

28 March 2014

Our Ref : 2014/102956

Daniel Keary
Director – Industry, Key Sites and Social Projects
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Mark Brown
Email: Mark.Brown@planning.nsw.gov.au

Dear Mark

**RE: Section 75W request to modify the approved Concept Plan MP06_0171
MOD 9 and SSD 0692 for Block 8 at Central Park, Chippendale (former Carlton
United Brewery site)**

I refer to your correspondence received on 4 February 2014, inviting Council to make a submission regarding the request to modify the approved Concept Plan MP06_0171 and a State Significant Development Application (SSD) for Block 8.

The modifications sought to the Concept Plan include the following:

- Relocate 2,850m² of gross floor area from Blocks 1 and 4S to Block 8;
- Modify building envelopes to increase separation between Blocks 4N and 4S, alterations to upper level setbacks to Block 4S, increase massing of Block 8 for a stronger urban form and improve amenity of the public domain for future residents;
- Relocate principal pedestrian access for Block 1 from Central Park Avenue to Chippen Way resulting in the relocation of the vehicular crossing to the south-western portion of the block;
- Delete vehicular crossing on Irving Street for Block 4S; and
- Modify street alignments, on street car parking spaces and vehicular entry to Block 8.

The proposed SSD for Block 8 seeks approval for the following:

- Construction of a 13 storey mixed use building comprising 178 residential apartments, a ground level lounge/gym for residents, ground level retail spaces (135m²) and a 3 level basement car park; and
- Total GFA of 14,303m².

The City raises the following issues for consideration by Planning & Infrastructure and the consent authority:

Relocation of Gross Floor Area

The proposed modification to the Concept Plan seeks to transfer 2,850m² of GFA from Blocks 1 and 4S to Block 8. The proposal will result in a total GFA of 14,360m² for Block 8 and no change to the maximum permitted GFA (255,500m²) for the whole development site.

The City raises no objection, in principle, to the reallocation of GFA between blocks in Central Park where there is no change to the total GFA across the development site. However, the City urges Planning & Infrastructure to ensure that incremental modifications to the allocation of GFA across the development site are not supported where it will result in any change to the approved land use mix comprising a minimum 59,515m² for non-residential uses and a maximum 195,985m² for residential uses.

The City notes that the concurrently submitted SSD application for Block 8 seeks a GFA of 14,303m² consisting of 14,168m² residential uses and 135m² non-residential uses. Clarification relating to should be sought to determine the total GFA being relocated to Block 8.

Relocation of Vehicular Crossing for Block 1

It is noted that the originally approved vehicular crossing for the basement car park in Block 1 is in close proximity to the intersection of Central Park Avenue and Chippendale Way.

The proposal to relocate the vehicular crossing from the south-eastern portion of the block to the south-western portion of the block will provide greater separation between the vehicular crossing and the intersection.

Although the proposal may have some impact on sightlines for drivers travelling north-south along Central Park Avenue, vehicles will likely approach the bend in Central Park Avenue at low speeds and there will not be any unreasonable traffic impacts.

The proposal is consistent with RMS requirements for separation distances and maintaining sightlines and is generally supported by the City.

Built Form

The City acknowledges the slot on the southern elevation of Block 8 was originally approved to enable 14,500m² of GFA to be achieved whilst maintaining an efficient floor plate.

As part of the design competition process, architects were instructed that the slot can be retained, deleted or infilled as there are no significant shadow impacts on surrounding properties or the public domain. The proposal has demonstrated that the reduction in the width of the slot is generally consistent with the parameters of the design competition process.

Whilst the City does not raise any objection to the proposed building envelope, concern is raised that the excessive depths of single aspect studio apartments is a result of an inefficient floor plate.

Internal Amenity

The proposal includes single aspect studio apartments that range between 10.8m and 13.4m in depth. The proposed units are considered excessive in depth and do not comply with the maximum 8 metre depth for single aspect studio apartments as recommended in the Residential Flat Design Code (RFDC).

The City acknowledges that borrowing amenity for the bedroom area of a studio from an adjoining living area is capable of satisfying minimum standards for natural light and ventilation under the Building Code of Australia. However, the City does not consider the reliance on borrowed amenity as best practice or quality design for internal residential amenity.

The City believes that internal configuration of apartments and residential amenity can be enhanced if the depths of single aspect apartments are reduced to comply with the RFDC.

Enclosure of Loggias

The City is supportive, in principle, of loggias to the apartments in Block 8. However, the detailed design of glazing on the external facade the loggias is not clearly shown and it cannot be established whether the loggias are capable of being fully enclosed.

The City believes that a loggia is considered to be open space and therefore not included in GFA calculations, if it does not have a balustrade of more than 1.2m in height and maintains a minimum 25% open area above the balustrade.

If the proposed loggias do not satisfy the above design requirements, the City recommends that the loggias must be included in the calculation of total GFA.

Acoustic Privacy

Private open space/loggias to apartments located on the north-western corner of the building on Levels 8 to 11 (inclusive) are adjacent to the bedroom of the apartments located immediately to the east. The potential transfer of noise from use of private open space of one apartment to the quieter uses (i.e. bedroom) of an adjacent apartment is inconsistent with the acoustic privacy objectives in the RFDC and will likely result in unreasonable amenity impacts.

The City recommends that the applicant be required to amend the layout of apartments to address this issue.

Interface between Private and Public Domains

The City appreciates the need to balance privacy for future occupants located on the ground level and providing passive surveillance to the adjacent public domain along Central Park Avenue and O'Connor Street.

The proposed palisade fences with landscape planters separating ground floor apartments from passing pedestrian traffic on Central Park Avenue and O'Connor Street is supported, subject to modification to fence details. In particular, the fences

should not exceed a maximum height of 1.4m and adequate separation between the palisade blades is to ensure a minimum 50% of the area of the fence is transparent.

The landscaped planters are situated behind the palisade fences and do not appear to be easily accessible from the adjoining apartments. The City recommends the preparation of a plan of management for landscape maintenance to be adopted and implemented by the Owners Corporation.

Privacy issues may also be further mitigated between the ground level apartments and the public domain if the extent of floor to ceiling glazing fronting Central Park Avenue and O'Connor Street is reduced to a maximum 50% glass to wall ratio. The introduction of fanlights or louvered windows should also be considered to provide natural ventilation and climate control options for occupants.

Communal Open Space

The proposal provides an area of communal open space equivalent to approximately 9% of the total site area of Block 8. This is insufficient and does not achieve the recommended 25-30% communal open space area under the RFDC.

Chippendale Green is in close proximity to Block 8 and is a valuable public open space for the local community. The City is aware that there are ongoing pressures for Chippendale Green to accommodate various uses by different groups in the community. Therefore it is important that the proposed development does not increase pressure on the availability of Chippendale Green for recreational use by residents that can otherwise be accommodated within the development.

Natural Light and Ventilation to Common Corridors and Lobbies

The City strongly supports ecologically sustainable design and principles that enhances the lifecycle of a building.

The City is supportive of the proposal to provide natural light and ventilation to common area corridors and lobbies on each level of the development.

It is noted that the common corridors on Levels 8 to 11 (inclusive) do not maximise opportunities to provide natural light and ventilation to common corridors, as proposed on the lower levels of the development. The City strongly recommends that amendments to the configuration of apartments on Levels 8 to 11 be reconsidered to enable additional window openings to the common corridors to enhance natural light and ventilation.

Street Trees

The proposed overhang of the north-eastern portion of the building (from Levels 1 to 9) above the proposed footway near the intersection of Central Park Avenue and Irving Street has no setback to the proposed planter and street tree.

The building overhang in this location will affect the natural growth and spread of the tree canopy. Given that the canopy will be growing adjacent to private loggias, it is likely that substantial pruning will occur in the future and adversely affect the aesthetic quality of the street tree.

As the City generally supports the proposed building envelope and form of Block 8, the City advises that the proposed street tree located on Central Park Avenue, near the intersection of Irving Street can be deleted.

Easement Boundaries

The City notes that the footways along Irving Street, O'Connor Street and Central Park Avenue are located wholly within the boundaries of Block 8.

Notwithstanding the easement boundaries denoted on the proposed ground floor drawings, the City is of the opinion that easements on the footway should extend the full width of the footway to ensure public access and use by pedestrians is maintained at all times.

Traffic and Parking for Block 8

The City raises no concerns relating to traffic generation and parking with the proposed 3 level basement car park in Block 8. The proposed 88 residential car spaces, 251 bicycle parking spaces, end-of-journey facilities and storage facilities is supported, subject to recommended conditions attached.

CPTED Report

The CPTED Report prepared by Elton Consulting dated 17 December 2013 provides insufficient information and is not supported in its current format. In particular, the report lacks details relating to mitigating crime through the overall design, demonstrating recent consultation with Redfern Police Local Area Command, clarification on use of CCTV particularly at the entrance to the basement car park.

It is recommended that a revised report addressing the issues outlined above be prepared and submitted to the satisfaction of Council.

Please find attached the City's recommended conditions for the SSD application should Planning & Infrastructure consider granting approval.

Should you wish to speak with a Council officer about the above, please contact Peggy Wong, Specialist Planner, on 9265 9685 or pwong@cityofsydney.nsw.gov.au

Yours sincerely,



Graham Jahn AM
Director
City Planning | Development | Transport

Recommended Conditions

(1) LOGGIAS

The extent of glazing proposed for loggias must ensure that a minimum 25% open area above the balustrade height is maintained at all times. The loggias are not capable of being fully enclosed.

(2) PALISADE FENCE DESIGN

- (a) The proposed palisade fences along Central Park Avenue and O'Connor Street shall not exceed 1.4m in height as measured from the footpath level.
- (b) The width and separation of the proposed blades must provide a minimum 50% transparency across the area of the fence.

(3) GLASS TO WALL TREATMENT TO GROUND FLOOR APARTMENTS

The extent of floor to ceiling glazing on the facades of the ground level apartments is to be reduced to a maximum 50% of the area of the facade of each apartment.

(4) PLAN OF MANAGEMENT FOR LANDSCAPE MAINTENANCE

A Plan of Management for the ongoing maintenance of landscaped areas within common communal areas and/or adjacent to the public domain is to be prepared and adopted by the Owners Corporation. The maintenance plan is to be complied with during the occupation of the property.

(5) SAFETY MANAGEMENT PLAN

An amended safety management plan including additional information identifying design initiatives to mitigate crime, the use of CCTV within the development and demonstrating consultation with the Redfern Police Local Area Command, is to be prepared and submitted to Council's satisfaction.

(6) STREET TREE PROTECTION

Street trees must be protected in accordance with the Australian Standard 4970 Protection of Trees on Development Sites. All street trees must be protected during the construction works as follows:

- (a) Tree trunk and major limb protection shall be undertaken prior to or during the installation of any approved hoardings or scaffoldings. The protection shall be installed by a qualified Arborist (AQF 2 or 3) and must include;
 - (i) An adequate clearance, minimum 250mm, must be provided between the structure and tree branches, limbs and trunk at all times

- (ii) Tree trunk/s and/or major branches, located within 500mm of any hoarding or scaffolding structure, must be protected by wrapped hessian or similar material to limit damage, and
 - (iii) Timber planks (50mm x 100mm or similar) shall be placed around tree trunk/s. The timber planks shall be spaced at 100mm intervals, and must be fixed against the trunk with tie wire, or strapping. The hessian and timber planks must not be fixed to the tree in any instance, or in any fashion. Small trees with a trunk diameter of 200mm or less should be protected though the use of an exclusion zone
 - (iv) Tree trunk and major branch protection is to remain in place for the duration of construction and development works, and shall be removed at the completion of the project.
- (b) All hoarding support columns are to be placed a minimum of 300mm from the edge of the existing tree pits/setts, so that no sinking or damage occurs to the existing tree setts. Supporting columns must not be placed on any tree roots that are exposed.
 - (c) Materials or goods, including site sheds, must not be stored or placed:
 - (i) Around or under the tree canopy; or
 - (ii) Within two (2) metres of the trunks or branches of any street trees.
 - (d) Any damage sustained to street tree/s as a result of the erection of hoardings, scaffolding, or due to the loading/unloading of vehicles adjacent the site, must be immediately reported to the Council's Street Tree Contract Coordinator on 9265 9673, in order to determine the appropriate action for maintaining the health and structural integrity of any damaged street tree.

(7) ALLOCATION FOR VISITOR PARKING

Visitor parking spaces must not at any time be allocated, sold or leased to an individual owner/occupier and must be strictly retained as common property by the Owners Corporation for use by building visitors.

(8) ACCESSIBLE CAR PARKING SPACES

Of the required car parking spaces, at least 28 must be 3.8m x 5.5m minimum (with a minimum headroom of 2.5m) and must be clearly marked and appropriately located as accessible parking for people with mobility impairment. The design and layout of accessible car parking for people with mobility impairment is to be provided in accordance with Australian Standard AS/NZS 2890.1 - 2004 Parking facilities Part 1: Off-street car parking and the *Sydney Development Control Plan 2012*. The details must be submitted to and approved by the Certifying Authority prior to a Construction Certificate being issued.

(9) ASSOCIATED ROADWAY COSTS

All costs associated with the construction of any new road works including kerb and gutter, road pavement, drainage system and footway shall be borne by the developer. The new road works must be designed and constructed in accordance with the City's "Development Specification for Civil Works Design and Construction".

(10) BICYCLE PARKING

The layout, design and security of bicycle facilities either on-street or off-street must comply with the minimum requirements of Australian Standard AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities except that:

- (a) all bicycle parking for occupants of residential buildings must be Class 1 bicycle lockers, and
- (b) all bicycle parking for staff / employees of any land uses must be Class 2 bicycle facilities, and
- (c) all bicycle parking for visitors of any land uses must be Class 3 bicycle rails.

(11) CAR PARKING SPACES AND DIMENSIONS

A maximum of 88 off-street car parking spaces must be provided. The design, layout, signage, line marking, lighting and physical controls of all off-street parking facilities must comply with the minimum requirements of Australian Standard AS/NZS 2890.1 - 2004 Parking facilities Part 1: Off-street car parking and Council's Development Control Plan. The details must be submitted to and approved by the Principal Certifying Authority prior to a Construction Certificate being issued.

(12) CHANGES TO KERB SIDE PARKING RESTRICTIONS

A separate submission must be made to the Sydney Traffic Operations Unit seeking the City's approval for any changes to kerb side parking arrangements. There is no guarantee kerb side parking will be changed or that any change will remain in place for the duration of the development use.

The submission must include two plans. One showing the existing kerb side parking restriction signs and stems, the second showing the proposed kerb side parking restriction signs and stems. Both plans must include 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.

(13) COST OF SIGNPOSTING

All costs associated with signposting for any kerbside parking restrictions and traffic management measures associated with the development shall be borne by the developer.

(14) INTERCOM FOR VISITORS

Where a boom gate or barrier control is in place, the visitor spaces must be accessible to visitors by the location of an intercom (or card controller system) at the car park entry and at least 6m clear of the property boundary, wired to all units. The intercom must comply with "*Australian Standard AS 1428.2-1992: Design for access and mobility - Enhance and additional requirements - Building and facilities Sections 22 and 23*".

(15) LOADING WITHIN SITE

All loading and unloading operations associated with servicing the site must be carried out within the confines of the site, at all times and must not obstruct other properties/units or the public way.

(16) LOADING/PARKING KEPT CLEAR

At all times the service vehicle docks, car parking spaces and access driveways must be kept clear of goods and must not be used for storage purposes, including garbage storage.

(17) LOCATION OF ACCESSIBLE CAR PARKING SPACES

Where a car park is serviced by lifts, accessible spaces for people with mobility impairment are to be located close to lifts. Where a car park is not serviced by lifts, accessible spaces for people with mobility impairment are to be located at ground level, or accessible to ground level by a continually accessible path of travel, preferably under cover.

(18) LOCATION OF VISITOR PARKING

All visitor parking spaces must be grouped together, and located at the most convenient location to the car parking entrance. All spaces must be clearly marked 'visitor' prior to the issue of an occupation certificate or the use commencing, whichever is earlier. All signs must be maintained in good order at all times.

(19) SECURITY GATES

Where a car park is accessed by a security gate, that gate must be located at least 6 metres within the site from the street front property boundary.

(20) SERVICE VEHICLES

Adequate space must be provided to allow manoeuvring and turning of the different sized vehicles. The design, layout, signage, line marking, lighting and physical controls for all service vehicles must comply with the minimum requirements of "*Australian Standard AS 2890.2 – 2002 Off-Street Parking Part 2: Commercial vehicle facilities*". Details must be submitted to and approved by the Certifying Authority prior to a Construction Certificate being issued.

(21) SIGNS AT EGRESS

The following signs must be provided and maintained within the site at the point(s) of vehicle egress:

- (a) Compelling drivers to stop before proceeding onto the public way;
- (b) Compelling drivers to "Give Way to Pedestrians" before crossing the footway; or compelling drivers to "Give Way to Pedestrians and Bicycles" before crossing a footway on an existing or identified shared path route.

(22) TRAFFIC WORKS

Any proposals for alterations to the public road, involving traffic and parking arrangements, must be designed in accordance with RMS Technical Directives and must be referred to and agreed to by the Local Pedestrian, Cycling and Traffic Calming Committee prior to any work commencing on site.

(23) VEHICLE FOOTWAY CROSSING

A separate application is to be made to, and approved by, Council for the construction of any proposed vehicle footway crossing or for the removal of any existing crossing and replacement of the footpath formation where any such crossings are no longer required.

All disused or redundant vehicle crossings and laybacks must be removed and footway and kerb reinstated in accordance with Council's standards, to suit the adjacent finished footway and edge treatment materials, levels and details, or as otherwise directed by Council officers. All construction and replacement works are to be completed in accordance with the approved plans prior to the issue of an Occupation Certificate.

Note: In all cases the construction materials should reinforce the priority of pedestrian movement over that of the crossing vehicle.

(24) CONSTRUCTION TRAFFIC MANAGEMENT PLAN

- (a) The Construction Traffic Management Plan accompanying this Development Application has not been approved by this consent.
- (b) A Construction Traffic Management Plan must be submitted to and approved by Council prior to a Construction Certificate being issued.

(25) ALIGNMENT LEVELS

- (a) Prior to a Construction Certificate being issued, footpath alignment levels for the building must be submitted to Council for approval. The submission must be prepared by a Registered Surveyor and must be in accordance with the City of Sydney's Public Domain Manual and be fully coordinated with the Stage 1 and Stage 2 Civil Infrastructure engineering drawings.

- (b) These alignment levels, as approved by Council, are then to be incorporated into the plans submitted with the application for a Construction Certificate, excluding a Construction Certificate for approved preparatory, demolition or shoring work.
- (c) If a Public Domain Plan condition applies to the development the Alignment Levels application must be made concurrently with the submission of a Public Domain Plan.

(26) PUBLIC DOMAIN PLAN

The Public Domain Plan accompanying this Development Application has not been approved by this consent.

Three copies of a detailed Public Domain Plan must be prepared by an architect, urban designer or landscape architect and must be lodged with Council's Public Domain Section and be approved by Council prior to a Construction Certificate being issued for any new building work (including internal refurbishments) excluding approved preparatory, demolition or shoring work.

The Public Domain Plan must be prepared in accordance with the City of Sydney's Public Domain Manual. If an Alignment Levels condition applies to the development, the Public Domain Plan submission must be made concurrently with the Alignment Levels application. The works to the public domain are to be completed in accordance with the approved plan and the Public Domain Manual before any Occupation Certificate is issued in respect of the development or before the use commences, whichever is earlier.

Note: A Public Domain Works Guarantee deposit will be required for the public domain works, in accordance with the City of Sydney's adopted fees and charges and the Public Domain Manual. The Public Domain Works Guarantee must be submitted as an unconditional bank guarantee in favour of Council as security for completion of the obligations under this consent

Council's Public Domain section must be contacted to determine the guarantee amount prior to lodgement of the guarantee. The guarantee must be lodged with Council prior to a Road Opening Permit for works on the public way being issued.

The Bank Guarantee will be retained in full until all Public Domain works are completed and the required certifications, warranties and works-as-executed documentation are submitted and approved by Council in writing. On satisfying the above requirements, 90% of the total securities will be released. The remaining 10% will be retained for the duration of the specified Defects Liability Period.

(27) PUBLIC DOMAIN WORKS – HOLD POINTS AND HANDOVER

- (a) Prior to a Construction Certificate being issued for a new building work, excluding approved preparatory, demolition and shoring work, a set of hold points for approved public domain and civil construction work is to be determined with and approved by the

City's Public Domain section in accordance with the City's Public Domain Manual.

- (b) Completion and handover of the constructed public domain works is to be undertaken in accordance with the City's Public Domain Manual, including requirements for as-built documentation, certification and defects liability period.

(28) PHOTOGRAPHIC RECORD / DILAPIDATION REPORT - PUBLIC DOMAIN – ABERCROMBIE & O'CONNOR STREETS

Prior to an approval for demolition being granted or a Construction Certificate being issued, whichever is earlier, a photographic recording of the public domain site frontages is to be prepared and submitted to Council's satisfaction.

The recording must include clear images of the footpath, nature strip, kerb and gutter, driveway crossovers and laybacks, kerb ramps, road carriageway, street trees and plantings, parking restriction and traffic signs, and all other existing infrastructure along the street.

The form of the recording is to be as follows:-

- (a) A PDF format report containing all images at a scale that clearly demonstrates the existing site conditions;
- (b) Each image is to be labelled to identify the elements depicted, the direction that the image is viewed towards, and include the name of the relevant street frontage;
- (c) Each image is to be numbered and cross referenced to a site location plan;
- (d) A summary report, prepared by a suitable qualified professional, must be submitted in conjunction with the images detailing the project description, identifying any apparent existing defects, detailing the date and authorship of the photographic record, the method of documentation and limitations of the photographic record;
- (e) Include written confirmation, issued with the authority of both the applicant and the photographer that the City of Sydney is granted a perpetual non-exclusive license to make use of the copyright in all images supplied, including the right to make copies available to third parties as though they were Council images. The signatures of both the applicant and the photographer must be included.

(29) STORMWATER AND DRAINAGE - MAJOR DEVELOPMENT

On-site detention, treatment and re-use is encouraged

- (a) Prior to a Construction Certificate being issued, details of the proposed stormwater disposal and drainage from the development including a system of on-site stormwater detention in accordance with Council's standard requirements and details of the provision and maintenance of overland flow paths must be submitted to and

approved by Council. All approved details for the disposal of stormwater and drainage are to be implemented in the development.

- (b) Any proposed connection to the Council's underground drainage system will require the owner to enter into a Deed of Agreement with the Council and obtain registration on Title of a Positive Covenant prior to Construction Certificate being issued and prior to the commencement of any work within the public way.
- (c) The requirements of Sydney Water with regard to the on site detention of stormwater must be ascertained and complied with. Evidence of the approval of Sydney Water to the on-site detention must be submitted prior to a Construction Certificate being issued.
- (d) An "Application for Approval of Stormwater Drainage Connections" must be submitted to the Council with the appropriate fee at the time of lodgement of the proposal for connection of stormwater to the Council's drainage system.
- (e) A Positive Covenant must be registered on the title for all drainage systems involving On-site Detention (OSD) to ensure maintenance of the approved OSD system regardless of the method of connection.

(30) PRESERVATION OF SURVEY MARKS

All works in City streets must ensure the preservation of existing permanent survey marks (a brass bolt, or a lead plug holding a brass tack, covered by a cast iron box). At least forty-eight hours prior to the commencement of any works in the public way within 1 metre of a permanent survey mark contact must be made with the City's Project Manager Survey / Design Services to arrange for the recovery of the mark.

Prior to the issue of a Construction Certificate, a survey plan, clearly showing the location of all permanent survey marks fronting the site and within 5 metres on each side of the frontages must be submitted to Council.

At least forty-eight hours prior to the commencement of any works in the public way within 1 metre of a permanent survey mark contact must be made with the City's Senior Surveyor to arrange for the recovery of the mark.

A fee must be paid to the Council for the replacement of any permanent survey mark removed or damaged in accordance with the City's Schedule of Fees and Charges (Reinstatement of Survey Box).

(31) PAVING MATERIALS

The surface of any material used or proposed to be used for the paving of colonnades, thoroughfares, plazas, arcades and the like which are used by the public must comply with AS/NZS 4586:2004 (including amendments) "Slip resistance classification of new pedestrian surface materials".

(32) PROTECTION OF STONE KERBS

- (a) The existing stone kerbs on the all frontages of the site are to be retained and properly protected during excavation and construction works.
- (b) To avoid damage to stone kerbs during construction and / or excavation works for the development, temporary removal and storage of the stone kerbs may be approved by Council. Removed, serviceable stone kerbs (ie. those that are in good condition as agreed by City officers) must be re-installed in accordance with the City's standard details and specifications after the construction and / or excavation works have been completed. Note: A temporary concrete kerb will need to be constructed to retain the footpath and road access until the stone kerbs can be reinstalled. The removed stone kerbs are to be reinstalled prior to the issue of an Occupation Certificate. Note: all costs associated with the works are to be at no cost to the Council.
- (c) Damaged kerbs are to be replaced to match existing to the City's satisfaction or as otherwise advised by City officers.
- (d) Where new crossings or temporary crossings are to be constructed to access the property, the affected kerb stones should be salvaged and reused wherever possible.
- (e) All new driveway laybacks and kerbs are to be constructed with stone kerbs to match existing stones or as specified by City officers. All unused stone kerbs are to be salvaged and returned to the City's store.
- (f) Council approval is required before kerbs are removed.

(33) HOURS OF WORK AND NOISE – OUTSIDE CBD

The hours of construction and work on the development must be as follows:

- (a) All work, including building/demolition and excavation work, and activities in the vicinity of the site generating noise associated with preparation for the commencement of work (eg. loading and unloading of goods, transferring of tools etc) in connection with the proposed development must only be carried out between the hours of 7.30am and 5.30pm on Mondays to Fridays, inclusive, and 7.30am and 3.30pm on Saturdays, with safety inspections being permitted at 7.00am on work days, and no work must be carried out on Sundays or public holidays.
- (b) All work, including demolition, excavation and building work must comply with the City of Sydney Code of Practice for Construction

Hours/Noise 1992 and Australian Standard 2436 - 1981 "Guide to Noise Control on Construction, Maintenance and Demolition Sites".

Note: The "City of Sydney Code of Practice for Construction Hours/Noise 1992" allows extended working hours subject to the approval of an application in accordance with the Code and under Section 96 of the Environmental Planning and Assessment Act 1979.

(34) LOADING AND UNLOADING DURING CONSTRUCTION

The following requirements apply:

- (a) All loading and unloading associated with construction activity must be accommodated on site.
- (b) If, during excavation, it is not feasible for loading and unloading to take place on site, a Works Zone on the street may be considered by Council.
- (c) A Works Zone may be required if loading and unloading is not possible on site. If a Works Zone is warranted an application must be made to Council at least 8 weeks prior to commencement of work on the site. An approval for a Works Zone may be given for a specific period and certain hours of the days to meet the particular need for the site for such facilities at various stages of construction. The approval will be reviewed periodically for any adjustment necessitated by the progress of the construction activities.
- (d) In addition to any approved construction zone, provision must be made for loading and unloading to be accommodated on site once the development has reached ground level.
- (e) The structural design of the building must allow the basement and/or the ground floor to be used as a loading and unloading area for the construction of the remainder of the development.

(35) ACCESS DRIVEWAYS TO BE CONSTRUCTED

Approved driveways are to be constructed for all vehicular access to the construction site in accordance with the requirements of Council's "Driveway Specifications" to the satisfaction of Council.

(36) NO OBSTRUCTION OF PUBLIC WAY

The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances. Non-compliance with this requirement will result in the issue of a notice by Council to stop all work on site.

(37) USE OF MOBILE CRANES

The following requirements apply:

- (a) Mobile cranes operating from the road must not be used as a method of demolishing or constructing a building.
- (b) For special operations including the delivery of materials, hoisting of plant and equipment and erection and dismantling of on-site tower cranes which warrant the on-street use of mobile cranes, permits must be obtained from Council for the use of a mobile crane. The permits must be obtained 48 hours beforehand for partial road closures which, in the opinion of Council will create minimal traffic disruptions and 4 weeks beforehand in the case of full road closures and partial road closures which, in the opinion of Council, will create significant traffic disruptions.
- (c) Special operations and the use of mobile cranes must comply with the approved hours of construction. Mobile cranes must not be delivered to the site prior to 7.30am without the prior approval of Council.

(38) GREEN TRAVEL PLAN

- (a) A Green Travel Plan must be submitted to and approved by Council prior to the Occupation Certificate for the site/use being granted.
- (b) Note: It is recommended the applicant contact a member of the Transport and Access Unit, to discuss the Green Travel Plan with Council, prior to its submission.

(39) ACCESSIBLE PARKING SPACE

The design, layout, signage, line marking, lighting and physical controls of all off-street accessible parking facilities must comply with the minimum requirements of Australian Standard AS/NZS 2890.6 - 2009 Parking facilities Part 6: Off-street parking for people with disabilities. The details must be submitted to and approved by the Principal Certifying Authority prior to a Construction Certificate being issued.

(40) CAR SHARE SPACES

- (a) A minimum of 6 car parking spaces for the exclusive use of car share scheme vehicles are to be provided as shown in plan DA:102 (Rev D1).
- (b) A minimum of 6 car parking spaces for the exclusive use of car share scheme vehicles are to be provided. A revised basement plan showing these spaces must be submitted to and approved by Council's Director City Planning, Development and Transport prior to the Construction Certificate being issued.
- (c) The spaces must be retained as common property of the Owners Corporation of the site, and not sold or leased to an individual owner/occupier at any time.
- (d) The spaces must be made available to car share operators without a fee or charge.

- (e) The spaces must be sign posted for use only by car share vehicles and well lit.
- (f) The spaces must be publicly accessible at all times.
- (g) The car share spaces are to be available at the same time that the car park commences operation.