

# Central Sydney Development Control Plan 1996

## Assessment of Concept Plan Modification (as submitted) against DCP Provisions

Section	Requirement	Proposal	Compliance
<b>2.0 Building form and character</b>	<b>2.1 Building to the street alignment</b> Objectives <ul style="list-style-type: none"> <li>- To reinforce Central Sydney's strong definition of streets and public spaces.</li> <li>- To improve the quality of the public domain.</li> </ul> Provisions <ul style="list-style-type: none"> <li>- New buildings should have street frontages built predominantly to the street alignment.</li> <li>- The consent authority may consider the provision of open space at the street frontage on a large site in the City Centre zone where that open space will:               <ul style="list-style-type: none"> <li>(i) be accessible to and useable by the public,</li> <li>(ii) be north or north west oriented for sun access,</li> <li>(iii) be on a street other than a major pedestrian street (see Figure 2.27),</li> <li>(iv) occupy less than 25% of the street frontage,</li> <li>(v) be surrounded by a high level of active uses,</li> <li>(vi) be compatible with the streetscape, and</li> <li>(vii) be designed, landscaped and furnished to the satisfaction of the consent authority.</li> </ul> </li> </ul>	<p>The Concept Plan Modification is generally consistent with the objectives of this control.</p> <p>The Supplementary Urban Design Statement includes the Indicative Maximum Building Height, Location and Dimension Map which sets the framework from which the Urban Design Controls have evolved. This illustrates the street and laneway system and the proposed street frontage arrangement.</p> <p>The proposed Urban Design Controls includes Control 2 Street Wall Establishment, which includes the Standard: Building form to create a street wall with a one storey minimum height for most of the public accessible ground floor façade.</p> <p>The proposed Built Form Principles – Principle 3 Buildings to Define Streets includes the words “To define the public space of the street, building façades are to be set to the street alignment with respect to the differing characters, scales and activation of the streets”.</p> <p>In addition, the proposed Urban Design Controls require large proportions of the street frontages to be provided as active street frontages. This will ensure that the pedestrian public domain is activated and will result in a stronger integration of the built form.</p>	√
	<b>2.2 Street frontage heights</b> Objectives <ul style="list-style-type: none"> <li>- To achieve comfortable street environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a</li> </ul>	<p>The Concept Plan Modification is generally consistent with the objectives of this control</p> <p>The proposed podium heights as set out in the Urban Design Controls will improve the ambient light within the proposed street and laneway system and Wind amelioration can also be</p>	√

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	<p>healthy environment for street trees.</p> <ul style="list-style-type: none"> <li>- To reinforce the intrinsic character of Central Sydney while enabling flexibility in building design.</li> </ul> <p>Provisions</p> <ul style="list-style-type: none"> <li>- The street frontage height of a new building is to be between 20 metres and 45 metres above street ground level except in Special Areas where specific street frontage heights are nominated. Within this range, the street frontage height should have regard to: <ul style="list-style-type: none"> <li>(i) the street frontage heights of adjacent buildings,</li> <li>(ii) the predominant street frontage height in the vicinity of the proposed building (see Figures 2.5 and 2.6,</li> <li>(iii) the location of the site in the street block, ie., corner sites can generally include special design emphasis, such as increased street frontage height of one or two storeys compared with adjacent sites (see Figure 2.7),</li> <li>(iv) site size. ie. small sites (less than 1,000 square metres) may attain a street frontage height of 45 metres regardless of the above criteria.</li> </ul> </li> </ul>	<p>achieved through a variety of measures including podium elements and facade treatments. The scale of the tower forms is modulated by the built form along the eastern and western edges of the site (the Hickson Road and waterfront ribbon buildings) which are higher than the tower podia when viewed from the east and west.</p> <p>The Urban Design Report – Streets and Laneways within Blocks 2 and 3 - (appended to the PPR) provides future detail on the podium strategy for these blocks. It states that the design intent for the podium levels is to provide a strong cohesive environment to enhance the pedestrian experience, to ensure a high level of articulation to the street frontages, and to ensure an armature of masonry elements gives definition and substance to the architecture. It provides further detail in this regard.</p> <p>The Supplementary Urban Design Statement includes the Indicative Maximum Building Height, Location and Dimension Map which sets the framework from which the Urban Design Controls have evolved. This illustrates the street and laneway system and the proposed street frontage arrangement.</p> <p>The Urban Design Controls for Blocks 2 and 3 include:</p> <p><i>Control 2 Street Wall Establishment</i> which includes the Standards</p> <ul style="list-style-type: none"> <li>- To establish a colonnade along Hickson Road</li> <li>- Building form to create a street wall <i>with a one storey minimum height for most of the public accessible ground floor façade.</i></li> <li>- Building mass to define a street wall on Globe Street, Margaret Street West, City Walk and Hickson Road.</li> <li>- Shelley Lane to be a minimum of 6m in width with a defined eastern edge parallel to Hickson Road at ground level; and</li> </ul> <p><i>Control 3 Building Articulation</i> which includes the objective:</p> <ul style="list-style-type: none"> <li>- To establish an articulated, well-proportioned building mass.</li> </ul> <p>The Built Form Principles – <i>Principle 3 Buildings to Define Streets</i> includes:</p> <ul style="list-style-type: none"> <li>- <i>To define the public space of the street, building façades are to be set to the street alignment with respect to the differing characters, scales and activation of the streets.</i></li> </ul> <p>The first 25m is widely perceived to be the limit of direct human interaction with a building viewed from ground level. Accordingly, the proposed Urban Design Controls have been crafted to ensure a consistent street frontage height, that creates a human scale, thereby mitigating the impact of high rise elements.</p>	
<b>2.0 Building form</b>	<b>2.3 Building setbacks</b> Objectives		

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<b>and character Cont...</b>	<ul style="list-style-type: none"> <li>- To enhance the amenity of building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation, and privacy in residential buildings and serviced apartments.</li> <li>- To enhance the quality of the public domain in terms of wind mitigation and daylight access.</li> </ul> <p>Provisions</p> <ul style="list-style-type: none"> <li>- Above the street frontage height, buildings are to be set back a weighted average of 8 metres. This setback may be reduced in part by up to 2 metres (to achieve architectural variety) provided the weighed average setback from the street frontage setback is 8 metres. No part of the building is to be setback less than 6 metres.</li> <li>- Smaller setbacks may be acceptable: <ul style="list-style-type: none"> <li>(i) on corner site up to 1,000 square metres fronting streets or lanes at least 6 metres wide;</li> <li>(ii) on corner sites where increased set backs are provided to other streets i.e. major pedestrian streets or north south streets;</li> <li>(ii) on street blocks less than 30 metres deep;</li> <li>(iv) to accommodate architectural projections.</li> </ul> </li> </ul>	<p>The overriding design principle of “fanning” the tall buildings is intended to facilitate daylight penetration, reduce overshadowing from the tall buildings and maximise views to the sky.</p> <p>The podium where used, along with other architectural elements where appropriate, will provide wind mitigation and reduce pedestrian discomfort from wind.</p> <p>Referring to the DCP Figure 2.8, one of the intentions of this Control is to have a wider sky exposure. This is a typical arrangement but in the case of a high-rise tower above the podium the effect of this Control is limited.</p> <p>The “fan” arrangement reduces overshadowing and permits daylight penetration to the public laneways.</p> <p>Furthermore, the design controls for Blocks 2 and 3 require a podium and setback of the tower forms in consideration of future pedestrian amenity, wind amelioration, the creation of views to the sky and daylight access.</p> <p>Strict compliance with the DCP Setback control is not warranted given that this is a site specific design solution. Furthermore, the intent of the control can be achieved.</p>	√
	<b>2.4 Street Frontage Heights and setbacks for special areas</b>		N/A
	<p><b>2.5 Street frontage activities</b></p> <p>Objective</p> <ul style="list-style-type: none"> <li>- To provide active frontages and pedestrian-oriented activities that add life to Central Sydney, particularly at ground level in the retail streets and major pedestrian streets.</li> </ul> <p>Provisions</p> <ul style="list-style-type: none"> <li>- Buildings with frontages to major pedestrian</li> </ul>	<p>The proposed Urban Design Controls for Blocks 1, 2, 3 and 4 reflect this objective:</p> <ul style="list-style-type: none"> <li>- At least 60% of the ground level is to be active on the primary Street Wall facades</li> <li>- Building entrances to internal areas such as lobbies, exit ways, service areas and loading docks shall not count towards the 60% requirement</li> <li>- Building service areas, parking entrances and loading docks will be restricted to Napoleon and Margaret Streets</li> </ul> <p>Refer <i>Urban Design Control 8 - Active Streetfronts</i>.</p>	√

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	streets are to contribute to the liveliness and vitality of those streets.		
	<p><b>2.6 Building Bulk</b></p> <p>Objective</p> <ul style="list-style-type: none"> <li>To reduce adverse impacts on the public domain at ground level by controlling the size of upper level floorplates of buildings.</li> </ul> <p>Standard</p> <ul style="list-style-type: none"> <li>For commercial buildings above a height of 120 metres the size of the floorplate is not to exceed 1,400 sqm FSA, or 25% of the site area, whichever is the greater.</li> <li>For residential buildings higher than 45 metres <ul style="list-style-type: none"> <li>(i) the size of the floor plate above street frontage height is not to exceed 1,200 square metres FSA;</li> <li>(ii) the maximum horizontal dimension of the building parallel to the street frontage is to be 40 metres.</li> </ul> </li> </ul>	<p>Lend Lease does not consider that the specific controls for floor plate tapering are appropriate for Barangaroo South. As set out in the PPR, in both the Supplementary Urban Design Statement and the Jones Lang LaSalle letter and report, it is critical for Sydney to underpin its future economic growth by creating more suitable and relevant office stock to accommodate this demand trend for large floor plates in excess of 2,000m<sup>2</sup>.</p> <p>However, an additional control has been added to the Urban Design Controls for Block 2 to ensure that there is a reduction in the height and/or a reduction in the floor plate size above RL 160 in one of the towers.</p> <p>Lend Lease has gone to great lengths to express the constituent elements of the tower forms which will result in articulated and modulated building forms. This is further explained in the PPR in the Supplementary Urban Design Report and the Urban Design Controls. The specific Urban Design Controls relevant to this include <i>Control 3 Building Articulation</i>, <i>Control 4 Building Legibility</i>, and <i>Control 7 Facades</i>.</p>	X

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<b>2.0</b> <b>Building form and character</b> <b>Cont...</b>	<b>2.7 Building exteriors</b> <b>Objectives</b> To ensure that new buildings in Central Sydney: <ul style="list-style-type: none"> <li>- contribute positively to the streetscape by means of high quality architecture,</li> <li>- provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower levels and roof tops.</li> <li>- present appropriate design responses to nearby development that complement the streetscape (see Figure 2.31),</li> <li>- clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security,</li> <li>- maintain a pedestrian scale in the articulation and detailing of the lower levels of the building,</li> <li>- contribute to a visually interesting skyline.</li> </ul> <b>Provisions</b> Adjoining buildings (particularly heritage buildings) are to be considered in the design of the new buildings in terms of: <ul style="list-style-type: none"> <li>- (i) building to the street alignment,</li> <li>- (ii) street frontage heights,</li> <li>- (iii) setbacks above street frontage heights,</li> <li>- (iv) facade proportions including horizontal or vertical emphasis,</li> <li>- the provision of enclosed corners at street intersections.</li> <li>- Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas are encouraged.</li> <li>- The siting and configuration of buildings should take into account the impact on surrounding development and public spaces in terms of amenity, shadowing, visual privacy and view</li> </ul>	<p>The proposed Urban Design Controls achieve these objectives and include specific controls to ensure that a positive contribution to the streetscape is achieved: <i>Control 1 Building Mass and Location, Control 3 Building Articulation, Control 4 Building Legibility Control 6 – Ensuring Quality of Rooftops and Control 7 Facades.</i></p> <p>The Concept Plan Modification and Urban Design Report presents an opportunity to holistically master plan Barangaroo South prior to the construction of individual buildings. The Urban Design Report controls have been prepared to ensure that high quality, architectural designed buildings are provided. In addition, the Design Excellence Strategy will ensure the building character and form achieve the DCP's objectives with respect to:</p> <ul style="list-style-type: none"> <li>• Streetscape and appropriate scales particularly at the ground plane</li> <li>• Visual interest</li> <li>• Public domain and public spaces</li> </ul> <p>Furthermore future Project Applications for built form will include details of the architectural treatments proposed for individual buildings.</p>	√



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	<p>at ground level.</p> <p>Provisions</p> <p>2.10.1 The consent authority may require temporary works to be undertaken as a specified condition of development consent if:</p> <p>(i) a building or site remains vacant for 6 months after development consent,</p> <p>(ii) there is suspension in activity for 6 months (or an aggregate of 6 months) after commencement of construction.</p> <p>2.10.2 Temporary works on vacant sites or sites where construction activity has been suspended are to enhance the streetscape. These works may include the construction of temporary buildings for short term retail or commercial use, landscaping of vacant sites or the provision of hoardings designed by a professional artist (see Figure 2.44).</p> <p>2.10.3 Where temporary uses of vacant buildings or sites are proposed, these are required to be at least along the street frontage at ground level.</p> <p>2.10.4 Car parking will not be permitted as a temporary use for a vacant site.</p> <p><b>2.11 Opportunity Sites</b></p>		N/A

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	<b>2.12 Design guidelines for significant sites</b>		N/A
	<b>2.13 Access to Mixed Use Developments</b> <ul style="list-style-type: none"> <li>- The consent authority should not consent to a mixed use development which includes two or more dwellings unless it is satisfied that separate lift access and a separate entrance will be provided for use exclusively for the dwellings</li> </ul>	Noted. Access arrangements to different components within mixed use developments will be subject to design development and will be detailed in future project applications for built form.	√
<b>3.0 Pedestrian amenity</b>	<b>3.1 Lanes</b> Objectives <ul style="list-style-type: none"> <li>- • To retain and develop lanes as useful and interesting pedestrian connections as well as for service access.</li> <li>- • To maintain Central Sydney's fine urban grain.</li> </ul> Provisions <ul style="list-style-type: none"> <li>- 3.1.1 Existing publicly and privately owned lanes in Central Sydney are to be retained (see Figure 3.1).</li> <li>- 3.1.2 In locations shown on Figure 3.1, new lanes with a minimum width of 6 metres are to be provided in future developments.</li> <li>- 3.1.3 Where developments have frontages to a lane that is also a pedestrian route, the environment of the lane is to be improved by providing an active frontage or design details that create visual interest (see Section 3.1.4 Lanes are not to be covered, but awnings</li> </ul>	<p>The proposed amendment to the Concept Plan includes the establishment of north-south and east-west streets and laneways, to provide an interesting and vibrant finer grain which will activate the ground plane.</p> <p>In response to the submissions received, Lend Lease has:</p> <ul style="list-style-type: none"> <li>- widened Shelley Lane by an additional 2m to provide a 6m road reserve;</li> <li>- replaced the gallerias with 24 hour, weather protected public laneways;</li> <li>- provided additional finer grain connections through the commercial towers and Hickson Road building lobbies to strengthen connections between Hickson Road and Globe Street;</li> <li>- extended the northern laneway through Block 4A to the Southern Cove; and</li> <li>- introduced new design guidelines for the Hotel Drop Off and Waterfront Square.</li> </ul> <p>In addition, Lend Lease has engaged Hassell to prepare an Urban Design Report Streets and Laneways within Blocks 2 and 3 in response to issues raised in submissions (Appendix E). Hassell's Report also:</p> <ul style="list-style-type: none"> <li>- details the design intent for each of the streets and laneways and their</li> <li>- relationship to the proposed built form, and in particular the tower podiums;</li> </ul>	√



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	<p>may be permitted on buildings facing lanes up to a maximum of 30% of each frontage.</p> <ul style="list-style-type: none"> <li>- 3.1.5 Any change to a heritage lane or any building fronting such a lane requires a Heritage Impact Statement or a Conservation Plan (see Central Sydney LEP 1992 - Conservation of Heritage Items).</li> </ul>	<p>and</p> <ul style="list-style-type: none"> <li>- provides further justification for Lend Lease's amendments to public domain and street and laneway network as proposed by the Concept Plan Modification.</li> </ul> <p>Shelley Lane has been increased in width from 4m to a minimum of 6m along its entire length. It is also intended that the width of the Lane will be increased at particular points, where more intensive pedestrian activity is expected to occur. The final width will be detailed in the relevant future Project Application.</p> <p>Lend Lease has chosen to remove the gallerias and arcades proposed in the exhibited Concept Plan Modification EAR and has replaced them with 8m wide 24 hour accessible and weather protected public pedestrian laneways. These new connections are proposed at the southern end of Block 2 (between proposed Buildings C4 and C5) and at the northern end of Block 3 (between proposed Buildings C3 and C7). The laneways will provide connections from Hickson Road through to Globe Street and onto the waterfront.</p>	
	<p><b>3.2 Midblock connections</b></p> <p>Objective</p> <ul style="list-style-type: none"> <li>• To provide midblock connections lined with activities in nominated locations to enhance the pedestrian network of Central Sydney.</li> </ul> <p>Provisions</p> <p>3.2.1 Existing midblock connections in Central Sydney are to be retained (see Figure 3.1).</p> <p>3.2.2 Midblock connections are to be provided by future developments in nominated locations (see Figure 3.1).</p> <p>3.2.3 Midblock connections are to:</p> <ul style="list-style-type: none"> <li>(i) have active uses,</li> <li>(ii) be obvious and direct through-ways for pedestrians (see Figure 3.4),</li> <li>(iii) provide public access from at least 6am to 10pm daily,</li> <li>(iv) have a minimum width of 4.5 metres and where possible a width of at least 6 metres that is clear of all obstructions,</li> <li>(v) where practicable, have access to natural light for part of their length and at openings at each end,</li> <li>(vi) where air conditioned, have clear glazed entry doors comprising at least 50% of the entrance,</li> </ul>	<p>The network of laneways proposed under the Concept Plan amendment will create mid-block connections that will generally comply with these provisions.</p> <p>Also see above regarding details of the proposed laneways.</p> <p>Hassell has prepared an Urban Design Report Streets and Laneways within Blocks 2 and 3 in response to issues raised in submissions (Appendix E).</p>	√

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	(vii) have signage at the street entries indicating public accessibility and the street to which the midblock connection links.		
	<b>3.3 Vehicle access and footpath crossings</b> <ul style="list-style-type: none"> <li>- New vehicle access points are restricted in retail streets and are not favoured in pedestrian priority places. Where practicable, vehicle access is to be from lanes and minor streets rather than major pedestrian streets.</li> <li>- Service vehicle access is to be combined with parking access and limited to a maximum of one access point per building.</li> <li>- Wherever practicable, vehicle access is to be a single crossing perpendicular to the kerb alignment.</li> </ul>	<p>A combined basement is proposed as it allows for maximum design efficiency, and for vehicular circulation within Barangaroo South to be rationalised to the greatest extent practicable. This arrangement is detailed in the documentation accompanying MP10_0023 for the first stage of the Basement and Bulk Excavation (predominantly under Blocks 2 and 3) and allows for the number of vehicular access points and crossings within the future public domain to be minimised.</p> <p>The Minister for Planning issued Project Approval for the Basement and Bulk Excavation works on 2 November 2010.</p> <p>The Concept Plan Modification proposes that all servicing / loading associated with the landmark hotel building will occur within the basement to minimise the potential for pedestrian / vehicle conflict at ground level. In addition, the Statement of Commitments has been amended to include a requirement to prepare a Management Plan for the operation of the hotel pick-up / drop-off which reflects a range of performance standards (set out in the PPR report) in direct response to prioritising pedestrian access on waterfront consistent with DCP controls.</p> <p>In addition, Urban Design Control 8 for Block Y requires that the hotel drop off will maintain a minimum distance of uninterrupted waterfront access of 10m. This will further ensure pedestrian priority.</p>	√
	<b>3.4 Pedestrian overpasses and underpasses</b>		N/A
	<b>3.5 Awnings and colonnades</b> <ul style="list-style-type: none"> <li>- Awnings are to be provided to the full extent of the street frontage, except in cases where: <ul style="list-style-type: none"> <li>(i) there is no existing continuity of awnings on buildings within the same block on the same side of the street,</li> <li>(ii) There would be a major adverse impact on a heritage streetscape.</li> </ul> </li> </ul>	<p>It is proposed to create a unifying colonnade along the length of Hickson Road at Barangaroo South.</p> <p>Lend Lease is cognisant of the need to ensure pedestrian comfort and amenity. Details of weather protection devices will be resolved as part of the detailed design development for individual buildings and will described in future project applications for same.</p>	√
	<b>3.6 Artworks</b> <ul style="list-style-type: none"> <li>- High quality artworks in new development are to be provided in publicly accessible locations</li> </ul>	The approved Concept Plan (as modified) - <i>Points 12, 12A, 12B and 14 of the Statement of Commitments</i> , requires the development of a Public Art Strategy. The Barangaroo Delivery	√

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	such as near main entrances, lobbies and street frontages.	Authority is in the process of establishing an Public Art Panel which will advise the Authority in relation to the development of a Barangaroo Public Art Plan.  Lend Lease will implement the Public Art Strategy as relevant to future Project Applications.	
	<b>3.7 Paving for footpaths and public spaces</b> <ul style="list-style-type: none"> <li>- Footpath paving is to be provided in accordance with Council's specifications and Footpath Paving Design Policy. The site is identified for the provision of Type 2 flagstone paving.</li> </ul>	Johnson Pilton Walker in association with Peter Walker and Partners Landscape Architecture has been engaged by the Barangaroo Delivery Authority to prepare a detailed Public Domain Plan and Public Domain Guidelines for the overall Barangaroo site which will provide a level of detail regarding paving treatments for footpaths and public spaces. Council will be consulted and will have input to the Public Domain Plan as part of that process via the Barangaroo Design Excellence Review Panel and the Public Domain Technical Working Group.	√
<b>3.0 Pedestrian Amenity Cont...</b>	<b>3.8 Easy access</b> <ul style="list-style-type: none"> <li>- Buildings to be designed in accordance with Council's Access Policy.</li> <li>- Main entry is to be level with the street footpath where practicable, and should be located in a continuous level path of travel to the lift core.</li> </ul>	Noted. Accessibility and paths of travel in and around each building and the public domain will be addressed as part of any project application for built form.	Can comply

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<b>4.0</b> <b>Environmental management</b>	<b>4.1 Sunlight to public spaces</b> <ul style="list-style-type: none"> <li>- Shadowing effects of new buildings on publicly accessible space are to be considered for the hours 12 noon to 2 pm between 14 April and 21 June.</li> </ul>	<p>The revised shadow plans indicate that additional shadows predicted to be cast over the Darling Harbour waterway, Pyrmont, Darling Island and Darling Harbour wharf will be predominantly confined to the early morning periods. Significant periods of direct sunlight will be maintained, particularly during the peak lunchtime periods.</p> <p>Generally, shadow impacts are expected to dissipate between 9.00am and 10.00am. Proposed Block Y is expected to partially shadow the Waterfront Promenade, between 2.00pm and 5.00pm in the equinox periods and from 1.00pm at the winter solstice. However, direct solar access will be available and will move across the length of the Promenade as the sun sets.</p> <p>Notwithstanding the impacts, the shadow analysis demonstrates that the public domain, including the Waterfront Promenade will enjoy high levels of direct sunlight throughout the year. On average:</p> <ul style="list-style-type: none"> <li>- 40% of the Waterfront Promenade between the Southern Cove and southern boundary of the site will be affected by shadow on the 21st June;</li> <li>- 40% of the Waterfront Promenade between the Southern Cove and southern boundary of the site will be affected by shadow on the 21st March; and</li> <li>- 25% of the Waterfront Promenade between the Southern Cove and southern boundary of the site will be affected by shadow on the 21st September.</li> </ul> <p>In addition the main pedestrian public space of Globe Square which is intended to be used for passive activities and as a congregation space between the hours of 12.00 noon and 2.00pm is unaffected by the shadows from the buildings.</p> <p>In the context of the entire Barangaroo site, the significant periods of direct sunlight, and noting the approved shadow impacts established by the approved Concept Plan (as modified), the additional shadow impacts are considered to be within acceptable limits.</p>	√

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	<b>4.2 Wind standards</b> <ul style="list-style-type: none"> <li>- To ensure public safety and comfort the following maximum wind criteria are to be met by new buildings: <ul style="list-style-type: none"> <li>- 10 metres/second in retail streets,</li> <li>- 13 metres/second along major pedestrian streets, parks and public places,</li> <li>- 16 metres/second in all other streets</li> </ul> </li> </ul>	<p>A desk top Wind Impact Assessment was provided as part of the Project Application documentation, noting the conceptual stage of the project and the design provided is only indicative. That Assessment concluded that wind amelioration measures would be required to be incorporated into the design at detailed design (and as such, Project Application) stage.</p> <p>Notwithstanding the above, Lend Lease has commissioned wind tunnel testing based on the indicative design which will be submitted under separate cover to assist the Minister in his assessment and determination of the proposed Concept Plan modification.</p>	Can Comply
	<b>4.3 Energy efficiency of buildings</b> <ul style="list-style-type: none"> <li>- An Energy Efficiency Report is required to accompany the DA for any new building with a construction cost of \$1 million or more.</li> <li>- Building designers should have regard to the Building Energy Manual (NSW Public Works 1993) and the Environment Design Guide (RAIA) when designing buildings.</li> </ul>	<p>Noted, however this is not a matter for the Concept Plan modification. Further detail will be submitted as part of future project applications for individual buildings.</p> <p>The design intent is to build fewer, but larger commercial towers at Barangaroo South that respond to the site and its location adjacent to the CBD. The towers have an east to west orientation and are placed in a fan arrangement to provide a better outcome for solar penetration, view corridors and shading. All proposed towers within Barangaroo South remain within the established heights of the core buildings within the CBD.</p>	Can comply
	<b>4.4 Noise reduction</b> <ul style="list-style-type: none"> <li>- All residential buildings and serviced apartments are to be constructed so that the repeatable maximum <math>L_{ea}</math> (1 hour) level does not exceed the maximum noise levels specified in Clauses 6.1.14, 6.1.15 and 6.1.16.</li> </ul>	<p>Noted, however this is not a matter for the Concept Plan modification. This information will be detailed in future Project Applications for built form.</p> <p>An Acoustic Assessment was included in the documentation which was exhibited as part of the Concept Plan modification, which concluded that subject to the implementation of the recommendations embodied in the report, noise impacts would be generally consistent with those already approved under the approved Concept Plan (as modified) and in any case would not result in additional significant impacts.</p>	Can comply
	<b>4.5 Reflectivity</b> <ul style="list-style-type: none"> <li>- New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.</li> <li>- Visible light reflectivity from building materials used on facades of new buildings should not exceed 20%</li> </ul>	<p>Noted, however this is not a matter for the Concept Plan modification. External materials and finishes will be detailed in future Project Applications for built form.</p> <p>It should be noted that the documentation submitted in respect of the Project Application for C4 includes a Reflectivity Report, confirming Lend Lease's commitment to consider reflectivity impacts consistent with the aims of Council's DCP.</p>	Can Comply

Section	Requirement	Proposal	Compliance
	<p><b>4.6 Urban run-off</b></p> <p>Objective</p> <ul style="list-style-type: none"> <li>• To control the quality of urban run-off from sites in Central Sydney.</li> </ul> <p>Provision</p> <p>4.6.1 A water and sediment control statement for the construction phase is to be included with a BA. The statement is to be consistent with the principles and practices set out in the Department of Land and Water Conservation's Erosion and Sediment Control Manual.</p>	<p>While the Concept Plan Amendment does not deal with the issue of urban runoff, each of the PAs for built form and construction works will ensure compliance with these provisions.</p> <p>The Erosion and Sedimentation Control measures proposed to be utilised during the construction phase are discussed in detail in the Environmental Construction and Site Management Plan, prepared by Cardno for the C4 and Basement PAs.</p> <p>The report prepared for the C4 building indicates that during the operational phase, erosion and sediment control will be achieved through:</p> <ul style="list-style-type: none"> <li>• Minimising disturbance and fast re-vegetation of disturbed areas, during phased delivery of the site for occupation;</li> <li>• A properly designed and maintained drainage system. This will include:</li> <li>• selection of appropriate vegetation for swales and bio-retention areas where appropriate;</li> <li>• selection of appropriate filter media for bio-retention systems;</li> <li>• incorporating multiple drainage entry points to bio-retention systems to avoid concentration of flow where appropriate;</li> <li>• incorporating where necessary energy dissipaters at drainage outfalls;</li> <li>• selection and sizing of appropriate GPT's;</li> <li>• regular maintenance by authorities of all water quality measure to remove built-up sediment;</li> <li>• Separation of construction drainage and operational drainage during phase delivery if appropriate; and</li> <li>• Adopting landscaped batter slopes appropriate to the soil type used.</li> </ul> <p>These measures will be adopted for all future works, where relevant.</p>	√

Section	Requirement	Proposal	Compliance
<b>4.0 Environmental management Cont...</b>	<b>4.7 External lighting of buildings</b> <ul style="list-style-type: none"> <li>- Any external lighting of buildings is to be considered with regard to: <ul style="list-style-type: none"> <li>(i) the integration of external light fixtures with the architecture of the building (eg, highlighting external features of the building),</li> <li>(ii) the contribution of the visual effects of external lighting to the character of the building, surrounds and skyline,</li> <li>(iii) the energy efficiency of the external lighting system,</li> <li>(iv) the amenity of residents in the locality,</li> <li>(v) The impact on the night sky, having particular regard to observed effects from Sydney Observatory.</li> </ul> </li> </ul>	Noted, however this is not a matter for the Concept Plan modification. This information will be detailed in future Project Applications for built form.	Can Comply
<b>5.0 On-site parking</b>	<b>5.1 Design and location of on-site parking</b> <ul style="list-style-type: none"> <li>- Where any proposed development includes on-site parking, a Traffic and Parking Report is required.</li> <li>- The design of driveways (subject to Section 3.3 Vehicle Access and Footpath Crossings) and parking areas and the location of driveways are generally to be in accordance with the RTA guidelines and AS 2890.1.</li> </ul>	<p>The Statement of Commitments attached to the approved Concept Plan (as modified) sets out the parking requirements for all future uses / development on the site. It also requires compliance with the provisions of AS 2890.1:2004. <i>(Items 47 – 51 of the revised Statement of Commitments)</i>. The Concept Plan amendment does not propose to increase the approved rates or provision of parking on the site.</p> <p>Condition C4 of the approved Concept Plan (as modified) reiterates the parking requirements for the site.</p> <p>Each Project Application for built form will be accompanied by a Traffic and Parking Report, as evidenced by those applications submitted to date for MP10_0023 Basement and Bulk Excavation and MP10_0025 for Building C4.</p>	Can Comply
	<b>5.2 Short stay public car parking</b>	<p>A small amount of short-stay public car parking to cater for retail and other uses, such as child care, is proposed both within the basement car park and on-street.</p> <p>A management plan will be prepared at the appropriate time to guide the future operation and management of the short car parking.</p>	Can comply

Section	Requirement	Proposal	Compliance
	<b>5.3 Parking for people with mobility impairment</b> <ul style="list-style-type: none"> <li>- Car parking for people with mobility impairment is to be provided in accordance with S2890.1. This requirement requires a minimum of 1-2% of parking spaces to be provided and appropriately designated for use by people with mobility impairments.</li> </ul>	<p>The Statement of Commitments attached to the approved Concept Plan (as modified) sets out the parking requirements for all future uses / development on the site, including parking for persons with mobility impairment (<i>Items 47 – 51 of the revised Statement of Commitments</i>). The Concept Plan modification does not propose to modify the approved parameters.</p> <p>Parking provision for people with mobility impairment will be detailed in future project applications for built form.</p>	Can Comply
	<b>5.4 Delivery and service vehicles</b> <p><i>Part 5.4 includes a range of provisions relating to delivery and service vehicle requirements.</i></p>	<p>The Statement of Commitments attached to the approved Concept Plan (as modified) sets out the parking requirements for all future uses / development on the site. (<i>Items 47 – 51 of the revised Statement of Commitments</i>). The Concept Plan modification does not propose to modify the approved parameters.</p> <p>Detailed design will be provided in future project applications. Service vehicle access shown indicatively from Margaret Street West or the extension of Napoleon Street.</p>	Can Comply
<b>5.0</b> <b>On-site parking</b> <b>Cont...</b>	<b>5.5 Bicycle parking</b> <ul style="list-style-type: none"> <li>- Facilities for cyclists are to be provided in all buildings that provide on-site parking. Facilities include parking for bicycles and at least 1 readily accessible shower change room.</li> </ul>	<p>As indicated above, the Statement of Commitments attached to the approved Concept Plan (as modified) sets out the parking requirements for all future uses / development on the site. (<i>Items 47 – 51 of the revised Statement of Commitments</i>). The Concept Plan modification does not propose to modify the approved parameters.</p> <p>It is intended that each of the buildings will have access to bicycle parking and onsite facilities for commuter cyclists (i.e. showers, changing rooms, lockers). A minimum of 5% of building occupants will be provided with a bicycle parking space which aligns with the mode share target of 4% of journey to work by bicycle. Current planning for the basement has adopted a 10% target for bicycle parking spaces which is in excess of the mode share target and will allow for growth.</p> <p>The final space allocation for these elements will be detailed in future project applications for built form.</p>	√



Section	Requirement	Proposal	Compliance
	<b>5.6 Motorcycle parking</b> <ul style="list-style-type: none"> <li>- Motorcycle parking is to be provided in all buildings that provide on site car parking, and is to be equal to at least one car parking space for every 100 car parking spaces or part thereof.</li> </ul>	<p>The Statement of Commitments attached to the approved Concept Plan (as modified) sets out the parking requirements for all future uses / development on the site. (<i>Items 47 – 51 of the revised Statement of Commitments</i>). The Concept Plan modification does not propose to modify the approved parameters.</p> <p>Condition C4 of the Concept Plan (as modified) reiterates the parking requirements.</p> <p>The final space allocation for motorcycle parking will be detailed in future project applications for built form.</p>	Can Comply
<b>6.0 Residential Buildings and Serviced Apartments</b>	<b>6.1 Amenity for residential buildings and serviced apartments</b>	The Statement of Commitments attached to the approved Concept Plan (as modified) sets out the range of relevant controls to be applied to future residential development, which includes building types (using the classifications adopted by the SEPP 65 Residential Flat Design Code), building heights, depths, separation, landscape design, apartment mix, solar access and controls pertaining to single orientation apartments ( <i>Items 90 – 97 of the revised Statement of Commitments</i> ). Lend Lease is committed to addressing the provisions of SEPP 65 and the Residential Flat Design Code in future Project Applications for residential buildings, as relevant.	Can Comply
	<b>6.2 Residential use covenant</b>		N/A
	<b>6.3 Standards for Tourist and Visitor Accommodation</b>	The DCP includes a large number of requirements relating to specific design elements for tourist accommodation. These will be dealt with at the time of the detailed design of the hotel.	
<b>7.0 Award and allocation of Heritage Floor Space</b>			N/A
<b>9.0 Special controls for certain uses</b>			N/A
<b>10.0 Development standards</b>			N/A

Section	Requirement	Proposal	Compliance
<b>12.0 Design excellence and competitive process</b>	<b>12.1 Competitive process</b> <ul style="list-style-type: none"> <li>- In determining a development application, Clause 28D(1) of LEP 1996 requires the consent authority to consider whether the proposed development exhibits design excellence</li> <li>- For a development application where a development plan is in force. Clause 28D(2)(c) of LEP 1996 requires the consent authority to consider whether the design of the building is the result of a 'competitive process' that facilitates design excellence.</li> <li>- An applicant can demonstrate a competitive process in accordance with these DCP guidelines, by: <ul style="list-style-type: none"> <li>- undertaking a design competition; or</li> <li>- preparing alternative designs on a competitive basis.</li> </ul> </li> <li>- A competitive process can be undertaken at either the development plan stage or the development application stage.</li> </ul>	<p>Clause 19 of the Major Projects SEPP sets out the parameters for design excellence on the site. Furthermore the Statement of Commitments requires the preparation of a Design Excellence Strategy by a Technical Working Group, of which Council is a member.</p> <p>In addition Condition C2 of the approved Concept Plan (as modified) stipulates to which types of development the design excellence provisions apply; competition requirements etc.</p> <p>As required by the Statement of Commitments included as part of the approved Concept Plan (as modified) a Design Excellence Strategy is required to be submitted with the first relevant project application which is the C4 Commercial Building (lodged with the Department of Planning on 5 November 2010).</p> <p>The Design Excellence Strategy submitted with that project application does include a range of buildings for future design competitions.</p> <p>Design Excellence has been the overriding goal of the design team. Formal processes and reviews specific to the Concept Plan modification scheme have been established to achieve this, along with ongoing collaborative design amongst the entire project team of designers and consultants.</p> <p>An important part of the design process has included reviews by the Barangaroo Design Excellence Review Panel. Advice from the Panel has been incorporated and has driven design development. Regular reviews of the evolution of the design by the Barangaroo Delivery Authority and its advisors has also shaped the scheme.</p>	√