



## SSD 9835 MOD 7 RESPONSE TO DPE REQUEST FOR INFORMATION

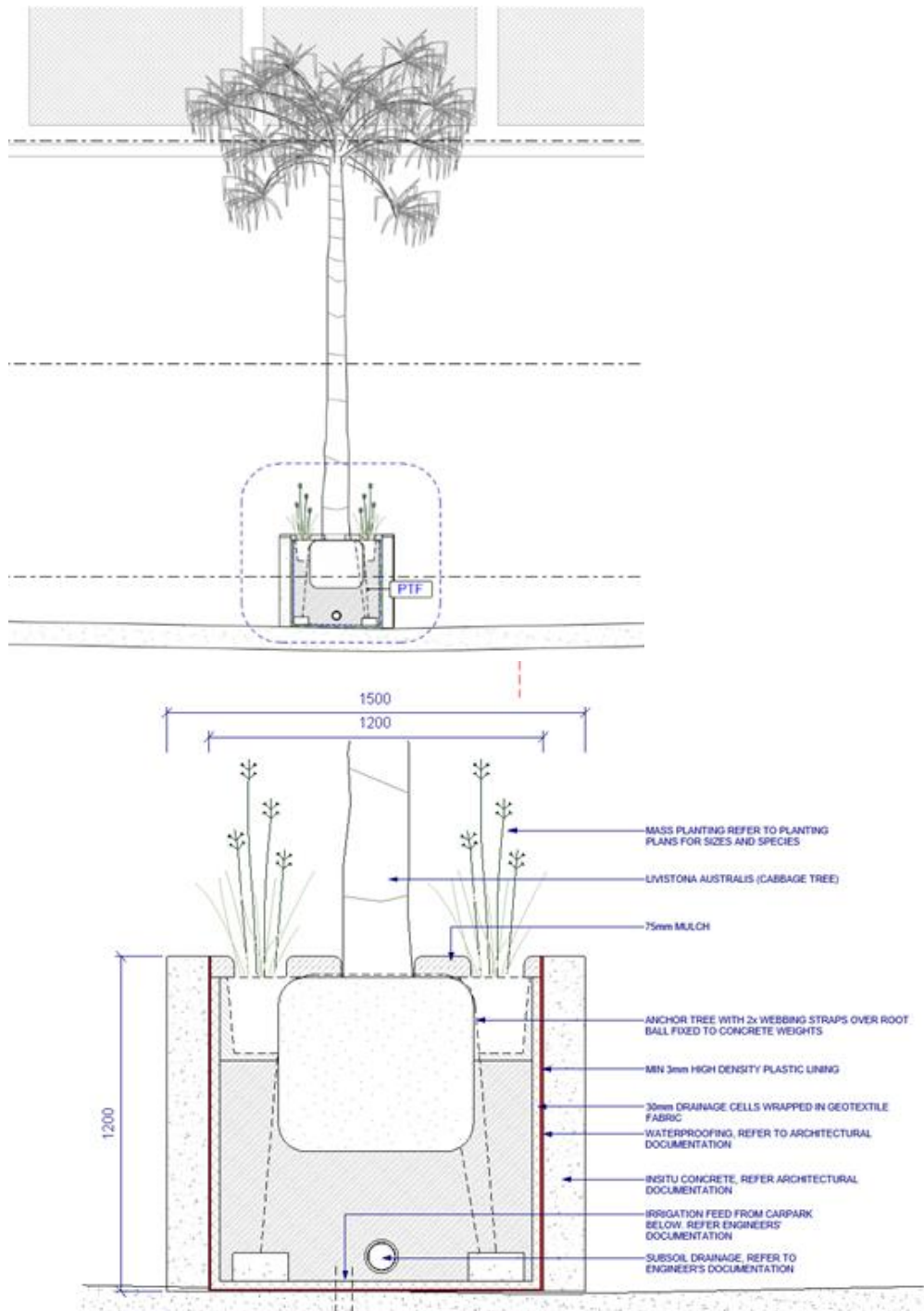
DPIE Comment	Response
<b>CCC Late Submission</b>	
<ul style="list-style-type: none"> <li>CCC has submitted a letter withdrawing its support for the MOD and raising consent with the consultation process.</li> </ul>	Venues NSW's response to the CCC letter is provided at <b>Attachment A</b> .
<b>Department of Planning and Environment, Environment, Energy and Science (EES) Group's Response to RtS</b>	
<ul style="list-style-type: none"> <li>EES notes that the while this proposal will remove 45 trees, 29 of these trees are in planter boxes and the remaining 16 are mostly of low retention value and are relatively small and less mature than other trees on site. In addition, the 16 trees not in planter boxes are located within a mass planting of trees. As most trees in this planting are to be retained, the loss of 16 relatively small and immature trees should have a relatively minor impact. <b>EES considers a conclusion that the proposal will not lead to an increase in biodiversity impacts is reasonable.</b></li> </ul>	Noted.
<ul style="list-style-type: none"> <li>EES has reviewed the revised information regarding flooding assessment and considers that RtS has not adequately addressed all of the flooding considerations raised in EES' submission, dated 18 November 2021 (ref: DOC21/992934). EES notes that: <ul style="list-style-type: none"> <li>the figures in Appendix G of the RtS need titles and it is not clear what they represent</li> <li>there are only three figures presented in Appendix G, presumably showing hazard. The RtS states afflux figures were provided, but they are not available at Appendix G. Figures as per the original report should be updated, including depth/level and afflux</li> <li>the RtS does not demonstrate that "no worsening of hazard on the central driveway" has been achieved, but in fact indicates the opposite. EES therefore strongly recommends that clear documentation is provided to justify this conclusion.</li> </ul> </li> <li>EES does not agree that the required design solutions to manage and mitigate the impacts of flooding should be delayed until the detailed design of the proposal is finalised.</li> <li>It is standard practice to provide evidence that the design solution achieves the required objectives. EES considers that an updated report should be produced, documenting the new design solution, and including updated figures, is required to appropriately assess the potential for and severity of flood impacts.</li> <li>EES does support the deletion of flood gates from the proposal and notes this will provide a significantly improved outcome.</li> </ul>	A response to the EES' comments has been provided by TTW and is provided at <b>Attachment B</b> .
<b>City of Sydney's Response to RtS</b>	
<b>1. Lack of certainty around removal of car parking</b> <ul style="list-style-type: none"> <li>The RtS has not adequately addressed the City's concerns regarding the lack of certainty and enforceability of the removal of on-grass car parking at Moore Park. There remains no clear commitment for the removal of on-grass car parking at both EP2 and EP3.</li> <li>The issues raised in Part 1.2 of the City's previous letter remain relevant, including the enforceability of proposed condition A57 and the lack of certainty around EP3, which falls under the responsibility of Greater Sydney Parklands, not Venues NSW.</li> <li>The City reiterates that the removal of on-grass parking is a long-term community expectation and its ongoing operation prevents restoration of this critical community public space asset.</li> <li>Since our previous letter, there has been increased uncertainty around the future removal of the on-grass car parking in public discourse. It is of key importance that any consideration of increased car parking on the subject site be met with absolute certainty and a strong commitment with clear timeframes for the removal of on-grass parking at both EP2 and EP3.</li> </ul>	Venues NSW position on the car parking has been outlined in MOD 7, the Response to Submissions and this document (including accompanying cover letter).
<b>2. Transport and traffic impacts</b> <ul style="list-style-type: none"> <li>The supplementary traffic report prepared by JMT Consulting, dated 15 December 2021, has been reviewed. Overall, the RtS has not adequately addressed the issues raised by the City regarding transport and traffic impacts.</li> <li>The report presents modelling at two isolated intersections, being Moore Park Road/ Driver Avenue and Lang Road/ Moore Park Road. It is noted that these are roads are Council roads, not Transport for NSW roads. The City's concern was related to the congestion of local roads and this has not been adequately addressed in the modelling.</li> <li>The City requested a network model to assess the right turn from Driver Avenue and merge with the existing traffic on Moore Park Road. This has not been provided.</li> <li>The RtS continues to focus on less frequent, big stadium events, while ignoring day to day congestion in local roads. The new precinct village will accommodate more frequent mid-sized events. The large number of proposed car parking spaces will mean these events will have a high percentage of people driving and will have a more frequent impact on the surrounding road network. The current assessment does not address these matters.</li> <li>The City's recommendation for restricting on-site car parking, including removal of all on-grass event parking, is the most effective approach to reducing car traffic.</li> <li>The Green Travel Plan and other soft measures can be seen as 'catalyst', however without reducing car parking on the site, the GTP will not work to achieve sustainable transport outcomes.</li> </ul> <b>Recommendations</b> <ul style="list-style-type: none"> <li>The City's position outlined in our previous letter dated 29 November 2021 still stands.</li> </ul>	<p>A response to the City's comments has been provided by JMT Consulting and is provided at <b>Attachment C</b>. The response includes the results of additional network traffic modelling that has been undertaken for both a weekday and weekend peak hour (outside of events) which considers an unlikely scenario where 50% of the car parking spaces turn over within a single hour. The modelling specifically considers the right turn from Driver Avenue onto Moore Park Road and it's merge with eastbound traffic. The modelling confirms, even in this very conservative scenario, that intersections in the vicinity of the site retain an acceptable level of service with no change to current conditions. This verifies the conclusion drawn by TfNSW in its review that MOD 7 will have a negligible impact on the surrounding state road network and TfNSW infrastructure.</p> <p>Venues NSW disagrees with the City's position that a maximum 460 car parking spaces should be provided for the reasons outlined MOD 7, the Response to Submissions and this document.</p>

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<ul style="list-style-type: none"> <li>The City would support 460 additional structured car parking spaces (total 1,000) within the new carpark as a maximum, subject to the permanent and immediate removal of 2,1000 existing on-grass car parking spaces across the precinct.</li> </ul>	
<p><b>3. Landscaping of the site</b></p> <ul style="list-style-type: none"> <li>The landscape issues previously raised by the City have not been clarified and remain unresolved.</li> <li>The value management exercise has resulted in the dilution of the landscape design and significantly reduces the proposal's ability to exhibit design excellence.</li> <li>The amended scheme is not supported from a landscape perspective. The reduced quality of the landscape is at odds with two key Premier Priorities – Greening our City with tree planting to reduce urban heat island effect; and providing Greener Public Spaces that include free and publicly accessible parks, gardens and sports fields and walkable shady streets and plazas.</li> <li>The key outstanding issues are as follows: <ul style="list-style-type: none"> <li><u>Green Roof Above Tennis Club</u> <ul style="list-style-type: none"> <li>The plans show that the green roof above the Tennis Club has been removed and replaced with pebbles. This reduces the overall greening of the site, local biodiversity, cooling, thermal efficiency, water polishing and stormwater runoff benefits that result from a green roof. The replacement with pebbles is a poor outcome and is not supported by the City.</li> <li>In addition to providing a green roof, this is also a prime opportunity to provide PV panels. Research led by UTS has found that combining solar panel installations with green roofs can result in benefits to energy production, stormwater filtration and animal biodiversity.</li> <li>The Design Integrity Panel (in minutes dated 6 December 2021) queried whether PV array will be provided on top of the tennis club roof and the applicant advised that the roof is expected to be covered by PV panels.</li> <li>The provision of PV panels has already been significantly reduced under Mod 4 of SSD-9835. Therefore, PV panels should be provided on the Tennis Club roof and details of this should be shown on the architectural plans and form part of any amended consent.</li> </ul> </li> <li><u>Mechanical vent near play area</u> <ul style="list-style-type: none"> <li>Drawing no. LA201[3] shows a large carpark mechanical vent located on the western edge of the proposed playground and community pavilion. This is a poor design in terms of air quality, thermal comfort and safety near public and play amenities and is not supported.</li> </ul> </li> <li><u>Trees east of tennis courts</u> <ul style="list-style-type: none"> <li>The RtS clarifies that trees east of the tennis courts are within permanent perimeter planters. However, the majority of small trees are within small removable planters in the 'public area' of the plaza (code F1/ F2/ F3). The planters have insufficient soil volume to support healthy growth of small trees and have been designed to be removed in event mode.</li> </ul> <p>This layout results in limited shade to the large brick paved area and no guarantee that the planters will remain insitu, resulting in limited urban greening and comfort.</p> <ul style="list-style-type: none"> <li>It is recommended that the design be amended to provide large permanent tree planters with medium to large shade trees, providing permanent shade trees to cool the plaza and to provide shade relief for visitors and the public.</li> </ul> </li> <li><u>Other issues not addressed in RtS</u> <ul style="list-style-type: none"> <li>The design and purpose of each mechanical plant room has not been confirmed.</li> <li>Details and sections regarding the new trees on level 0 carpark growing out of concrete between pedestrian bridges above have not been provided.</li> </ul> </li> </ul> </li> </ul> <p><u>Recommendations</u></p> <ul style="list-style-type: none"> <li>The Tennis Club Roof should feature a green roof and PV panels.</li> <li>The trees east of the tennis courts must be large, permanent tree planters with medium to large shade trees to provide permanent shade.</li> <li>Relocate mechanical stacks and kiosks out of play and landscape spaces.</li> <li>Other issues not addressed in the RtS should be clarified by the applicant.</li> </ul>	<p>MOD 7 and the Response to Submissions have articulated the landscape strategy and demonstrated that the project satisfies the Premier's Priorities as will not result in biodiversity impacts. This has been confirmed by the DPE's EES Group which has also responded to the Response to Submissions advising the proposal will not lead to an increase in biodiversity impacts.</p> <p>In order to achieve our sustainability aspirations of reducing energy consumption by more than 15% in comparison to minimum code compliance, Venues NSW is proposing to install around 50kW of solar PV across the roofs of the two retail buildings (East and West). This equates to an area of around 500sqm but not the full extent of both roofs.</p> <p><u>Green Roof Above Tennis Club</u> Roof top planting has been replaced with a low maintenance pebble finish as it was identified as an additional public art opportunity that could provide a palette for indigenous art. The provision of a public art opportunity in this location will create visual interest and create a 'heart' for the site, particularly when viewed from elevated vantage points and nearby taller buildings.</p> <p>ASK0018 (15/02/2022, Revision B) provided at <b>Attachment D</b> has been updated to identify the proposed zone of PV cells above the tennis pavilion and is submitted for approval. The replacement of the roof top planting on the East roof will accordingly provide a robust base for maintenance access to the proposed 10kW PV system proposed to be located on this part of the site.</p> <p><u>Mechanical vent near play area</u> The mechanical vents have been designed to meet the operating requirements of the car park. The vents are proposed to be brick clad and enveloped in greenery, such as <i>Hibbertia scandens</i> - native, vigorous groundcover which can also be trained to grow up trellis / up the face of the brick vents if given something to hold onto. The following precedent images illustrate how this could look and CGIs have been prepared to show how the planting would look on the mechanical vents within the development.</p> <div>   </div>



DPIE Comment	Response
	<div></div> <p><u>Trees east of the tennis courts</u> The planter/furniture within the eastern area of the plaza level adjacent to the tennis courts have been assumed only to be able to contain limited soil volume. These elements are proprietary client supply elements, and accordingly the precise soil volumes are unable to be confirmed at this point. However by way of example, proprietary elements such as intended can have soil volumes in the range of 2m<sup>3</sup> to 5m<sup>3</sup>.</p> <p>The proposed event based uses within the Precinct Village and required ability to remove all elements out of this area to accommodate different event modes, precludes the ability to include permanent planters in lieu of the mobile planters. The</p>

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	<p>mobile planters have been proposed to provide greening of this space and shade as far as is possible within these brief requirements.</p> <p>Given the reliance on future selection, soil volume limitations and the mobile nature of these elements the small trees were not included in the overall tree count. These are in addition to the 110 proposed trees.</p> <p>Preliminary details of the planter element within the roadway have been provided below for the DPE's reference. Note: subject to coordination with other consultants.</p> 
4. Tree management	



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<ul style="list-style-type: none"> <li>The Response to Submissions has not addressed the City's previous concerns regarding tree removal and tree impacts. Instead, the design has progressed to require the removal of an additional 6 trees and proposes further impacts to trees to be retained.</li> <li>The City's position is summarised as follows: <ul style="list-style-type: none"> <li>With sufficient replacement planting, the removal of the 34 trees with a 'consider for removal' or 'priority for removal' rating is supported.</li> <li>The removal of trees with a 'priority for retention' or 'consider for retention' value rating is not supported.</li> <li>The impacts to trees can be significantly reduced through alternative design solutions. These are outlined in the 'recommendations' below.</li> </ul> </li> </ul> <p><u>Recommendations</u></p> <ul style="list-style-type: none"> <li>The 'new pedestrian entry' on the corner of Moore Park Road and Driver Avenue must be redesigned using tree sensitive methods to retain trees numbered 137 and 138 - i.e. the pathway being on or above existing grade and utilising the current pedestrian entrance on Driver Avenue.</li> <li>That the proposed basement and stairs should be setback to retain trees numbered 137, 138, 147, 148, 151, 195 and 303. Amendments to the internal carpark layout may allow for a reduction of the basement footprint. The amended basement footprint must be based on non-destructive root investigations by an AQF Level 5 Arborist.</li> <li>That the proposed temporary driveway be relocated outside the Tree Protection Zone (TPZ) of trees with a 'priority / consider for retention' rating. The removal of medium retention valued mature trees for a temporary driveway is not supported.</li> <li>The removal of tree 181 is not supported. The stormwater plans should be amended to retain trees with a 'priority / consider for retention' rating and be based on the findings of a non-invasive root investigation prior to the plans being approved. The removal of the existing tree for stormwater infrastructure that can be redesigned / relocated to retain the tree is not supported.</li> <li>That the layout/ location for the piling rig be relocated to retain tree 187 and reduce pruning of tree 184.</li> <li>All tree pruning must be undertaken in accordance with AS 4373 2007 Pruning of Amenity Trees by an AQF Level 3 Arborist.</li> <li>All street trees surrounding the site on Council owned land must be retained and protected in accordance with AS4970-2009 Protection of Trees on Development Sites. The protection and retention of all existing street is a priority for the City of Sydney. Trees are long term assets that the community highly values. The proposed development and associated landscaping in the vicinity of trees including street trees has a high potential to impact in their health and structure. The City of Sydney Street Tree Master Plan includes general street tree protection measures and conditions that must be followed. See Section 8 of the document linked here.</li> <li>All trees to be retained within the site must be protected in accordance with AS4970-2009 Protection of Trees on Development Sites, and as specified in the Arboricultural Impact Assessment (AIA) prepared by TreeIQ dated 6 September 2021 'Revision A'. A Project Arborist must be engaged to assist with tree management advice during the various stages of the design and construction</li> <li>process. The Project Arborist should be qualified in arboriculture to Australian Qualifications Framework (AQF) level 5 or above and have at least 5 years demonstrated experience in managing trees within complex development sites.</li> <li>Tree sensitive methods as outlined within Section 3.4 of the AIA dated 6 September 2021 must be used within TPZ areas to minimise adverse impacts. Existing ground levels must be maintained, and all new structures must be designed to accommodate the trees to be retained.</li> <li>Newly planted trees must meet Australian Standard 2303: Tree Stock for Landscape Use (2015).</li> <li>Loss of existing tree canopy should be offset by replacement tree plantings that will attain a comparable size at maturity e.g. a large tree should be replaced with a tree species that will grow to a similar size.</li> <li>A detailed landscape plan, drawn to scale, by a qualified landscape architect or landscape designer should include: <ol style="list-style-type: none"> <li>Details of earthworks and soil depths including mounding and retaining walls and planter boxes (if applicable).</li> <li>Location, numbers, type and supply of plant species, with reference to the relevant Australian Standard;</li> <li>Details of planting procedure and maintenance;</li> <li>Details of drainage, waterproofing and watering systems.</li> </ol> </li> </ul>	<p>The proposed tree removal reflects the construction challenges of the project and has been informed by the specialist advice of JHG (appointed contractor), Aspect (landscape architect) and Tree IQ (appointed project arborist) as well as emerging discussions with Sydney Water as the asset owner of the main stormwater pipe traversing the site. Since submission of MOD 7, detailed design has continued to progress and has informed the tree removal, retention and planting strategy. At all times, Venues NSW has sought to ensure minimum impacts to existing trees, however there are trees located on the site that unfortunately cannot be retained due primarily to the construction methodology.</p> <p>There are no <i>Priority for Retention</i> trees proposed for removal for the pedestrian entry or temporary driveway. There are only two <i>Consider for Retention</i> trees proposed for removal to accommodate the temporary driveway; one of these is in fair health with a reduced crown density of 50-75%.</p> <p>In response to the DPE's RFI and the City of Sydney's submission, the project team has revisited all trees and reconfirmed retention, removal, root mapping and new planting as set out in the table below. Plan LA-101 (15/2/2022, Revision 4) provided at <b>Attachment E</b> has also been updated to reflect the above and is submitted for approval.</p> <p>Further detailed responses are also provided responding to the City of Sydney's specific comments.</p> <p><u>Pedestrian Entry and Trees 137 and 138</u></p> <ul style="list-style-type: none"> <li>Trees 137 and 138 meet the criteria to be allocated a Retention Value of Consider for Retention. These will need to be removed to accommodate the new pedestrian entry off Moore Park Road. As outlined in the previous Response to Submission, there is insufficient space to keep the trees and construct the pathway. The entrance was designed to retain as many trees as possible and the adjacent Fig trees were prioritised for retention over Trees 137 and 138 as they are likely to contribute the canopy cover and amenity of the site for a much longer period. The new entrance should be designed to be above grade to reduce the impact on adjacent trees.</li> </ul> <p><u>Basement Footprint and Trees 147, 148, 151, 195 and 303</u></p> <ul style="list-style-type: none"> <li>Trees 147, 148, 151, 195 and 303 are required to be removed as a result of the basement footprint and stormwater design. The stormwater design also does not allow for the retention of Tree 181.</li> </ul> <p><u>Temporary Construction Driveway</u></p> <ul style="list-style-type: none"> <li>The temporary driveway construction is required to be provided in the currently proposed location to facilitate the construction of the development's Stage 1 works. The temporary construction driveway has been positioned in a zone where existing trees were planned for removal and required minimal number of additional trees to be removed. While alternate locations for the temporary driveway have been explored, the driveway cannot be relocated as it is not feasible due to staging of the permanent driveway construction that shall be completed concurrent with Stage 1 works and prior to Stage 2 works. The temporary driveway is also unable to be located as there is insufficient room to facilitate construction of the permanent new entry to the site, and all other potential alternate locations are more heavily planted with existing mature trees that are planned for retention.</li> </ul> <p><u>Stormwater Drain to Retain Tree 181</u></p> <ul style="list-style-type: none"> <li>The proposed stormwater layout is constrained due to the basement footprint. The overall stormwater design has been shifted and amended considering the inherent impact associated with stormwater diversion that is required around the west of site and existing trees. The proposed design approach has also mitigated further loss of trees in the final design compared to approved SSD design.</li> </ul> <p><u>Piling Rig and Tree 187 and Reduction of Pruning to Tree 184</u></p> <ul style="list-style-type: none"> <li>The location of the piling rig is determined by the alignment of the car park's shoring wall and is required to be setup on the internal side (basement side) of the shoring wall to enable piling works to minimise impact to trees. Tree 187 is proposed for removal due to the extent of pruning work which would be required for the overhead clearance for the piling rig. The location of the piling rig is determined by the basement wall. It is not possible just to move the piling rig and still be able to build the basement wall in the required location. The basement wall will need to be modified to retain Tree 187.</li> <li>Tree 187 extends beyond the optimised alignment of the shoring wall and hence will be impacted by piling operations. It is unfeasible to realign the basement shoring wall as this will impact the project's overall parking space numbers and achieve a poor design outcome.</li> <li>Tree 184 will require removal as the it is directly impacted by the stormwater design (i.e. excavation over its trunk).</li> </ul> <p><u>Project Arborist</u></p> <p>Venues NSW accordingly raises no objection to imposition of suitably worded conditions of consent which reflect the City's recommendations regarding the project arborist and carrying out of works. These requirements are already embedded into the consent.</p>

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TN 306	Retained	No change	Change to root mapping																																																																																																										
TN 246-11	Retained	Removed due to temporary construction access	No change																																																																																																										
TN 246-12	Retained	Removed due to temporary construction access	No change																																																																																																										
<p><b>5. Urban design</b></p> <ul style="list-style-type: none"><li>The proposed amendments resulting from value management will adversely impact the delivery of design excellence on the site. The key idea in the previous scheme was that the buildings are part of the landscape, however this is no longer achieved.</li><li>Key issues are outlined below: <u>Changes to carpark facades</u><ul style="list-style-type: none"><li>The ‘hit and miss’ brickwork provided more character and solidity to the carpark façade and the edges of the internal street. The removal of this part of the design significantly diminishes the character of the internal street.</li><li>Opportunities for landscaping on the carpark have been significantly reduced. The brickwork provided a vertical structure for plants, which softened the façade. The general loss in vertical planting is not supported.</li><li>The Design Integrity Panel commented that the landscape design should be refined to ensure planters soften the overall design. The revised plans do not reflect this aspiration.</li><li>The change in the brickwork colour to the infill panels of the upper levels of the street frontage is not supported and is to be the same as the red/brown brick piers. This will contribute to the idea of a solid masonry wall punctuated by openings rather than a column and slab structure with infill panels.</li></ul><u>Ramp changes on the eastern concourse</u><ul style="list-style-type: none"><li>It was not clear previously that vehicles were permitted on the upper level of the park. Pedestrians must be given priority in this space. The drawings show that the vehicle part of the ramp is wider and likely to be at a</li></ul></li></ul>	<p><u>Changes to carpark facades:</u> The removal of the hit and miss brick work and resulting amendments to the planters was presented to the DIP, which agreed in principle with the strategy and improved project outcomes. The DIP has not formed the view that the project’s ability to achieve design excellence has been diminished or compromised.</p> <p>More specifically, the removal of the hit and miss brickwork provides a more generous opening to the car park to significantly aid the natural ventilation strategy for the eastern car park, thereby removing the requirement for mechanical plant and consequently decreasing the project’s construction and operational carbon footprint.</p> <p>Planters are still intended within the primary public façades to the east and west of the service road.</p> <p><u>Ramp changes on the eastern concourse</u> The design amendments to the eastern ramp changes directly respond to the existence of a Sydney Water stormwater pipe lid (located at RL42.530. The design team has been required to raise the event plaza level to allow for the necessary height for the Outside Broadcast vehicles into this zone. This has meant that the plaza level is approximately 1.5m higher than the adjacent SFS podium at approximately RL47.360, requiring a steeper ramp.</p>																																																																																																												

## SSD 9835 MOD 7 RESPONSE TO DPE REQUEST FOR INFORMATION

DPIE Comment	Response
<p>steeper grade. This grade may not be suitable for the movement impaired such as the elderly, people with prams and people in wheelchairs.</p> <p><u>Recommendations</u></p> <ul style="list-style-type: none"> <li>The hit and miss brickwork should be maintained, or any alternative design must deliver greater amounts of vertical planting to soften the design.</li> <li>The upper levels of the carpark frontage should feature infill panels that match the colour of the brickwork.</li> <li>Pedestrians must be given priority on the eastern concourse and the wider ramp should be at a suitable grade for equitable access.</li> </ul>	<p>The ramp has nonetheless been design to be DDA compliant and will be able to be used by people of all levels of mobility, including the movement impaired such as the elderly, people with prams and people in wheelchairs. Integrated within both eastern ramps are proposed DDA compliant pedestrian ramps, which will be signposted and legible.</p>
<p><b>6. Heritage</b></p> <ul style="list-style-type: none"> <li>It is important that the current conditions of consent be updated to reflect the recommendations made in the Addendum HIS prepared by Artefact, dated December 2021. This includes reference to conditions relating to the Construction Heritage Management Plan, Heritage Interpretation Plan and Methodology Statement – Working Near Busby's Bore.</li> </ul>	<p>SSD 9835 as currently approved contains a number of conditions which require the carrying out of construction works in accordance with the approved Construction Heritage Management Plan, Methodology Statement – Working Near Busby's Bore and also require the preparation of a Heritage Interpretation Strategy. These include:</p> <ul style="list-style-type: none"> <li>Condition B22 Construction Environmental Management Plan</li> <li>Condition B28 Construction Noise and Vibration Management Plan (which calls up the Methodology Statement)</li> <li>B39 Construction Heritage Management Plan; and</li> <li>Condition 19 which identifies the construction vibration criteria.</li> </ul> <p>MOD 7 as exhibited and the Response to Submissions reiterated Venues NSW's commitment to complete construction of the Precinct Village and Car Park development in accordance with SSD 9835 and the Addendum Heritage Impact Statement. Venues NSW accordingly raises no objection to imposition of suitably worded conditions of consent which reflect the recommendations of the Addendum HIS prepared by Artefact, dated December 2021.</p>
<p><b>7. Sustainability</b></p> <ul style="list-style-type: none"> <li>The following issues were previously raised by the City and have not been adequately addressed by the applicant: <ul style="list-style-type: none"> <li><u>Proposed car parking spaces and sustainability</u> <ul style="list-style-type: none"> <li>The City's previous comments regarding reduced car parking numbers, natural ventilation of the carpark and providing a more compact footprint have not been adequately addressed by the applicant.</li> </ul> </li> <li><u>Electric vehicle charging</u> <ul style="list-style-type: none"> <li>The proponent's reference to there not being any NCC requirements for electric vehicle charging is considered to be a poor response given that the NCC has clear intent to introduce a conservative requirement in 2022. The proponent's reference to NCC as a benchmark is also at odds with claims of excellence using LEED Certification as a measurement, as LEED is an American tool using American benchmarks and 'drive to venue' habits.</li> <li>The applicant's response misrepresents the Electric Vehicle Council, who advocate strongly for provision of much more progressive provision of EV facilities as mechanism to boost uptake.</li> <li>The applicant states that "additional chargers can be easily added as required," however the provision of additional space for services in cable trays and slots on meter boards needs to be built in at construction stage.</li> <li>The City maintains its position that the current provision of electric vehicle supply equipment is a poor commitment and inconsistent with NSW government directions.</li> </ul> </li> <li><u>Construction materials</u> <ul style="list-style-type: none"> <li>The City considers that an actual carbon abatement target (for example, 75% by volume) of key materials (concrete, bricks and blockwork) would be a logical way forward, given these are already identified as the higher impact materials in terms of embodied carbon.</li> </ul> </li> </ul> </li> </ul>	<p><u>Proposed car parking spaces and sustainability</u></p> <p>For the reasons outlined in the initial Response to Submissions and throughout this table, the proposed car parking numbers will not be reduced by Venues NSW. The design changes to replace the hit and miss brick will support increased ventilation.</p> <p><u>Electric Vehicle Charging</u></p> <p>The commitment to providing 2% of car parking spaces as EV charging ready is directly in line with the project's approved LEED requirements and will deliver around 30 additional EV charging spots. This provision far exceeds the NSW Government's <i>Electric vehicle fast charging master plan</i> which recommends 2 plug-in chargers be provided to the Paddington and Moore Park area by 2023, rising to 11 by 2031.  <a href="https://www.energysaver.nsw.gov.au/reducing-emissions-nsw/electric-vehicles/electric-vehicle-fast-charging-master-plan">https://www.energysaver.nsw.gov.au/reducing-emissions-nsw/electric-vehicles/electric-vehicle-fast-charging-master-plan</a></p> <p>The suggestion that adding additional spaces is difficult post construction is refuted. Additional chargers can be easily added as required as the electrical connection point at the main switchboard has spare capacity to futureproof additional demand, should it be required. The design of vehicle chargers allows for remote monitoring and control by various providers (e.g. Chargefox, Jetcharge) so that demand is managed to avoid overconsumption by cycling chargers.</p> <p>It is worth highlighting that Australia has been incredibly slow in the take up of electric vehicles, with certain jurisdictions actively disincentivising take up through additional taxes. While it is acknowledged that the NSW Government has introduced financial incentives to encourage electric vehicle charging infrastructure uptake, these are intended to be introduced through partnerships with commercial entities, such as car washes and cafes with no actual numbers of chargers or guidance for new car park mixes recommended. LCI notes that the City of Sydney also does not provide any guidance on minimum percentage provision either, with minutes from a June 2021 meeting resolving to <i>investigate opportunities to encourage commercial owners such as the Better Building Partnership and Sustainable Destination Partnership members to install electric vehicle charging in hotels and other visitor destinations</i> – <a href="https://meetings.cityofsydney.nsw.gov.au/ieDecisionDetails.aspx?ID=2914">https://meetings.cityofsydney.nsw.gov.au/ieDecisionDetails.aspx?ID=2914</a>. It is understood no final minimum percentage has been determined to date.</p> <p>The provision of 30 EV spaces is considered appropriate on the basis that it exceeds the NSW Government's recommended number for the locality, the absence of an adopted City of Sydney policy identifying a minimum requirement, and the project's ability to accommodate additional spaces, if required.</p> <p><u>Construction Materials</u></p> <p>Venues NSW reiterates the project is committed to a 10% reduction in Global Warming Potential (GWP) via the embodied carbon of key structural materials. This requirement was approved as part of the Sustainability Report under SSD 9835 when first approved and means key concrete mixes will include at least 30% supplementary cementitious material (SCM) such as fly-ash.</p>

DPIE Comment	Response
	<p>The amount of concrete (excluding precast elements) and reinforcing steel used in the project has already been reduced by more than 15% by volume and weight respectively through structural design initiatives like the use of thinner slabs and columns via post tensioning and dematerialisation of items like brickwork and blockwork.</p> <p>The project is accordingly tracking well.</p>