitment is inadequate. Condition A6 requires that the detailed design of the temporary wind structures and temporary structures is to be submitted to the Director General for approval prior to the issue of the relevant Construction Certificate. It would be more appropriate if some proper indication of the size and scale of these structures was provided with the EARs.</p> <p>It is considered that the adverse wind impacts would be improved by an increase to the height of the tower's podiums.</p>	<p>There is no amendment proposed to the height or external design of the podium element of the approved project, nor to the approved Statements of Commitments and Conditions of approval relating to temporary wind structures. This comment is therefore not relevant to the current application.</p> <p>The Approved Project's Wind Tunnel Study concluded that without appropriate ameliorative measures wind conditions at certain locations around the building would not be acceptable for general pedestrian access. However, the wind conditions around the building were likely to improve to a satisfactory level with the future construction of the other buildings on the Barangaroo site, particularly Commercial Buildings C5 and C3 to the immediate north and south of the C4 building site.</p> <p>The Approved Project's Wind Tunnel Study recommended that in the short term temporary structures be provided to ameliorate the wind conditions and that remedies to solve these issues be investigated in the wind tunnel to ensure a suitable pedestrian environment around the development.</p> <p>The mitigation of wind impacts via short term temporary wind structures as recommended in the Approved Project's Wind Tunnel Study was considered, assessed and approved by the DP&I as part of the Approved Project.</p> <p>Existing Condition A6, as referenced by the Council, requires submission to and approval by the Director General of the detailed design of the temporary wind structures and temporary structures prior to the issue of the relevant Construction Certificate.</p> <p>The Commercial Building C4 Mod 1 application does not</p>	<p>Contrary to this unsatisfactory response and despite Condition A6, it is considered more appropriate if an indication of the size and scale of these structures was indicated and provided with the EARs rather than deferring consideration of the matter. Therefore the City's submission stands.</p> <p>The rejection of Council's reasonable request is objected to and referral to the Planning Assessment Commission is requested.</p>
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	<p>propose to change the approved approach to temporary wind mitigation.</p> <p>The Wind Tunnel Study submitted with the Mod 1 application re-confirms the recommendation to provide temporary wind structures during the period of time within which Commercial Building C4 is isolated on the site (i.e. prior to the construction of Commercial Buildings C3 and C5). The Wind Tunnel Study demonstrates that the wind environment surrounding the isolated Commercial Building C4 improves as the surrounding buildings on the site are constructed which increases the level of wind shielding. As the remainder of the site is constructed, the wind environment surrounding Commercial Building C4 will be similar to that identified as part of the Approved Project.</p> <p>The Mod 1 application wind testing demonstrated that the presence of the additional tower C5, which will provide additional shielding for Commercial Building C4, results in calmer conditions. In particular the retesting demonstrates that the south west location becomes suited to pedestrian walking and passes the distress criterion once Commercial Building C5 is constructed.</p> <p>The Wind Tunnel Study also notes that revolving doors would be more suitable for the ground level entrances to the commercial lobby. Revolving doors have been incorporated into the Mod 1 Application.</p> <p>Existing Condition A6 of the approved project is considered to appropriately ensure that the detailed design of the recommended temporary wind structures is considered prior to construction commencing.</p>	
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5	<p>Previous (February 2011) Recommendation 5 - The bulk and scale of the tower should be reduced, including:</p> <ul style="list-style-type: none"> ▪ The width and length of the tower being reduced; ▪ The floor area being reduced to at least align with the indicative drawings in previous applications; and ▪ The tower floors being reduced in area as the building increases in height <p>City of Sydney Comment on Mod 1 application: The City notes that the current designs have refined the width of the tower floor plates. The changes made are acknowledged by the City as an incremental improvement to the previously approved design. The modification to the approved tower footprint by incorporating the curved floor plates with a slight reduction in the overall width of the building reduces their angularity and shadow fall by removing the corners.</p> <p>The tower at least from an east-west direction will appear thinner (than it is) and the removal of the so called 'structural bracing' from the roof top will also reduce the perceived height of the building and eliminate tenant branding and signage temptations. Changes to floor plate floor areas appear to be negligible. The Department needs to ensure compliance with the Concept Plan.</p> <p>The City has noted that most of the photomontages view the buildings from above street level. One exception is Figure 9. The City rejects much of the photomontage methodology using wide angle lens (to replicate field of vision instead of human eye perspective) and recommends that new photomontages of all 3 towers together be requested, particularly as viewed through Union Walk.</p>	<p>The Council's comments about the improvements proposed to be made to the design of Commercial Building C4 by the Mod 1 Application are noted.</p> <p>The Council has recommended that the DP&I ensure that the proposed modified Commercial Building C4 comply with the Concept Plan.</p> <p>The consistency of the Commercial Building C4 Mod 1 tower proposal with the approved Concept Plan (Mod 4) is documented in detail in the Mod 1 application at Section 3.2. As identified, the modified tower proposal complies with all relevant requirements of the approved Concept Plan. It is considered that the Terms of Approval of the Project are sufficient for the DP&I to ensure compliance with the Concept Plan.</p> <p>As requested by the Council, new additional photomontages that show the proposed C4 commercial building in the context of the Commercial Buildings C3 and C5 have been prepared and are included at Attachment B.</p> <p>The issue raised by the Council that it '<i>rejects much of the photomontage methodology using wide angle lens (to replication field of vision instead of human eye perspective)</i>' is a matter that was dealt with in detail at the time of the PPR for the Concept Plan (Mod 4).</p> <p>The photomontage methodology used by Virtual Ideas (i.e. use of a 50mm lens and an angle of view of 46 degrees) has previously considered and assessed as an appropriate methodology by DP&I.</p> <p>The intention of a photomontage rendering is to visually communicate how proposed built form sits in respect to its surroundings. To achieve this, a digitally rendered image from a digital 3D model is superimposed into a digital photograph to provide an accurate representation in terms of light, material,</p>	<p>The City contends that despite the modified tower proposal complying with the approved Concept Plan, the proposal is for one that is too great in bulk and scale as detailed in Recommendation 5 and 5A.</p> <p>Council rejects the proponent's ongoing argument that a wide angle lens is the most appropriate representation for photomontages. The lens of the human eye most closely matches 50mm in terms of the scale and how near or far objects appear from the viewer.</p>
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	<p>scale, and form.</p> <p>Camera lens selection also plays an important part in creating a photomontage that communicates visual impact. There are several things to consider with respect to lens selection.</p> <p>Field of View of the Human Eye</p> <p>This is a topic that varies depending on the source of information. In many cases the field of view of the eye is stated to be 17mm. Other sources of information on the web say that it is more like 22-24mm. Whichever the case it is clear that the human eye has quite a wide field of view and when we stand close to a subject (say a building) we have quite a lot of vision towards the top, sides and bottom. In addition to this the human eye can change focus and target direction extremely quickly allowing us to view a large structure in a very short period of time, effectively making our perceived field of view even larger.</p> <p>The Perspective of the Human Eye</p> <p>It is difficult to accurately reproduce what the human eye sees by the means of a printed image. As the back of the human eye is curved and the sensors on cameras are flat the perspective of a photograph can look quite different to how we see things in the real world, especially with a larger field of view, or wider lens.</p> <p>In digital photography circles it is commonly stated that using a longer lens (approx 50mm) reduces the amount of perspective in an image and therefore looks more like the human eye would see reality, but this is talking about perspective only, and does not consider the field of view of the eye. If you take a photo using a 50mm lens, print the photo, and hold the print out against the actual view in the same location the photo was taken from, it becomes very clear that the human eye can see much more of the surrounding information than what is shown on the print out.</p> <p>Changing the FOV on a digital camera</p> <p>The main difference in using a longer lens vs. a wider lens is the amount of information that is displayed at the edges of the subject. Changing the lens to a smaller FOV produces the same result as cropping in on the wide angle image, providing that the</p>	
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		<p>position and the angle of the camera remains constant while taking the photographs. In short, a lens with a wider FOV does not create an image that has incorrect perspective it simply means that the perspective is extended at the edges of the image showing more of the surrounds in the images.</p> <p>What all of this means for visual assessment is that there is no "one fits all" solution for lens selection. If we follow the opinion that a longer lens produces images that are closer to the perspective of the human eye, we will inevitably be in the situation where we cannot show the entirety of our subject and enough of the surrounds that it resides in. Also if we strictly stick to a 17mm lens we will have situations where the subject is far away and looks very small in the image, again making it difficult to assess visual impact. For these reasons we have taken the view that we can never totally represent what the human eye will see on a piece of paper, and for visual impact photomontages we should select lenses that strike a balance between the two and can accurately display the built form in its surroundings.</p> <p>The most effective way to accurately gauge visual impact and get a "real world" feeling for scale would be to take prints of the photomontages to the exact site photography locations and compare the prints with the scale of the existing built form.</p>	
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6	<p>Previous (February 2011) Recommendation 6 - The length of the building should be reduced to:</p> <ul style="list-style-type: none"> ▪ Minimise the view disruption from Pyrmont Bridge which severs the historic visual connections across Darling Harbour from Pyrmont Bridge to Millers Point; and ▪ Minimise the visual impact upon the foreshore, to improve the visual appreciation of Darling Harbour from foreshore areas of Pyrmont <p>Previous (February 2011) Recommendation 7 - The extent to which the footprint is reduced should be informed by an aim to minimise the adverse impact upon views and vistas to and from public places, landmarks and heritage items around the foreshores of Darling Harbour and from the Miller Point Heritage Conservation Area, particularly Observatory Hill.</p> <p>City of Sydney Comment on Mod 1 application: The City notes that the current designs have refined the tower footprint to marginally address the issue of view disruption and visual impact. The changes made are acknowledged by the City as an incremental design improvement to the designs.</p> <p>Despite the Department's previous assessment, the City reiterates the points identified in recommendations 6 and 7 that the proposal does not go far enough in addressing the bulk and scale of the three towers in their context. The buildings should ideally be modified so that they have a maximum length of 60 metres above RL 60 and a maximum length of 50 metres above RL 120.</p>	<p>The comments of the Council relating to the refinement of the tower footprint and resulting from the Mod 1 application resultant design improvement in terms of view disruption and visual impact are noted.</p> <p>The approved Urban Design Controls applying to Block 2 under the approved Concept Plan (Mod 4) establish a maximum horizontal floor plate length for Commercial Building C4 of 85.5 metres. The Commercial Building Mod 1 proposal complies with this Urban Design Control.</p> <p>The currently approved Commercial Building C4 tapered floorplates incorporate small areas which marginally exceed the maximum floorplate depth and length. The proposed modified floorplates have been designed so that no parts of the approved floorplates exceed the maximum.</p> <p>It is not proposed to modify Commercial Building C4 to reduce the length of the floor plate above RL 60 and again above RL 120. The environmental impact of floor plates with a length of 85.5 metres has been considered, assessed and approved as part of the Approved Project, and the proposed modified project marginally reduces the floorplate length.</p>	<p>Despite the approved Urban Design Controls applying to Block 2 under the approved Concept Plan (Mod 4), the City of Sydney will continue to argue that bulk and scale is too great as stated and objects to the proposal requesting that the application be referred to the Planning Assessment Commission.</p>
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7	<p>Previous (February 2011) Recommendation 8 - The awnings should be amended to comply with City of Sydney provisions for awnings to provide weather protection.</p> <p>City of Sydney Comment on Mod 1 application: The Proponent details that awnings proposed at a higher height that those allowed under the City's controls permit greater activation of the ground plane by allowing double height windows to the ground floor tenancies. They also claim that these higher awnings will ensure wind amelioration.</p> <p>Despite the Department's assessment, the City does not support this argument. The higher awnings simply allow for more advertising and branding at the expense of wind and rain protection during weather events and should be revised as evident in the recent Westfield development in the city.</p>	<p>No modification to the approved awning on the C4 building podium is sought as part of the Mod 1 application. Therefore this matter raised by the Council is not considered relevant to the Mod 1 application.</p> <p>Signage zones for the project have been identified on the architectural drawings. The detailed design of the building identification signage and business identification signage is required to be submitted for the approval of the Director General prior to the issue of the relevant Construction Certificate (refer to existing Condition A6).</p>	<p>The comments by the City are highly relevant. The additional signage zones now proposed in drawings RSHP-A-C4-5200 to 5230 goes to prove the City's argument. The number and size of proposed signage zones is unprecedented in the Sydney CBD.</p> <p>The City objects to the proponent's response. Commitment No. 5 should not be amended.</p>
8	<p>Previous (February 2011) Recommendation 9 - The Public Domain Plan should be completed prior to the approval of this Project Application so that the paving works are done once only and built to a suitably high standard. If this does not occur, a deferred commencement condition should be considered that the consent does not operate until the finalisation of the public domain plan. Alternatively, permanent surfaces to City standards are to be in place around areas where access must be maintained and is unlikely to suffer damage due to restrictions on construction access.</p> <p>City of Sydney comment on Mod 1 application: The City acknowledges that the Draft Public Domain Plan has been lodged with, and is being considered by the Public Domain Technical Working Group, of which the City is represented.</p> <p>Despite the imposition of Condition B31, the concerns raised by the City in regard to public domain details and the timing of works are reiterated. Recommendation 9 above still stands as a recommendation.</p>	<p>The Mod 1 application does not propose any changes to the approved Temporary Public Realm Plan. It is therefore considered that this recommendation made by Council is not relevant to the Mod 1 application.</p> <p>The Council's acknowledgement that it is represented on the Public Domain Technical Working Group that is considering the draft Public Domain Plan that has been submitted to it, and thus its role in resolving this document, are noted.</p> <p>As Commercial Building C4 is to be the first commercial building constructed on the site, the surrounding curtilage of the building will need to strike a balance between providing good amenity and access for tenants and recognising the construction program whilst successive stages are constructed. To that end, consistent with the Approved Project, a "temporary" public domain solution is proposed for areas external to the building within Blocks 2 and in part Block 3.</p> <p>The determination that the establishment of temporary public domain in this manner is an appropriate solution to the staged</p>	<p>An indication of what 'temporary' means is yet to be provided. The City is attempting to ensure that materials and the quality of finish are of a satisfactory standard. Recommendation 9 still stands.</p>

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		construction program at Barangaroo South was made at the time of approval of the Approved Project.	
9	<p>Previous (February 2011) Recommendation 10 - Increase the activity and permeability of the western podium facade.</p> <p>City of Sydney comment on Mod 1 application: Generally satisfied.</p>	Noted.	<p>There is no further comment regarding the western podium facade.</p> <p>However, the PPR plans indicate a significant reduction in the south to north permeability through the foyer. It is considered that at least one lift lobby have direct access to City Walk.</p>
10	<p>Previous (February 2011) Recommendation 11 - The plan should be amended to show the base of the pedestrian bridge and include details of surfaces, transitions and circulation that links City Walk with the pedestrian bridge, and the bridge shown to extend to Hickson Road despite the proposed boundaries.</p> <p>City of Sydney comment on Mod 1 application: The City reiterates its concern highlighted in recommendation 11 above and requests that the Department ensure that this issue is adequately addressed at a later stage when the Project Applications for the bridge and the City Walk connections are lodged.</p> <p>Concern is also raised at the relocation of the pedestrian bridge to Margaret Street West. The pedestrian bridge should link with City Walk as this is a central area and focal point for works and visitors to Barangaroo.</p>	<p>The pedestrian bridge does not form part of the Approved or proposed modified Commercial Building C4 development. The area of City Walk immediately adjoining the future pedestrian bridge will be the subject of a future Project Application. This comment is not therefore considered relevant to the current application.</p> <p>The Council's request that the DP&I ensure the identified matters are adequately addressed at such time as Project Applications for the bridge and City Walk connections are lodged is noted.</p>	<p>The City's comment still stands. Like numerous other aspects of the Barangaroo development, it is proposed by the proponent to be addressed (and solutions developed and resolved) at a later time.</p> <p>How this causes a conflict is if an approval is given at this stage without consideration of the matter raised. The response is objected to.</p>
11	<p>Previous (February 2011) Recommendation 12 - Information is to be submitted as to the pedestrian access along Hickson Road or how access is proposed to be maintained to the surrounding area. Connections to Hickson Road including Napoleon Street and nearby destinations need to be considered.</p> <p>City of Sydney comment on Mod 1 application: Generally satisfied.</p>	Noted.	<p>The proponent's responses to Transport for NSW assist to clarify matters further.</p>

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12	<p>Previous (February 2011) Recommendation 13 - That one architect is responsible for the design of the entire building, or if two architects are to be retained, then either the architectural language should be consistent or a more apparent separation between tower and podium needs to occur.</p> <p>Previous (February 2011) Recommendation 14 - In light of known tenant expectations for buildings to be without corporate colours, the proponent should provide montages of the building with the yellow elements shown in alternate colours in order to assess the architectural/urban design outcome.</p> <p>City of Sydney Comment on Mod 1 application: Recommendation 14 has been generally satisfied.</p> <p>Additional recommendation 13A: The City's control standard of a minimum street frontage height of 22-24 metres should be applied as a minimum to this significant development.</p>	<p>The Council's comment that Recommendation 14 has been satisfied is noted.</p> <p>The height of the podium structure is approved, and the Mod 1 application does not propose to change the approved height with the exception of the expansion of the pop up area of the podium.</p> <p>It is not proposed to increase the street frontage height of the podium.</p> <p>A part three / part four storey podium wraps around the building beyond the extent of the tower form. The podium has a predominant height of RL 18, or approximately 14.5 metres above the street level. The podium accommodates retail uses that will activate the building's street and land frontages and provide an appropriate human scale.</p>	<p>Recommendation 14 has been satisfied.</p> <p>The City of Sydney's Recommendation 13A remains. Other modifications by the proponent to the approval are possible and it is considered that further amendments should be incorporated.</p>
13	<p>Previous (February 2011) Recommendation 15 - The testing report 'Archaeological Testing Barangaroo South' should be submitted as part of the PPR so that the extent of the testing and whether this was satisfactory can be assessed.</p> <p>City of Sydney comment on Mod 1 application: Potentially satisfied by Conditions D17 and D18.</p>	<p>Noted.</p>	<p>Satisfied. No further comment.</p>
14	<p>Previous (February 2011) Recommendation 16 - The proponent should commit to, and be required by conditions of consent to, provide further modelling to assess the impacts of potential changes on local air quality should there be any substantial changes to pollutant emitting activities proposed during construction.</p> <p>Previous (February 2011) Recommendation 17 - The Construction Environmental Management Plan (CEMP) should be adjusted to include the potential impacts of traffic movements once the site is operational and all associated plant and equipment within and around the building, and should be continually updated to reflect the cumulative impacts as further Project Applications are progressed.</p> <p>City of Sydney comment on Mod 1 application: Potentially satisfied by Condition D14 and B18.</p>	<p>Noted.</p> <p>It is further noted that the Air Quality Impact Statement Management Plan Revision C incorporates all of the issues raised by EPA and in particular Section 8.0 Mitigation Measures. The Air Quality Impact Statement Management Plan Revision C was issued to the EPA (for review and comment) and DP&I and subsequently approved by DP&I on 19 December 2011.</p> <p>The updated Construction Noise and Vibration Management Plan prepared to satisfy Condition B20 of the Approved Project has been submitted to EPA for review and comment. EPA confirmed that the CNVMP is satisfactory by letter dated 28 November 2011.</p>	<p>Satisfied. No further comment.</p>

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15	<p>Previous (February 2011) Recommendation 18 - A condition of consent should be imposed that ensures upon finalisation of the project a separate Site Audit Statement from a NSW DECCW accredited Site Auditor is submitted to Council.</p> <p>City of Sydney comment on Mod 1 application: Whilst this recommendation has been satisfied by Conditions A7 and C6, the City wishes to reiterate this recommendation by Replacement Recommendation 18:</p> <ul style="list-style-type: none"> A condition of consent should be imposed that states that the final site validation reports should be reviewed by the Site Auditor; and a Site Audit Statement, Site Audit and validation report be issued following completion of the site remediation works and prior to commencement of the built form of the development confirming that the land is suitable for the proposed land uses as required under condition A7 of the approval. Conditions of consent should also include other recommendations in the Barangaroo Independent Remediation Review Panel Report dated 8 December 2011. 	<p>Council has acknowledged that its previous request / recommendation has been satisfied by Conditions A7 and C6. It is not considered that the Council's further recommendation 18 is necessary.</p>	<p>The City disagrees with the proponent's response. The City restates that replacement Recommendation 18 is required. In this regard, minor wording amendment to Condition A7 is suggested.</p>
16	<p>Previous (February 2011) Recommendation 19 - Further details of the blackwater treatment plant should be submitted including source water, method of catchment, storage and treatment, and the proposed end use.</p> <p>City of Sydney comment on Mod 1 application: This recommendation has largely been satisfied by Condition B32 however the City requests to be involved in any future considerations of such building services.</p>	<p>Noted.</p>	<p>No further comment is necessary.</p>
17	<p>Previous (February 2011) Recommendation 20 - The plans should be amended to include tri-generation or further justification is required as to why it will not be incorporated into this development. The application should demonstrate that plant areas are adequately sized, located and serviced (egg ventilation etc) to allow for future adaptation to tri-gen, even if not proposed under this application.</p> <p>City of Sydney comment on Mod 1 application: The Proponent has adequately addressed this recommendation by restating their commitments in regards to ESD.</p>	<p>Noted.</p>	<p>No further comment is necessary, however these commitments should commit to tri-generation and not simply offsets.</p>

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18	<p>Previous (February 2011) Recommendation 21 - Details should be submitted of how the construction noise criteria will be achieved at the Billabond Childcare Centre given that they rely on natural ventilation and will be unable to close windows as is recommended in the Wilkinson Murray Construction Management Report.</p> <p>Previous (February 2011) Recommendation 22 - The Noise and Vibration Management Plan that has been prepared for the Bulk Excavation and Basement Car Park should be incorporated into the Environmental Management Plan for this project.</p> <p>Previous (February 2011) Recommendation 23 - As highly intrusive appliances will be used the proponent should strongly consider restricting the hours of use of such equipment, following discussion with stakeholders, and implementing respite periods.</p> <p>Previous (February 2011) Recommendation 24 - The proponent should give consideration to adequate provision of mechanical ventilation to the proposed retail area to ensure any future retail tenancies can satisfy the requirements of AS1668.1-1998 and AS1668.2-1991, with these details submitted as part of the PPR.</p> <p>Previous (February 2011) Recommendation 26 - Any condition of consent for constructions hours should be in accordance with the standard construction hours for the City of Sydney.</p> <p>Previous (February 2011) Recommendation 27 - The recommendations outlined in Section 10 of the Wilkinson Murray report should be implemented during the construction works and a condition of any consent be imposed to ensure this occurs.</p> <p>Previous (February 2011) Recommendation 28 - The proponent should detail the potential to restrict the hours of use of highly intrusive equipment and implement regular and daily respite periods during prolonged periods of continued use of these appliances. An assessment should be provided of the potential to use alternative equipment to address potential exceedance of noise levels through the use of such equipment. The Construction and Vibration Assessment should be updated to reflect how noise emissions from highly intrusive appliances will be dealt with in more</p>	Noted.	<p>The replacement Recommendations that are provided for Recommendations 21, 22 and 23, relate specifically to proposed Commercial Building C5.</p> <p>Therefore no further comment is necessary.</p>
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	<p>detail.</p> <p>City of Sydney comment on Mod 1 application: These recommendations are generally satisfied by the imposition of Conditions D12, D13 and AN10. The City makes the following comment in regard to the amended and new EARs.</p> <p>It is noted that Replacement Recommendations are provided for Recommendations 21, 22 and 23, however these appear to relate specifically to proposed Commercial Building C5 and accordingly have not been addressed here.</p>		
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19	<p>Previous (February 2011) Recommendation 25 - The proponent should ensure that the requirements of the City of Sydney's Childcare DCP 2005 have been addressed and can be met as part of the PPR.</p> <p>City of Sydney comment on Mod 1 application: The City acknowledges that the detailed fit out and use of the Childcare Centre will be considered under a separate application. The Department is to ensure that the childcare centre in this location is capable of compliance with the Childcare Centre DCP, especially in relation to vehicular access and traffic and parking. All drop off and pick up for the child care centre must be provided within the development's site basement car park. It is recommended that a rate in line with the requirements set out in the City's Childcare DCP is used. The space must be contained within the basement as a sufficient number of dedicated spaces cannot be contained at the street level, and all spaces work more satisfactorily if they are all located together.</p>	<p>The Mod 1 application proposes to remove the approved Child Care Centre. This recommendation and the Council's comments are not therefore considered relevant to this application.</p> <p>Details of the child care centre have been provided in the appropriate Project Application.</p>	<p>The City's comments relate to the Project Application for C3 and are not relevant to this application.</p>
20	<p>Previous (February 2011) Recommendation 29 - As per the City's previous recommendations, Globe Street is to be aligned with Lime Street and the public domain elements including the kerb alignments and heights are to be consistent.</p> <p>Previous (February 2011) Recommendation 30 - The proposed Lime Street, Shelley Street and Margaret Street road redesigns must be completed prior to any occupation of the building known as building C4. The realignment of these roads must be approved by the City, and must be referred to the Sydney Traffic Committee for their concurrence. All costs for the design and construction of these roads must be met by the developer.</p> <p>City of Sydney comment on Mod 1 application: Despite Conditions B5 and B6, the above recommendations are reiterated by the City as per previous submissions.</p>	<p>The Council's comments are noted. Existing Conditions B5 and B6 are considered to appropriately deal with the matters raised.</p>	<p>Conditions B5 and B6 are considered to only go part way to addressing the City's concerns. Therefore the recommendations are reiterated by the City as per previous submissions.</p>

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21	<p>Previous (February 2011) Recommendation 31 - The applicant should prepare a pedestrian connection study to review the expected pedestrian desire lines across Hickson Road. The study is to ensure that pedestrian facilities are provided for all desire lines and not just rely on the existing facilities and hope that all pedestrians will deviate from their path to make use of them.</p> <p>OR</p> <p>The proponent must apply to the RTA for the signalisation of Napoleon Street. All arms of the signals must have pedestrian crossings. All costs associated with the design and installation of the signals must be met by the applicant.</p> <p>If approved by the RTA the signalised intersection must be installed prior to any occupation of the C4 building. If the signalised crossing is not approved by the RTA the applicant must undertake a review of all pedestrian desire lines to the site and recommend alternative crossing arrangements as per the above recommendation.</p> <p>City of Sydney comment on Mod 1 application: Condition A6 generally satisfies the City's previous recommendation.</p>	Noted.	No further comment is necessary.
22	<p>Previous (February 2011) Recommendation 32 - The opportunity for providing smaller groups of bicycle parking around the site in their proposed final positions is to be considered.</p> <p>City of Sydney comment on Mod 1 application: Condition B24 satisfies the above recommendation.</p>	Noted.	No further comment is necessary.

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23	<p>Previous (February 2011) Recommendation 33 - A parking management strategy should be submitted as part of the Preferred Project Report for this application.</p> <p>Recommendation 34 - That a condition be imposed that: A separate submission must be made to the Sydney Traffic Operations Unit seeking the City's approval for any kerb side parking restrictions. The submission must include a plan showing the proposed kerb side parking restriction signs and stems with changes to all signs and stems from the kerb line of the nearest intersection. All costs associated with the changes to sign posting will be at no cost to Council.</p> <p>Recommendation 35 That a Green Travel Plan is prepared as part of the Preferred Project Report process.</p> <p>Recommendation 36 That the TMAP Supplementary Report (Appendix D of the Environmental Assessment) be amended to include further information and clarification on the traffic and transport aspects of the development as discussed above as part of the Preferred Project Report process.</p> <p>Recommendation 37 That the Environmental Assessment be amended to include further information and clarification on the traffic and transport aspects of the development as discussed above as part of the Preferred Project Report process.</p> <p>Recommendation 38 That the above comments raised in relation to the CTMP inform an amendment of the Plan to be required by the Department of Planning as part of the Preferred Project Report process.</p> <p>Recommendation 39 - That the above comments raised in relation to the Travel Demand Management Plan inform an amendment of the Plan to be required by the Department of Planning as part of the Preferred Project Report process.</p> <p>Recommendation 40 - That the Impact Assessment and Construction Traffic Management Plan for this application and all</p>	<p>The only modification to the Approved Project proposed as part of the Mod 1 application that is relevant to traffic and parking management is the proposed minor change in GFA and parking provision. A letter updating the findings of the TMAP as relevant to the Mod 1 application has been submitted with the application (refer to Appendix M).</p> <p>Recommendations 33, 35, 36, 38, 39 and 40 made by the Council are considered to have previously been addressed and the responses considered and assessed by the DP&I as satisfactory as part of the Approved Project.</p> <p>It is noted that Recommendation 34 relating to kerbside parking has been appropriately dealt with via existing Condition B8 which requires a separate submission to be made to the relevant road authority for approval for any changes to kerbside parking arrangements. The relevant Road Authority is the BDA.</p>	<p>These recommendations are made to the Department for their consideration of C3 and C5 and to a lesser extent for the C4 Modification. The responses to Council and Transport for NSW generally address these matters. Further detail however is provided in the items below.</p> <p>Please also read the original City of Sydney submission as various sections of it are not repeated in column two throughout this table.</p>
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	<p>other project applications appropriately consider the cumulative impacts of the various concurrent works proposed on the site.</p> <p>City of Sydney comment on Mod 1 application: The above recommendations still stand. The City's concerns in regards to construction traffic management and the cumulative impact of traffic remains. The Department should ensure that the above is addresses in their assessment and by conditions of consent where required.</p> <p>It is essential the pedestrian desire lines to the C4 building are completed prior to the occupation of the C4 building. A commitment from the application should be made addressing this issue.</p> <p>It should also be made clear if the proposed pedestrian links are to be open at all times or controlled via gates (or the like).</p>		
23.1	<p>The car park is due to be constructed as a whole but buildings will only be entitled to use their own selection of parking spaces. The applicant has previously assured that car parking spaces to be assigned to the next buildings will not be made available for use. This is important as an individual's travel to work pattern is often made early and can be hard to change. Therefore providing extra parking up front which is then removed or reassigned once further development is completed can create long term parking problems.</p>	<p>Car parking areas to be built as part of the approved basement car parking structure and not required for allocation to Building C4 will be fenced off until such time that their allocation to future development within Barangaroo South has been approved as part of separate approvals processes. The proposed car parking spaces to be allocated to Building C4 have been identified in their final location clustered on each floor around the C4 lift core access. No further management of the Building C4 parking allocation is considered necessary.</p>	<p>The temptation to utilise the fenced off parking may result in further future amendment applications. The Department should consider how this will be enforced.</p>
23.2	<p>The previous C4 approval provided a shorter section of Globe Street with the inclusion of a temporary vehicle turning area. With this application there is no turning area. The City is concerned to ensure that the private driveway connecting two public roads will be constructed to the standard of a temporary road.</p>	<p>The first stage of Globe Street is to be constructed from Lime Street to provide the building with a street address, and provide drop off and pick up areas for taxis. The proposal connects Globe Street to the Temporary Access Road proposed as part of the current Bulk Excavation and Basement Car Parking Mod 3 Application that is under assessment by the DP&I.</p> <p>If the Bulk Excavation and Basement Car Parking Mod 3 Application is approved, no turning area will be required because this connection will be complete. The Hickson Road temporary basement access road has been designed generally in accordance with the applicable City of Sydney</p>	<p>This response and new Commitment 43 generally addresses this concern.</p>

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		<p>and RTA accepted standards. Consistent with the Approved Project, permanent access will be the subject of a future Project Application following remediation of the DECCW declared site.</p> <p>Statement of Commitment 43 provides that should the proposed extension to Globe Street (proposed as part of the Bulk Excavation and Basement Car Parking Mod 3 Application) not be approved, a temporary turning circle will be established on Globe Street at the northern end of the Commercial Building C4 site.</p> <p>It is considered that this issue raised by the Council is satisfactorily addressed by Statement of Commitment 43, which will ensure a turning area is provided if necessary.</p>	
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23.3	The basement plans show which car spaces are to become available at the time of each development but there is no similar information relating to the loading docks. All loading and unloading for each of the buildings must be provided within the basement in time for the occupation of that building.	<p>The Mod 1 Application clearly identifies (refer to p.19 of the EAR submitted with the Application) that consistent with the Approved Project, 36 loading spaces are proposed to be allocated for a range of loading facilities within the basement. Table 4 on p.19 of the Mod 1 EAR sets out the specific uses to which the 36 loading spaces are proposed to be allocated including:</p> <ul style="list-style-type: none"> • 1 articulated truck space for the supermarket • 2 heavy rigid truck spaces for office / retail • 4 medium rigid truck spaces for office / retail • 4 small rigid truck spaces for office retail • 20 van/car spaces for office / retail and • 5 motor cycle / bicycle courier spaces for office / retail <p>Existing Condition B25 specifies that the details of the 36 loading spaces / arrangements be submitted to the satisfaction of the PCA prior to the issue of a construction certificate</p> <p>All loading and unloading for Commercial Building C4 is provided within the basement and will be available in time for occupation of the building.</p>	This response addresses this issue.
23.4	Any cycling strategy for the entire Barangaroo site should be done in consultation with the City of Sydney.	Noted.	No further comment.
23.5	Light rail – see comments above.	Noted. As set out in the submission made by Transport for NSW, there is no current Government commitment to Sydney Light Rail on Hickson Road. The Government is considering Light Rail within the context of the Long Term Transport Master Plan.	Noted.
23.6	While the use of Travel Tens for buses is relevant, it should be noted that at present there are very limited bus services to the Barangaroo area.	Noted.	No further comment.

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23.7	A 131500 widget is available from the 131500 website that can be placed on any other website. This widget links directly back to the 131500 trip planner.	Noted.	No further comment.
23.8	As there is very limited parking on the site, it might be an idea to dedicate the available parking to car pool vehicles.	Parking provision for Commercial Building C4 is approved, and no change to this aspect of the development (other than reallocation of parking numbers in relation to modifications to GFA mix) are proposed.	Noted.
23.9	Any staff relocating to this site will also need to be aware of the Workplace Travel Plan before alternative habits are formed.	Statement of Commitment 32 requiring preparation of a Work Place Travel Plan for Commercial Building C4 includes a requirement that the Work Place Travel Plan be included in the site induction for workers. It is considered that Statement of Commitment 32 adequately addresses the issue raised by Council.	This response addresses this issue.
24	The City has made a new recommendation (40A) suggesting 20 new conditions be added relating to the layout and use of the basement car park.	The only change proposed to the basement layout and parking as part of the Mod 1 application relates to a reduction in the number of carparking spaces to be allocated to the approved retail and child care uses, on the basis that the GFA of these uses has changed. The conditions of use of the car park are not proposed to be changed by the Mod 1 Application. It is considered that the Council's request for 20 new conditions to be imposed relating to the basement car park layout and use is not relevant to the current application.	The conditions are suggested for C3 and C5 however are provided for the Department's consideration (as the basement is common to all 3 towers).
25	Previous (February 2011) Recommendation 41 - The proponent should submit an Aboricultural Implications Statement that details post construction impacts on the Hickson Road trees. City of Sydney comment on Mod 1 application: Generally satisfied.	Noted.	No further comment.
26	Previous (February 2011) Recommendation 42 The proponent is to ensure that the Landscape Design Statement considers the final environment of areas where plantings are proposed, including factors relating to the construction of surrounding buildings, to ensure they are suitable. City of Sydney comment on Mod 1 application: Generally satisfied, except for the design of Hickson Road.	Noted. The landscape design of Hickson Road is not the subject of the Commercial Building C4 Project Application. This issue is therefore not considered to be relevant.	No further comment.

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27	<p>Previous (February 2011) Recommendation 43 The Temporary Public Domain Treatment should be amended to incorporate the City's existing line of Fig trees into this open space area.</p> <p>Previous (February 2011) Recommendation 44 - The proposed temporary street tree planting along Globe Street should be reviewed and additional information provided, such as, how long is temporary and how will the applicant address the impacts to soil quality in tree pits? The City suggests the temporary planting of trees to be reconsidered.</p> <p>City of Sydney comment on Mod 1 application: The City suggests additional recommendation 44A:</p> <ul style="list-style-type: none"> • With regards to future planting opportunities within the development, it is recommended where possible large trees should be considered for planting on the site. However, given the limited setbacks within the development area, it is recommended that palm trees (Livistona sp) be considered. • In the case of continuous avenue street tree planting, it is preferred that individual trees pits be linked to form continuous trenches, thereby maximising the soil volume available to the trees. • Provision for drainage of such systems is an important aspect of the design and needs to be carefully considered. • The use of advanced tree stock in all public domain areas is recommended. • New tree planting would include but not be limited to the following: <ul style="list-style-type: none"> - Excavation of subgrade for continuous tree trenches - Installation of subsoil drainage, imported soil mixes and structural soil - Supplied trees grown to NATSPEC Guidelines for Specifying Trees to ensure quality trees and more 	<p>The Hickson Road Fig Trees are not within the Building C4 Project Application site area, and are 30 metres away from the proposed C4 works. The temporary public domain treatment proposed as part of Building C4 is not required to incorporate these trees.</p> <p>All landscaping being undertaken as part of the C4 approved project is temporary. The final landscaping details will be developed and approval will be sought in due course.</p>	<p>No further comment.</p> <p>The response seems to have missed the City's concern that the landscaping is temporary and that the final details are being deferred. Therefore Recommendation 44 and 44A stand.</p>
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	<p>successful establishment</p> <ul style="list-style-type: none"> - At the time of planting, the container size is to be a minimum of 400 litres with a minimum height of four (4) metres and calliper of 100mm - Establishment and maintenance of trees for 2 years from completion of planting 		
28	<p>Previous (February 2011) Recommendation 45 - Tree protection measures are required for the Hickson Rd Fig trees. This information should be provided within a Tree Management Plan and must be prepared by qualified Arborist with a minimum Australian Qualification Framework (AQF) of Level 5 in Arboriculture and be in accordance with AS 4970 (Protection of trees on Development Sites) and AS 4373 (Pruning of amenity trees). The Plan should be required as part of the Preferred Project Report process to allow sufficient assessment, or less favourably as a condition of consent.</p> <p>City of Sydney comment on Mod 1 application: Satisfied by Condition D9 however please see the City's submission to the Basement Carpark and Bulk Excavation Mod 3 dated 19 December 2011 for further information in relation to the Hickson Road street trees. The City suggests that the above conditions be equally applied to the applications for C3, C4 and C5 in order that all environmental impacts are comprehensively addressed.</p>	<p>It is not considered necessary to impose additional conditions relating to the Hickson Road Street trees on the Commercial Building C4 Mod 1 Application.</p> <p>Lend Lease has committed as part of the Bulk Excavation and Basement Car Parking Project Application to the preparation of a Tree Management Plan prior to commencement of the basement works (MP10_0023).</p> <p>The Tree Management Plan is required to outline the proposed range of tree protection measures to minimise any impacts on the trees proposed to be retained and will be prepared to the satisfaction of the Department of Planning.</p> <p>Lend Lease has committed to engage an appropriately qualified arborist to identify any required tree protection measures required for the proposed scope of works and monitor the site establishment works under the Bulk Excavation and Basement Car Park Project Application. As work progresses adjacent to the trees an Arborist Monitoring Programme will be implemented to monitor the health and stability of the trees.</p>	<p>The City's concern regarding the eventual decline of the Hickson Road row of Fig trees is best considered with MP10_0023.</p>

Transport for NSW		
1	<p>Cycle lane linkages should be provided between the bicycle access to the basement car park and surrounding local road network. In this regard, the Department of Planning and the City of Sydney Council should be satisfied that cycle lane linkages and associated signage is provided. The Transport Management and Accessibility Plan and Travel Demand Plan for the C4 Commercial Building does not provide adequate detail of how / when this will be addressed. A detailed program of cycle way improvements to the peripheral road</p>	<p>A number of dedicated cycleways, including along Hickson Road, King Street, Kent Street and via the Harbour Bridge, provide access for cyclists approaching and departing the Barangaroo precinct. The Mod 1 Application does not propose to provide new or alter existing cycleways. Appropriate directional and information signage will be installed at key locations, including the entrance to the on-site bicycle parking area, indicating to cyclists the location of all on-site end of trip facilities and access to the key cycling routes</p>

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	network should be submitted to Council for approval. This should clearly depict connections to the bicycle parking facilities within the basement car park and Hickson Road temporary forecourt.	described above. Details of the location and content of this directional/information signage, as well as any other cycling infrastructure improvements such as the installation of drop-kerbs, would be provided to Council when appropriate for review and comment prior to implementation.
2	Globe Street should be designed and constructed in accordance with AMCORD.	Existing Condition B6 requires that the detailed design and construction requirements for all relevant roads and footways approved as part of the Commercial Building C4 project be completed in accordance with the approved plan.
3	The layout of the vehicle accessible areas associated with the subject development (including driveways, grades, aisle widths, turning paths, sight distance requirements and parking bay dimensions) shall be in accordance with AS 2890.1-2004 and AS 2890.2 – 200 for heavy vehicles.	The layout of vehicle accessible areas including driveways, grades, aisle widths, turning paths, sight distance requirements and parking bay dimensions will be in accordance with Australian Standards AS 2890.1-2004 and AS 2890.2-2004 for heavy vehicles
4	The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site / access streets, as well as manoeuvrability through the site shall be in accordance with AUSTROADS. In this regard, swept path plans which illustrate compliance with this requirement shall be submitted to Council for approval.	Swept path analysis of the longest vehicle (including garbage trucks) will be conducted in accordance with AUSTROADS for manoeuvrability through the site and submitted to Council for approval.
5	Previous Transport NSW comments provided in November 2010 on the original DA are still relevant and need to be addressed prior to issue of the Construction Certificate. These include in particular the application of road rules on the type of vehicles accessing the site for construction.	See responses to items 12 to 17 below.
6	The construction plan needs to address the concurrent Wynyard Walk construction planning and staging, with reference to emails sent by Andrew Bare from Transport Construction Authority (TCA) dated 25 November 2011.	The Wynyard Walk construction is not expected to have a major impact on the construction works for the C4 commercial building. While the number of forecast construction vehicle trips per day has not been specified by TNSW, these are expected to be low – in the order of 8-10 trucks per day. It is expected the majority of these movements would occur outside of peak hours. It is expected the two project teams would coordinate with each other to mitigate construction impacts on the local road network.
7	The construction traffic plan needs to better communicate the relationship of the construction traffic plan for building C4 and the other concurrent works and how this has been assessed.	A cumulative analysis of truck movements resulting from the Barangaroo South Basement, the C3, C4 and C5 Commercial Buildings and the Headland Park Main Works project has been conducted using the LINSIG analysis program. Results of this forecast minimal changes in the operation of key intersections surrounding the site as a result of the additional Barangaroo construction traffic, when compared with the existing situation. A summary of this is provided as an Appendix C to this response.
8	Section 2 and Section 3 discusses the individual construction staging and details but the document does not go further and explain the 'combined effect of these, even in summary. It would be useful to present a combined construction workforce and construction vehicle summary table similar to the combined	A summary table of on-site staff numbers and peak construction vehicle movements for the Basement, C3, C4 and C5 Commercial Buildings in the Barangaroo South precinct has been provided as an Appendix C to this response.

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	construction staging.	
9	<p>RMS does not support the pedestrian crossing configuration (Napoleon Street) as shown in figure 11 on Page 29. Lend Leases, Statement of Commitment No 42 (Schedule 3, Minister's Project Approval MP10_0025 dated March 2011) note that Traffic Lights will be installed at the Napoleon Street intersection, in consultation with the relevant road authority, prior to occupation certificate. It is suggested that the provision of traffic lights be considered to facilitate movements at this intersection during construction.</p> <p>It is acknowledged that further investigation and analysis will be undertaken separately for this intersection. As part of that consideration, providing the traffic lights for use during Barangaroo delivery should be assessed.</p>	<p>Temporary interim measures have been proposed which can be installed relatively quickly to facilitate pedestrian movement across this intersection. A separate analysis for the provision of a zebra crossing at this intersection has been conducted by Mott McDonald. The report has concluded that warrants for the crossing have been met, and the crossing would improve the safety of all road users (in particular enhanced safety for pedestrians due to reduced vehicle speeds, reduced width of crossing, central refuge island and formal zebra crossing). Lend Lease is currently in discussions with the Road Authority (BDA) in relation to this proposed zebra crossing as a temporary construction related traffic measure. Given the extent of civil, stormwater and drainage works to occur on Hickson Road and Sussex Street in the early stages of development, provision of traffic signals at the Napoleon Street intersection is not considered appropriate at this point in time. Prior to the occupation of the C4 building, in accordance with Lend Lease's Statement of Commitment No 42, traffic signals will be installed at this intersection. As noted, further investigation and analysis will be undertaken for this intersection.</p>
10	<p>Section 5 entitled "Traffic and Pedestrian Movements" yet the only mention of pedestrian movements is in the overarching principles. The majority of pedestrian traffic is likely to be the construction workforce. Yet the assessment and management mentions only pedestrians wishing to access the waterfront and temporary passenger terminal.</p>	<p>The majority of construction workers will arrive to the site before 7am ahead of the morning commuter peak via public transport at Wynyard Station. Departure will occur between 3pm and 5pm prior to the afternoon commuter peak. Pedestrian routes from Wynyard to the site will be maintained through the construction period, including Margaret Street and Kent Street during the Wynyard Walk construction. Advice from Transport for NSW is that a pedestrian connection from Westpac Plaza to the southern Napoleon Street footpath will be maintained throughout this construction project.</p>
11	<p>Section 5.5 needs to be reviewed and provide clarification on detail. Information on traffic movements onto York St in AM Peak, is incorrect. An incorrect reference is made to the approval for the Basement excavation and car parking (MP10_0023) - D4(e) relates only to afternoon peak. Section 5.5 needs to be reviewed and provide clarification on detail.</p> <p>Information on traffic movements onto York St in AM Peak, is incorrect. An incorrect reference is made to the approval for the Basement excavation and car parking (MP10_0023) - D4(e) relates only to afternoon peak.</p>	<p>A diagram indicating the alternative route (via the Western Distributor and Harbour Street) for southbound construction vehicles in the AM and PM peaks is provided as an Appendix C to this response. In addition to MP10_0023 – D4(e), which restricts trucks using York Street between 2pm and 8pm, trucks are also not able to use York Street in the AM peak between 6am and 10am due to existing 8 restrictions.</p>
12	<p>Figure 6, page 19 is misleading with regard to alternate use of York St during morning Peak. The plan needs to emphasise NO inbound trucks on York St in</p>	

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	AM peak, if this is the case. Need to show on map the alternate route of SHB, Western distributor Harbour St, as described in section 5.5.	
13	The plan does not discuss the impact of the alternate access from Harbour Street	The LINSIG traffic modelling as provided in Appendix C has considered the impact of the alternate access from Harbour Street by analysing the Erskine Street/Shelley Street intersection and Shelley Street/Sussex Street intersection.
14	Notwithstanding the above, RMS has previously requested that trucks not be permitted to use York or Clarence Street 6AM to 10AM and 2PM to 8PM Monday to Friday to minimise impacts on public transport.	Addressed in response to comments 7 and 8 above.

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15	Section 5.5 does not address how the construction traffic (trucks) accessing the site will be coordinated and managed to avoid queuing and circulating in city streets. RMS previous comments requested that holding areas be identified on the fringe of the CBD to avoid truck circulation - this has not been addressed.	Construction vehicles will approach the site from areas outside the CBD using major arterial routes such as the M4, M5 etc. Appropriate holding areas which can be accessed easily from these routes will be identified off-site outside the CBD area, with trucks to be called up when needed via an on-site central logistics centre. Once called, there will be room for trucks to be queued on-site, with no queuing on CBD roads to occur as a result of the construction of the Barangaroo Development.
16	The size of trucks proposed to access the site in Section 2.2.3 do not comply with the provisions of Clause 300-3 of the Road Rules in terms of lengthy vehicle restrictions. The size of trucks accessing the site should be size limited to rigid single-tray trucks for spoil removal;	<p>Bulk Excavation and Basement Car Parking (MP10_0023) condition of consent D4(b) states that the use of lengthy vehicles in the CBD is prohibited within certain time frames, and all lengthy vehicles must comply with this regulation as stipulated in the NSW Road Rules.</p> <p>Lend Lease will commit to and comply with this condition as part of the C4 works. A modified Condition B18 is proposed in this regard.</p>
17	Section 5.4 (p22) refers to trucks accessing the site via the Sydney Harbour Bridge, York Street, Margaret Street and Napoleon Street. To minimise impacts on public transport, it is requested that trucks not be permitted to use York Street or Clarence Street to access the development site between 6am to 10am and 2pm to 8pm Monday to Friday;	<p>Bulk Excavation and Basement Car Parking (MP10_0023) condition of consent D4(e) states that trucks are not to use York Street to access the development site between 2pm to 8pm Monday to Friday.</p> <p>Lend Lease will commit to and comply with this condition as part of the C4 works. See response 7 and 8 for proposed alternate route via the Western Distributor in the AM and PM peaks. A modified Condition B18 is proposed in this regard.</p>
18	Personnel using stop/slow signage are not permitted in Hickson Road or Sussex Street on weekdays between the hours of 7am to 9am and 4pm to 7pm. However, personnel using stop/slow signage will be permitted on Hickson Road, north of the intersection of Hickson Road and Napoleon Street, when it is required to ensure safe truck access at designated site access points, provided that vehicle queue lengths generated as a result of the traffic control do not exceed more than six vehicles in either direction.	<p>Bulk Excavation and Basement Car Parking (MP10_0023) condition of consent D4(c) states that personnel using stop/slow signage are not permitted in Hickson Road or Sussex Street on weekdays between 7am and 9am and 4pm to 7pm. However, personnel using stop/slow signage will be permitted on Hickson Road, north of the intersection of Hickson Road and Napoleon Street, when it is required to ensure safe truck access at designated site access points, provided that vehicles queue lengths generated as a result of the traffic control do not exceed more than six vehicles in either direction.</p> <p>Lend Lease will commit to and comply with this condition as part of the C4 works. A modified Condition B18 is proposed in this regard.</p>
19	Truck movements must be staged and co-ordinated to prevent trucks circling CBD streets whilst awaiting access to site. There should be holding areas outside the CBD or sufficient space within the site to store trucks and heavy	Bulk Excavation and Basement Car Parking (MP10_0023) condition of consent D4(d) states that truck movements to be staged and coordinated to prevent trucks circulating CBD streets whilst awaiting access to the site. There should

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	vehicles;	be holding areas outside the CBD on the fringes or sufficient space within the site to store trucks and heavy vehicles. Lend Lease will commit to and comply with this condition as part of the C4 works. Truck holding areas will be identified outside the CBD and sufficient space provided on site, as detailed in response 11 above. A modified Condition B18 is proposed to reflect this commitment.
20	A detailed design of the proposed pedestrian refuge island indicatively shown in Figure 17 will need to be submitted to City of Sydney Council to ensure that the design is suitable and will cater for pedestrian demands and vehicle lane width and turning path requirements works should be undertaken to try and avoid conflict with peak movements associated with cruise passenger terminal activities.	See response 5 above.
21	The SIDRA modelling package does not properly consider co-ordinated intersections and does not consider the dynamic nature of SCATS operations and is therefore not the appropriate software that should be used for modelling co-ordinated intersection performance. TNSW requests that the LINSIG modelling package be used for any subsequent assessment of intersection operations as it properly considers co-ordinated intersection operation.	The LINSIG intersection program has been used in subsequent analysis for the C3 and C5 commercial buildings. This analysis has considered the cumulative impact of the C4 building and concurrent works and is provided as an Appendix C to this response.
Submission of Clr Iren Doutney, City of Sydney		
1	Complete removal of community facilities (child care) from the building and the reduction of retail space in favour of more office space would have a negative impact on the social value of the buildings and contribute to lack of activity and safety issues out of office hours and after dark.	The childcare centre has been relocated to within proposed Commercial Building C3 and is the subject of MP11_0044. The child care centre under that application is 1,559 m ² in area. There has been no loss of this community facility space, it has simply been re-allocated to within Commercial Building C3. The Commercial Building C3 Project Application proposes a total of 7,164 m ² retail GFA. In addition the Commercial Building C5 Project Application proposes a total of 5,378 m ² retail GFA. Combined with the modified 2,691 m ² retail GFA proposed as part of the Commercial Building C4 Mod 1 application, a total of 15,242m ² retail GFA has already been proposed within the first stages of the Barangaroo South development. It is considered that this is an appropriate quantum of retail GFA, and an appropriate distribution of retail GFA between the first three buildings at Barangaroo to ensure the establishment of a vibrant precinct.
Submission (name withheld)		
1	Modifications to the design of the building are supported, particularly as it enhances the look of the building when viewed from all angles.	Noted.
2	Strict conditions should be set on retailers that are to occupy the space. International brand stores should be encouraged to fill the space. This would	Noted. Barangaroo South will be the subject of an approved Retail Management Plan as required by the Concept Plan (Mod 4) approval.

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	also fit in with the requirement to provide retailers to serve the residents.	
	Submission of Mr Zakaria Roslie	
1	The continual downsizing of the retail component from something that would have benefited Sydneysiders and tourists to a component less than 30% its original size. The modifications will see Barangaroo South become a boring office park that is dead outside of office hours which is unacceptable.	The Commercial Building C3 Project Application proposes a total of 7,164 m ² retail GFA. In addition the Commercial Building C5 Project Application proposes a total of 5,378 m ² retail GFA. Combined with the modified 2,691 m ² retail GFA proposed as part of the Commercial Building C4 Mod 1 application, a total of 15,242m ² retail GFA has already been proposed within the first stages of the Barangaroo South development. It is considered that this is an appropriate quantum of retail GFA, and an appropriate distribution of retail GFA between the first three buildings at Barangaroo to ensure the establishment of a vibrant precinct.
2	The poorly designed east facing façade of the podium that is ugly and has no connection to the rest of the podium.	The east façade of the podium is approved as part of the Approved Project. No change to the design of the east façade of the podium is proposed as part of the Mod 1 Application. It is considered that this comment is not relevant to the current application.