

JOINT REGIONAL PLANNING PANEL (East Region)

JRPP No	JRPP Reference Number 20110SYE016
DA Number	10/493
Local Government Area	City of Botany Bay Council
Proposed Development	<p>Alterations and additions to Buildings QCA, QCB and QCC, collectively known as the Qantas Campus Hub, to include the following works:</p> <ul style="list-style-type: none"> • New entry atrium structure (including glass façade) and lobby fronting Building QCC; • New glass and steel roof canopy and enclosure linking Buildings QCA and QCB and forming an internal pedestrian street; • Expansion of the commercial office floor plates with meeting rooms and balconies in Buildings QCA and QCB facing into the new covered pedestrian street; • New media centre/auditorium in Building QCC fronting the internal street; • New external staircase in Building QCC with stair voids to be used for meeting rooms; • New façade to the proposed media centre/auditorium in Building QCC; • Reconfiguration of food retailing uses in the ground level of Building QCB; • New landscape works, including paving, planting, furniture and artworks; • New pedestrian bridge between Buildings QCA and QCB; • Alterations to the forecourt in front of Building QCC; • Alterations to the visitor drop-off and pick-up arrangements accessed from Bourke Road; • Widening of canopy over Qantas bus drop-off point at south-east corner of Building QCC; and • Removal of visitor drop off and pick up arrangements accessed from Coward Street and changes to the pedestrian access in this location.
Street Address	199-241 Coward Street Mascot NSW 2020
Applicant	Qantas Airways Limited
Number of Submissions	Nil
Recommendation	Approval with Conditions

Report by	Rodger Dowsett – Director, Planning and Development
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ASSESSMENT REPORT AND RECOMMENDATION

199-241 COWARD STREET MASCOT - ALTERATIONS AND ADDITIONS TO BUILDINGS QCA, QCB, AND QCC COLLECTIVELY KNOWN AS THE QANTAS CAMPUS HUB

File No: DA 10/493

Responsible Officer: Rodger Dowsett - Director, Planning and Development

Date of Preparation: 26 July 2011

DA No: 10/493

Application Date: 23 December 2010

Property: 199-241 Coward Street, Mascot

Lot No: 1 and 2

DP No: 792885

Details: Alterations and additions to Buildings QCA, QCB and QCC, collectively known as the Qantas Campus Hub, to include the following works:

- New entry atrium structure (including glass façade) and lobby fronting Building QCC;
- New glass and steel roof canopy and enclosure linking Buildings QCA and QCB and forming an internal pedestrian street;
- Expansion of the commercial office floor plates with meeting rooms and balconies in Buildings QCA and QCB facing into the new covered pedestrian street;
- New media centre/auditorium in Building QCC fronting the internal street;
- New external staircase in Building QCC with stair voids to be used for meeting rooms;
- New façade to the proposed media centre/auditorium in Building QCC;
- Reconfiguration of food retailing uses in the ground level of Building QCB;

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- New landscape works, including paving, planting, furniture and artworks;
 - New pedestrian bridge between Buildings QCA and QCB;
 - Alterations to the forecourt in front of Building QCC;
 - Alterations to the visitor drop-off and pick-up arrangements accessed from Bourke Road;
 - Widening of canopy over Qantas bus drop-off point at south-east corner of Building QCC; and
 - Removal of visitor drop off and pick up arrangements accessed from Coward Street and changes to the pedestrian access in this location.

Applicant:	Qantas Airways Limited
Applicant Address:	203 Coward Street, Mascot
Builder:	To be advised
Principal Certifying Authority:	To be advised
Property Location:	Western side of Bourke Road Mascot, between the intersection of O’Riordan Street and Bourke Road to the south and Coward Street to the north.
Zoning:	Industrial Special 4(c2) - Airport Related Restricted Botany Local Environmental Plan, 1995
Present Use:	Commercial Use
Classification of Building:	Class 5 - commercial building Class 6 - retail shop Class 7a - carpark
Value:	\$60,203,280.00
Drawing No:	Refer to Condition No. 1

SUMMARY OF REPORT

Recommendation:	Approval
Special Issues:	Integrated Development
Public Objection:	Nil
Permissible:	Yes

THE DIRECTOR OF PLANNING AND DEVELOPMENT REPORTS:

Executive Summary

The application has been referred to the Joint Regional Planning Panel (JRPP) pursuant to Clause 13B(1)(a) of the State Environmental Planning Policy - Major Development as the capital investment exceeds \$10 million and the proposal is not a Part 3A development under the provisions of the Environmental Planning and Assessment Act.

The development application seeks approval for the alterations and additions to Buildings QCA, QCB and QCC, collectively known as the Qantas Campus Hub, which are to include the following new works:

- New entry atrium structure (including glass façade) and lobby fronting Building QCC;
- New glass and steel roof canopy and enclosure linking Buildings QCA and QCB and forming an internal pedestrian street;
- Expansion of the commercial office floor plates with meeting rooms and balconies in Buildings QCA and QCB facing into the new covered pedestrian street;
- New media centre/auditorium in Building QCC fronting the internal street;
- New external staircase in Building QCC with stair voids to be used for meeting rooms;
- New façade to the proposed media centre/auditorium in Building QCC;
- Reconfiguration of food retailing uses in the ground level of Building QCB;
- New landscape works, including paving, planting, furniture and artworks;
- New pedestrian bridge between Buildings QCA and QCB; alterations to the forecourt in front of Building QCC;
- Alterations to the visitor drop-off and pick-up arrangements accessed from Bourke Road;
- Widening of canopy over Qantas bus drop-off point at south-east corner of Building QCC;
- Removal of visitor drop off and pick up arrangements accessed from Coward Street; and
- Changes to the pedestrian access in this location.

The existing built form of the subject allotment consists of four buildings on the Qantas Campus site, identified as Buildings QCA, QCB, QCC and QCD. Buildings QCA and QCB are seven storeys above two levels of car parking. Building QCC is six storeys above two levels of car parking and Building QCD is two storeys above one level of car parking. Between Buildings QCA and QCB is a paved courtyard area with some seating and

landscaping, predominantly used by the occupants of Buildings QCA, QCB, QCC and QCD, however this outdoor area is also accessible to the general public with access from Coward Street and Bourke Road. Bourke Road is the main public frontage with the main entrance to the Qantas Campus Hub located within Building QCC.

The site is zoned Industrial Special 4(c2) - Airport Related Restricted pursuant to Botany Local Environmental Planning Policy 1995. The proposal falls within the definition of 'airport-related land uses' and is permissible in this zone with development consent.

A pre-lodgement meeting was held between the applicant and Council on 17 June 2010. At the meeting, representatives from Qantas Airways Limited, APP Corporation, and Architectus presented the concept design to Council. A key issue raised during the meeting was the need for consultation with external organisations and Council's specialist staff prior to lodgement of the Development Application. Consultation was undertaken with the following:

Organisation	Date	Comments
RTA	18 November 2010	Key issues discussed: <ul style="list-style-type: none">• identification of the revised traffic access arrangements and changes to traffic flows at the entry gates;• arterial road network flows and changes resulting from the closure of the Bourke Road access roadway;• future car parking provision;• access to public transport;• suitable provision for the ongoing operations of the Qantas bus fleet.
Council's Design Review Panel	30 July 2010	Letter received from Council's Design Review Panel supporting the proposed development, with recommendations.
Council's Landscape Architect	11 August 2010	Council's Landscape Architect supported the proposal, subject to the recommended conditions of consent.
SACL	16 July 2010	Referral was received from SACL dated 11 May 2011, raising no objection to the proposed works.
Rail Corp	July 2010	RailCorp responded to Council on 12 May 2011 stating that the proposed development has been assessed in accordance with the requirements of State Environmental Planning Policy (SEPP) (Infrastructure) 2007, granting consent subject to the imposition of the recommended conditions.

History

A pre-lodgement meeting was held with the Council's Design Review Panel on 30 July 2010. A written report was received from the Panel stating that the Council's Design Review Panel was in support of the proposal, and believes that the proposal should provide a positive contribution to the character of the locality, including, the improvement of the urban form of the Qantas Campus Hub and its presentation to Bourke Road and Coward Street.

The Panel's report notes that the bulk and height of the proposed canopy and enclosure link envelope is appropriate for the scale of the existing adjacent buildings, the streets and the

surrounding development. A summary of the issues raised by the Council's Design Review Panel and the design response have been addressed below:

Council's Design Review Panel - Comments

Issue	Panel Comments	Response By the Applicant
Streetscape	Further resolution of the new linking enclosure at the Coward Street end is required to ensure that legibility and presentation are improved.	The Coward Street (north) elevation has been further developed so that legibility and presentation of the development are improved.
Site Planning	Consider a pedestrian connection to Coward Street.	There will be a pedestrian connection from Coward Street with stairs up to the outdoor staff area between Buildings QCA and QCB and this entrance will be security-controlled.
Building Connections	Consideration should be given to the introduction of a step in plan (or preferably two) of the glass wall facing Bourke Road. This would help to modulate the uninterrupted length as shown on the amended sketches.	<p>Consideration has been given to the glass wall facing Bourke Road. Steps in the facades will break up the continuous glass facade, which will be a striking feature along Bourke Road.</p> <p>Existing trees will assist in softening the bulk and scale of the link building and as such is not considered necessary or indeed appropriate to include steps in the façade.</p>
Resource, Energy & Water Efficiency	Solar heat gain by the glazed walls and roof elements is a concern. This requires further information to be submitted with the DA. The impact of direct sun on hot summer mornings, and glare in the new eastern entry area should be addressed. Combinations of roof overhang and shading devices could be considered.	<p>The proposed new roof above the internal street is glass in the centre with steel on either side, providing built-in shading. The glass will be specified with high performance glass with a U (ultraviolet) value of 5 and a shading coefficient of 0.4 (acceptable for adequate thermal comfort), combined with passive and active cooling measures such as:</p> <ul style="list-style-type: none"> • Exhaust fans to induce airflow across the space; • Localised cooling (less than 15W/m²) around work areas; • Reuse of spill air from the existing Buildings QCA, QCB and QCC.
Landscape	An overall landscape design is necessary. The existing fig tree theme should be embraced. The existing street trees should be protected and retained. The landscape quality of the Coward Street frontage needs to be improved especially the existing services alcove.	<p>Hassell have prepared an overall site landscape design. Existing significant fig trees along the Bourke Road frontage are to be retained and enhanced. The landscape along Coward Street is to be enhanced by deleting the vehicle access ramp and replacing it with a landscaped staff courtyard.</p> <p>New stone cladding is to replace the existing cladding at the base of Buildings QCA, QCB and QCC which will enhance the aesthetic appearance of the buildings and provide a further visual unifying element for the three buildings.</p>

Issue	Panel Comments	Response By the Applicant
Amenity	Consider the provision of natural ventilation within the new enclosure.	<p>The internal street will be a non-conditioned space. It will not have specific temperature control. The glass in the roof will be specified with high performance glass with a U (ultra violet) value of 5 and a shading coefficient of 0.4 (acceptable for adequate thermal comfort), combined with passive and active cooling measures such as:</p> <ul style="list-style-type: none"> • Exhaust fans to induce airflow across the space; • Localised cooling (less than 15W/m²) around work areas; • Reuse of spill air from the existing Buildings QCA, QCB and QCC.
Disabled	Provide barrier free access	The development has been reviewed to ensure that ingress and egress, paths of travel, circulation areas and amenities comply with the relevant statutory guidelines. The development has accessible paths of travel that are continuous throughout. The proposed development has demonstrated an appropriate degree of accessibility.
Aesthetics	It is acknowledged that high quality external materials are proposed. Ensure that all detailing of building elements and attachments are integrated with the overall design of the facades and that the composition of building elements, textures, materials and colours suit the existing buildings and the context. It is understood that the proposed signage will be the subject of a separate DA. The suggested QANTAS sign on the glass walling should be subtle (e.g. etched in the glass) and preferably reduced in size.	The detailing of the new Qantas signage will be the subject of a separate DA and the design comments raised by the Council's Design Review Panel will be taken into consideration at that time.

Council Officer Comment:

The applicant has generally complied with Council's Design Review Panel comments and has satisfied the matters raised in respect to Streetscape, Site Planning, Building Connections, Resource Energy and Water Efficiency, Landscape, Amenity, Disabled Access, and Aesthetics.

Public Notification of the Development Application

The development application was notified for a 30 day period from 1 February 2011 to 3 March 2011 in accordance with Council's Notification Development Control Plan No.24 and

the Integrated Development Provisions under the *Environmental Planning and Assessment Act 1979*. No submissions were received either against or in support of the proposed development. The development application has been assessed in accordance with the relevant requirements of the Environmental Planning and Assessment Act 1979 and is recommended to the Joint Regional Planning Panel (JRPP) for approval, subject to conditions of consent.

Site Description

The subject site as a whole, known as the ‘*Qantas Campus Hub*’ is described as Lots 1 and 2 in DP 792885. Lot 1 contains Buildings QCA and QCB and Lot 2 contains Buildings QCC and QCD. The ‘*Qantas Campus Hub*’ is located on the western side of Bourke Road Mascot, between the intersection of O’Riordan Street and Bourke Road to the south and Coward Street to the north.

The allotment has a total site area of 27,161m² and is situated within an established commercial and industrial precinct, approximately one (1) kilometre north-east of Sydney ‘*Kingsford Smith*’ Airport and eight (8) kilometres south of the Sydney Central Business District (CBD) and situated close to regional road networks, including Princes Highway and the M5 Motorway.

The site undulates from approximately RL 5.7 at the lowest point in the north-west corner, to approximately RL 12.5 at the highest point, which is located in between Buildings QCA and QCB. The site slopes down slightly from the corner of Coward Street and Bourke Road (the levels at this corner are approximately RL 10.3) to the north-west corner of the site. In the forecourt of Building QCC, the levels are approximately RL 8.4 to RL 8.5.

The existing built form consists of four buildings on the Qantas Campus site identified as Buildings QCA, QCB, QCC and QCD.



Map 1 - Identification Map of Buildings QCA, QCB, QCC and QCD

The main thrust of the development is work, to enclose the space now open to the sky that exists between buildings QCA, QCB together with the forecourt work to Building QCC.

A large, modern, multi-story building with a curved facade and many windows, identified as the Chiyoda Building Co. The building is surrounded by greenery and parked cars.

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Surrounding Development Context

The subject site is located within an Industrial Special 4(c2) - Airport Related Restricted zone with predominant uses surrounding the site being of commercial use. Light industrial uses can be located to the south-west of the site however most of the surrounding development is commercial in nature.

Examples of the surrounding development context with nearby businesses include TNT and DHL couriers located to the east (opposite side of Bourke Road), and Basketball Australia and Oz Design Furniture, with head offices opposite the site on the northern side of Coward Street. Development surrounding the '*Qantas Campus Hub*' site is predominantly of commercial use.

To the North

Land to the north of the site across Coward Street is zoned 10(b) Mixed uses – Commercial/Warehouse. The Mascot railway station is located on that part of Bourke Road that extends north from its intersection with Coward Street. A new residential building has been constructed on the north-east corner of the Coward Street/Bourke Road intersection opposite the Qantas site.



Photo 5. View east along Coward St. Building QCA is visible on the right of the photo.



Photo 6. View across intersection of Bourke Rd & Coward St, towards Mascot Station looking north

To the East

Land to the east of the site is zoned 4 (c2) Industrial Special - Airport Related - Restricted. Bourke Road runs along the eastern boundary of the site. Qantas buildings QCE and QCF are located on the south-eastern corner of the Bourke Road/Coward Street intersection.

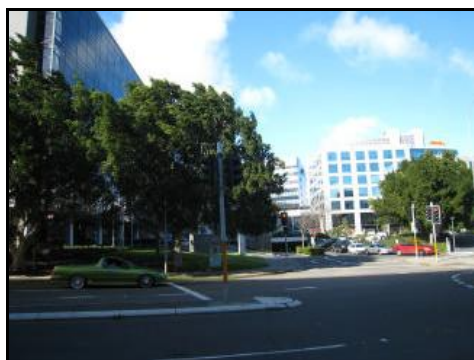


Photo 7. View east across Bourke Rd of Building QCA towards commercial buildings opposite.



Photo 8. View south-east from beside Building QCA, commercial buildings opposite side of Bourke Rd

To the South and West

Land to the south-west and west of the site is zoned 4(c1) Industrial Special - Airport Related. Land to the south of the site is zoned 4(c2) Industrial Special - Airport Related - Restricted. The large Qantas carpark is located to the south and west of the site, with light industrial/commercial uses adjacent.



Photo 9. View towards Buildings QCC & QCD
From Bourke Road



Photo 10. View north-west towards buildings QCA
and QCB.

Regional Context

The site is approximately 6 kilometres south of the CBD and approximately 4 kilometres north of Botany Bay. The area within which the site is located is regionally significant because of its proximity to Sydney Airport and the large number of businesses in the area which are support industries for the airport. The site itself is significant regionally and nationally, being the global head office of Qantas Airways Ltd. The site is located within easy walking distance to Mascot Railway Station, (one of the stations on the Airport Rail Link Corridor), with passenger rail services from Central Station to the Airport and linking to the East Hills Railway Line.

The primary road network in the vicinity of the site, which comprises RTA State and Regional Roads, is formed by O’Riordan Street and Botany Road providing north-south travel and east-west connection via Bourke Road between O’Riordan Street and Coward Street, Coward Street between Botany Road and Kent Road, and Kent Road connecting to Gardeners Road. O’Riordan Street connects Airport Drive and Joyce Drive which provide for travel around the northern perimeter of the airport.

The Eastern Distributor passes the site approximately 2km to the south of the site, and Princes Highway passes approximately 2km to the west. The Eastern Distributor becomes the M5 on the western side of the airport.

History

The Qantas Campus site was developed in the early 1990’s with the construction of the four buildings on the site, known as QCA, QCB, QCC and QCD. Qantas has occupied all of the buildings since they were first constructed. The following is a table of recent Application history pertinent to the above mentioned subject allotment known as 199-241 Coward Street, Mascot:

DA No.	Description
Development Consent 1835	Development consent No. 1835 was granted by the Council on 22 November 1988 for the construction of an 'Industrial building/commercial office space' known as Building QCD.
00/111	Development Application 00/111 was lodged with Council on 17 August 1999 seeking consent for alterations/partitions to level 9 of the Qantas Building. This application was approved on 7 September 1999.
00/35	Development Application 00/35 was lodged with Council on 2 September 1999 seeking consent for the use of Unit B2 and B3 for warehousing and distribution of air import and export cargo under customs control. This application was approved on 2 September 1999.
00/423	Development Application 00/423 was lodged with Council on 17 December 1999 seeking consent for the erection of mesh fencing to the car park boundary. This application was approved on 26 April 2000.
01/490	Development Application 01/490 was lodged with Council on 25 May 2001 seeking consent for the re-subdivision of Lot 1 and Lot 2 into 4 allotments. This application was approved on 9 August 2001.
03/268	Development Application 03/268 was lodged with Council on 16 October 2002 seeking consent for use of part of the ground floor of the existing building as a child care centre including construction of an external play area, 24 hour operation. This application was approved on 3 January 2003.
03/268/02	Section 96 Application 03/268/02 was lodged with Council on 28 March 2003 seeking an amendment to the boundary fence. This application was approved on 15 April 2003.
05/079	Complying Development Certificate 05/079 was lodged with Council on 25 August 2004 seeking consent for an internal refurbishment of office space, no change of use, no change of hours. This application was withdrawn on 6 September 2004.
05/098	Development Application 05/098 was lodged with Council on 7 September 2004 seeking consent for a fitout of level 1 Building C as offices for Qantas. This application was approved on 22 September 2004.
05/375	Development Application 05/375 was lodged with Council on 21 April 2005 seeking consent for the construction of a new two storey dwelling. This application was approved on 6 July 2005.
05/388	Development Application 05/388 was lodged with Council on 27 April 2005 seeking consent for internal alterations (partitions) to existing offices on level 3 of Building C. This application was approved on 24 May 2005.
10/5038	Complying Development Certificate 10/5038 was lodged with Council on 4 March 2010 seeking consent for an office fitout. This application was approved on 3 March 2010.
10/470	Development Application 10/470 was lodged with Council on 8 December 2010 seeking consent for alterations and additions, including external and internal works, and change of use of Building QCD at both ground and first floor levels to permit more office uses located within the Qantas Campus Hub. This application was approved on 13 June 2011.

Description of Development

The Development Application seeks Council consent for alterations and additions to Buildings QCA, QCB, and QCC which is to include the following works:

- New entry atrium structure (including glass façade) and lobby fronting Building QCC;
- New glass and steel roof canopy and enclosure linking Buildings QCA and QCB and forming an internal pedestrian street;

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- Expansion of the commercial office floor plates with meeting rooms and balconies in Buildings QCA and QCB facing into the new covered pedestrian street;
 - New media centre/auditorium in Building QCC fronting the internal street;
 - New external staircase in Building QCC with stair voids to be used for meeting rooms;
 - New façade to the proposed media centre/auditorium in Building QCC;
 - Reconfiguration of food retailing uses in the ground level of Building QCB;
 - New landscape works, including paving, planting, furniture and artworks;
 - New pedestrian bridge between Buildings QCA and QCB;
 - Alterations to the forecourt in front of Building QCC;
 - Alterations to the visitor drop-off and pick-up arrangements accessed from Bourke Road;
 - Widening of canopy over Qantas bus drop-off point at south-east corner of Building QCC; and
 - Removal of, visitor drop off and pick up arrangements accessed from Coward Street and changes to the pedestrian access in this location.

Note: The internal fitout works will be the subject of separate Complying Development Certificate(s) and are not considered as part of this Development Application 10/493.

The applicant has provided the following detail with respect to the design approach of the ‘Qantas Campus Hub’ and specifically the alterations and additions to Buildings QCA, QCB and QCC:

Design Approach

‘The Campus Hub concept design references the Qantas Workplace Guiding Principles of Caring, Community, Efficiency and Identity, as outlined in the Geyer “Qantas Aspirational Brief, Accommodation Strategy for Mascot Consolidation and Refurbishment Project”. Community and Identity are the two predominant principles applied to the creation of the Campus Hub. Regarding Community, the design identifies that the current Qantas Centre has a community but no public space, the proposal for the Campus Hub creates an ‘internal street’ to provide valuable and engaging public space to enable the community to connect and grow. An ‘internal street’ links Buildings QCA, QCB and QCC, all of which are accessed via a new entrance lobby. The entrance lobby provides identity to the Campus by creating a unifying and brand enhancing front of house experience, offering enticing glimpses from the street of the vibrant Qantas community within and with it, Qantas’ identity. Efficiency is a pre-requisite of an effective architectural solution and is achieved through appropriate sizing of spaces and volumes and optimisation of functional relationships. Whilst Caring is addressed by the provision of appropriate retail and support functions, such as food retailers and wellness centre, with trees, planting and internal water features providing a pleasant and supportive workplace environment. The two main interventions; the ‘entrance lobby’ and the ‘internal street’, perform a range of functions to transform the existing condition and provide a solution that addresses Qantas’ requirements, objectives and aspirations’.

The Entrance Lobby

‘The new entrance lobby comprises a triple height volume with a large glazed façade addressing Bourke Street and the Campus entry and vehicular drop-off point. The function of the new entry hall is two-fold, firstly it provides a single, consolidated entry

to Buildings QCA, QCB and QCC for both staff and visitors, removing any ambiguity as regard to the point of access to the complex. Secondly, its scale, format and composition create a front of house experience consistent with experiences at other landmark Qantas destinations. In terms of identity, the dynamic form of the façade and over-sailing roof, describe a progressive organisation, whilst restraint in material selection and expansive views into the interior from Bourke Street reveal the sophisticated, comfortable and professional environment within, to communicate and enhance Qantas' brand identity. The existing external balcony to Building QCC is retained and enclosed by the same roof that covers the entrance lobby. The balcony space links to the 'internal street' and looks over the new entrance lobby. The media centre is located beside the balcony space'.

The Internal Street

'The 'internal street' is a four-storey volume between Buildings QCA, QCB and QCC enclosed by a partially glazed roof structure. The street is the key meeting point for staff.

It creates a comfortable communal space, providing physical and visual connections between the existing buildings and incorporating a range of facilities to encourage activation of the space. The main street concourse occupies the area currently utilised for traffic and parking at Level 3 between Buildings QCA and QCB. It also extends onto the area currently functioning as the external balcony to Building QCC. The concept design proposal prevents traffic from accessing the Level 3 concourse and turns this space into an enclosed, solely pedestrian environment. To maximise the potential of the street and for the space to function as envisaged, it must be activated to encourage use, activity and population of the space. The ground level of the street is activated by retail facilities and meeting suites located on Level 3 of Building QCA.

The incorporation of sliding and/or bi-fold doors to street level meeting and retail spaces will allow spill out from these spaces, where appropriate. Retail facilities will include food and beverage outlets. At the end of the street an external landscaped area overlooks Coward Street. This area is elevated from the street and can function as a secure outdoor space where it is envisaged that staff may eat lunch or take coffee breaks. A bistro facility at Level 3 of Building QCB is being provided with spill-out space from the bistro into the secure outdoor space.

The pattern of trees and planting on the outdoor terrace will extend into the street which will help to soften the space and improve the workplace environment. The three upper levels facing the street volume are activated by removing selected areas of existing facade and extending the floor plates of Buildings QCA and QCB into the space to create balconies and 'popout' office boxes.

These provide increased visual connectivity between the buildings. The existing facades of Buildings QCA and QCB comprise spandrel panels and dark, tinted, reflective glazing which will be removed where it faces into the 'internal street' and replaced by floor to ceiling clear glass to significantly increase daylight penetration and visual connectivity between the floor plates and the street, and also between buildings.

A pedestrian bridge at Level 6 enhances physical links between Buildings QCA and QCB, encouraging interaction and engagement between work spaces. Stairs are proposed linking levels three to four within the street to facilitate increased vertical connectivity. The predominantly glazed roof to the 'internal street' will permit internal landscaping. At the intersection of the street with Building QCC, is a new media centre. The media centre 'box' element sits above the retail spaces. The media centre is directly accessible from the entrance lobby via the lift'.

Atrium Lobby

'The atrium lobby consists of a glass façade of 4.8 metres in height, stepping up from the front of Building QCC to above the new stone podium in front of the internal street. New Qantas signage on the façade in front of the south-east corner of Building QCC will be subject to a separate future DA. Within the atrium lobby, the public entranceway leads to a security controlled inner entrance beyond which only authorised people can gain access. New stairs and escalators provide access from the lobby up a level to the internal street.

At level one is a new balcony space above the lobby. Above the atrium lobby is a new external staircase on the eastern side of Building QCC leading up from level 2. From levels 3 - 6 the voids beside the new staircase will be used for meeting rooms. An external perforated façade will be added in front of the staircase to provide a striking element at the front of the building. This façade extends from the new staircase, along the walkway leading to the media centre, and wraps around the media centre. This perforated façade provides for views to be gained from the staircase, the walkway and the media centre out of the building and into the internal pedestrian street'.

Forecourt

'The forecourt area will have new paving and landscaping and will provide short-term parking and drop-off/pick-up areas. The car park will be surrounded by new landscaping on three sides, which will be carried out around existing trees to be retained in the forecourt and Bourke Road frontage areas'.

Roof canopy, internal pedestrian street & connecting bridge

'A roof canopy will link Buildings QCA and QCB, located at level 3 of these buildings. The canopy consists of a glass strip along the centre of the canopy with the remainder being constructed of steel. A connecting bridge will span the atrium between Buildings QCA and QCB at Level 6 of these buildings, underneath the roof canopy, for staff to easily access between buildings. The central atrium created by the addition of the roof canopy has an area of 2,631m². It will be security-controlled and there will be no access by the general public. Within the atrium there will be three new food retailers for Qantas staff. The atrium will be a non-air conditioned space. It will not have specific temperature control. The glass in the roof will be specified with high performance glass with a U value of 5 and a shading coefficient of 0.4, combined with passive and active cooling measures such as exhaust fans to induce airflow across the space, localised cooling around the work areas, and reuse of spill air from the existing Buildings QCA, QCB and QCC'.

Media centre

‘The proposed works include a media centre with an auditorium of 301m² for media conferences, meetings and seminars on Level 2 of Building QCC. This area will be security-controlled. The media centre will be located in the northern end of Building QCC’.

Meeting rooms and balconies

‘The proposed new works include alternate enclosed meeting rooms and open balconies projecting from the inner facades of Buildings QCA and QCB at levels 4, 5 and 6. These features enhance the integration of Buildings QCA and QCB with the internal street. The meeting rooms will be used by Qantas staff and their visitors, as will the balconies. The balconies will provide meeting spaces that are more informal’.

Stairs and stair voids

‘The proposed works include new external stairs to the front of Building QCC above the atrium lobby leading up from level 2. From levels 3 - 6 the voids beside the new staircase will be used for meeting rooms’.

Outdoor staff area

‘At the north-western corner of the site, there is to be an outdoor landscaped area of 958m² for use by Qantas staff and visitors. Within Building QCB adjacent to the outdoor staff area a food outlet is proposed. A bistro is proposed at the western end of the building and this will have access to the outside terrace. The outdoor staff area will contain a variety of seating types, landscaping including tree planting and paving. The outdoor staff area will be security controlled and accessible to authorised people only’.

External Referrals

The following is a table of external referrals:

Referrals/Notice	Advice/Response/Conditions
Airport Link Company - referred on 28 January 2011	<p>Referral was received by Council on 7 February 2011, stating that RailCorp was not in a position to make a decision on the granting of concurrence until Geotechnical and Structural documentation that meets RailCorp’s requirements were prepared and submitted to RailCorp for review. Therefore RailCorp advised that until such time the following information was submitted, RailCorp could not issue its concurrence until the following information below was provided:</p> <ol style="list-style-type: none">1. Geotechnical and Structural report that meets the requirements of the attached brief; and2. Construction methodology with details pertaining to structural support during excavation. <p>A second referral was received by Council on 9 February 2011, seeking in addition to the above the following:</p>

Referrals/Notice	Advice/Response/Conditions
	<p>3. Cross sectional drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor. All distances measured from the rail corridor and rail infrastructure are to be confirmed as accurate by a Registered Surveyor.</p> <p>Additional information was received from the applicant with respect to the above on 11 April 2011.</p> <p>Referral was subsequently received by Council on 12 May 2011 stating that the proposed development has been assessed in accordance with the requirements of State Environmental Planning Policy (SEPP) (Infrastructure) 2007, clause 86(4) and that RailCorp has decided to grant its concurrence to the development proposed in development application DA 10/493/01, subject to Council imposing the conditions of consent.</p>
<p>Sydney Airport Corporation Limited (SACL) - referred 28 January 2011</p>	<p>Electronic mail (email) was receipted by Council on 11 February 2011 seeking the maximum RL of each of the proposals in the Development Application.</p> <p>Additional information was received from the applicant with respect to the above on 11 April 2011.</p> <p>Council subsequently received the referral from SACL dated 11 May 2011, raising no objection to the proposed works.</p>
<p>Energy Australia (now known as Ausgrid) - referred 28 January 2011</p>	<p>Referral was received by Council on 22 February 2011 stating that until more detailed load estimations were provided, provisions of an electricity substation/s located on the subject site, was to be imposed by condition of consent.</p>
<p>Roads and Traffic Authority (RTA) - Referred 16 February 2011</p>	<p>Referral was received by council on 14 March 2011 supporting the proposed works subject to the following:</p> <ol style="list-style-type: none"> 1. Consideration should be given to ensuring pedestrian safety with regard to the interaction of pedestrians and buses/taxi within the set-down/pick-up and forecourt area; 2. The layout of the proposed vehicle accessible areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) shall be in accordance with AS 2890.1 - 2004 and AS 2890.2 - 2002; 3. The proposed turning areas within the car park are to be kept clear of any obstacles at all times; 4. All vehicles are to enter and leave the site in a forward direction; 5. All vehicles should be wholly contained on site before being required to stop; 6. All loading and un-loading shall occur on site; 7. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a Construction Certificate; 8. All works/regulatory signposting associated with the proposed development shall be at no cost to the RTA.

SECTION 79C CONSIDERATIONS

In considering the Development Application, the matters listed in Section 79C of the Environmental Planning and Assessment Act 1979 have been taken into consideration in the preparation of this report and are as follows:

- (a) **The provisions of any EPI and DCP and any other matters prescribed by the Regulations.**

S79C(a)(i): The provisions of any environmental planning instrument (EPI)

The applicable Environmental Planning Instrument's (EPI) have been identified below.

State Environmental Planning Policy (Major Projects) 2005

The application is being reported to the Joint Regional Planning Panel for determination in accordance with Clause 13B(1)(a) of the State Environmental Planning Policy as the capital investment value exceeds \$10 million and the proposal is not a Part 3A development under the *Environmental Planning and Assessment Act 1979*.

State Environmental Planning Policy (Infrastructure) 2007

The proposed development is located within 25 metres of the airport rail tunnel and was referred to Airport Link Company on the 28 January 2011 for comment in accordance with the requirements of Clause 86(4) of the SEPP. Comments were received by Council on 12 May 2011 stating that the proposed development has been assessed in accordance with the requirements of State Environmental Planning Policy (SEPP) (Infrastructure) 2007, clause 86(4). RailCorp granted its concurrence to the proposed works in Development Application (DA) 10/493, subject to the recommended conditions of consent.

Consideration has also been given to Clause 101 of SEPP (Infrastructure) 2007 "*Development with Frontage to Classified Road*" referred to the RTA on 16 February 2011. The proposed development provides access to Bourke Road. The proposal is not considered to further impact on the safety, efficiency and ongoing operation of the classified road, also confirmed by the RTA's response dated 14 March 2011, and the use is not a sensitive use that may be impacted by potential traffic noise or vehicle emissions. As such, the proposal is considered satisfactory in relation to SEPP (Infrastructure) 2007 subject to the imposition of the recommended conditions of consent by the Roads and Traffic Authority (RTA).

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

An Energy Efficiency Report, dated 23 August 2010, prepared by Norman Disney & Young, received by Council on 23 December 2010, pursuant to the provisions of the State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 has been submitted in accordance with the SEPP for the proposed alterations and additions to Buildings QCA, QCB and QCC, collectively known as the Qantas Campus Hub.

The report concludes that energy efficiency is improved through the installation of new water cooled chillers, lighting upgrades and a new metering system. Water efficiency is improved as all new fixtures will have a minimum star rating of 'AAA' (triple A) and the existing hot water units are being replaced with gas hot water, as the existing

systems fail. The upgrades to energy efficiency within the buildings will improve indoor air quality and thermal comfort and reduce noise, all of which will enhance the comfort and environmental conditions for staff.

State Environmental Planning Policy (SEPP) No. 55 - Remediation of Land

The provisions of SEPP No. 55 have been considered in the assessment of the development application along with the requirements of DCP No. 34, relating to Contaminated Land. The likelihood of encountering contaminated soils on the subject site is considered to be extremely low given the following:

1. The site appears to have been continuously used for a commercial purposes;
2. The adjoining and adjacent properties are currently used for commercial/retail purposes;
3. The site and surrounding land were not previously zoned for purposes identified under Table 1 of the contaminated land planning guide in SEPP 55, in particular industrial and or agricultural uses.

The Qantas Campus site was developed in the early 1990's with the construction of the four buildings on the site, identified as QCA, QCB, QCC and QCD. Qantas has occupied all of the buildings since they were first constructed. SEPP 55 - Remediation of Land was gazetted in 1998, after the construction of the four buildings. On this basis, the site is considered suitable in its present state for the proposed alterations and additions to Buildings QCA, QCB and QCC. No further investigations of contamination are considered necessary.

Botany Local Environmental Plan (BLEP) 1995

Clause 5 - Objectives of the LEP

The objectives contained within Clause 5 have been considered in the assessment of this application. The objectives of the BLEP in relation to the form and function of the local government area of Botany Bay City are to recognise the importance of the local government area of Botany Bay City as a gateway to Sydney, given its proximity to Sydney (*Kingsford-Smith*) Airport and Port Botany.

The objectives seek to ensure, as far as practicable, that land uses are compatible with each other in terms of environmental and aesthetic amenity, to make the local government area of Botany Bay City a more attractive and pleasant place in which to work and visit, and to improve the image of the local government area of Botany Bay City by ensuring that developments are of a good standard of design, form and function.

The alterations and additions proposed to the Qantas Campus Hub satisfy the objectives of the plan as they will not have any adverse impacts upon the environmental and aesthetic amenity. The proposal will be of a high standard of design and materials and therefore will improve the attractiveness of the area within which the site is located.

Clause 10 - Zoning

The subject site is zoned 4(c2) Industrial Special - Airport Related - Restricted. Development which may be carried out with development consent in the zone includes the following land uses:

*'Air freight forwarders; **airport-related land uses**; building identification signs; business identification signs; car parking facilities; child care centres; commercial premises; community facilities; convenience shops or facilities;*

general advertising; high technology industries; hotels; light goods dispatch; motels; motor showrooms; places of worship; public buildings; recreation facilities; refreshment rooms; serviced apartments; subdivision; taverns; tradespersons' supply and service stores; utility installations; vehicle rental centres; warehouse or distribution centres. All proposed uses are permissible with development consent'.

Alterations and additions to Buildings QCA, QCB and QCC, collectively known as the Qantas Campus Hub, are permissible in the zone with the appropriate consent of Council. It is considered that the proposed development which is considered to be airport related is consistent with the objectives for development within the 4(c2) Industrial Special - Airport Related - Restricted zone as indicated within the LEP.

Clause 12A - Floor Space Ratio – Mascot Station Precinct

The requirements of Clause 12A have been considered in the assessment of the development application. The maximum Floor Space Ratio permitted for the subject site is as per BLEP, Clause 12, Part 5, is as follows:

'The Council may consent to the erection of a building on the land to which this subclause applies where the Council is of the opinion that it will be used for the purpose of commercial premises and the ratio of the total of the gross floor areas of the building and the existing buildings on Lots 1 and 2, DP 792885 to the area of land in those parcels does not exceed 2.6:1'.

The total site area is 27,161m² comprising of buildings QCA, QCB, QCC and QCD. The proposed gross floor area within Buildings QCA, QCB and QCC is 51,614m².

The following is a table of floor areas for all buildings located on the subject allotment:

Use	Existing Floor Area	Proposed Floor Area
Buildings QCA, QCB and QCC: Commercial Office	43,191m ²	43,697m ²
Ancillary Retail Within QCC	Included above	454m ²
Internal Street	Not Applicable	4,417m ²
Auditorium	Not Applicable	645m ²
Building QCD Total	7,229m ²	7,220m ²
Car Parking	2,401m ²	2,401m ²
Total	52,821m²	58,834m²

The proposed gross floor area will result in an overall floor space ratio of 2.2:1 including the gross floor area in Buildings QCA, QCB, QCC (including the alterations and additions to Building QCD, which is covered by a separate DA 10/470). The Qantas Campus Hub will continue to be used for its current purpose as the headquarters of Qantas Airways Limited. The majority of the floor space within Buildings QCA, QCB and QCC is currently used for primarily office uses, with the exception of two (2) coffee shops located on the ground floor of Building's QCB and QCD. This will generally remain the same, although the configuration of the floor space will change and a new media centre is to be developed within Building QCC.

Clause 13 - Aircraft Noise

The provisions of AS2021:2000 have been considered in the assessment of the development application, as the subject site is located within the 20-25 ANEF zone.

The existing built form of the subject allotment consists of four buildings on the Qantas Campus site which are known as Buildings QCA, QCB, QCC and QCD. Buildings QCA and QCB are seven storeys above two levels of car parking. Building QCC is six storeys above two levels of car parking and Building QCD is two storeys above one level of car parking. Between Buildings QCA and QCB is a paved courtyard area with some seating and landscaping, predominantly used by the occupants of Buildings QCA, QCB, QCC and QCD, however this outdoor area is also accessible to the general public with access off Coward Street and Bourke Road. Bourke Road is the main public frontage with the main entrance to the Qantas Campus Hub located within Building QCC.

The subject site is an existing commercial premise and is considered acceptable in areas with an ANEF below 25 in accordance with Table 2.1 contained in Council's Aircraft Noise DCP.

Clause 13A - Noise or Vibration

The requirements of this Clause have been considered in the assessment of the development application. The Energy Efficiency Report prepared by Norman Disney and Young for Buildings QCA, QCB and QCC sets out the measures proposed as part of the development proposal for Buildings QCA, QCB and QCC.

The upgrade works will not only improve the energy efficiency of the building(s) but are also expected to significantly improve the environmental conditions for the building occupants in relation to indoor air quality, thermal comfort and noise reduction. The site is located on two (2) classified roads, identified as Bourke Road and Coward Street, and consideration has been given to potential impacts from noise.

In addition, an Acoustic Report has been prepared by Wood & Grieve Engineers. The report assesses the potential noise impact associated with the proposed alterations and additions to Buildings QCA, QCB and QCC. The predicted noise levels presented in the report show that the most stringent noise criterion (night time criterion) will be met. The report also discusses potential noise impact associated with additional traffic generated by the new development and construction noise. No noise impact associated with additional traffic is expected, therefore considered acceptable in this instance.

Clause 13B - Development and Obstacle Limitation Surfaces (OLS)

The provisions of Clause 13B were considered in the assessment of DA 10/493 as the subject site lies within an area defined in the schedules of the Civil Aviation (*Buildings Control*) Regulations, which limit the height of structures to 15.24 metres (50 feet), above existing ground height, without prior approval of the Civil Aviation Safety Authority.

Development Application 10/493 was referred to Sydney Airport Corporation Limited (SACL) on 28 January 2011. SACL raised no objection to the alterations and additions of Buildings QCA, QCB and QCC, being constructed to a maximum height of 28.0 metres measured above existing ground height (AEGH).

Note: The heights of Buildings QCA, QCB and QCC will not change as a result of the proposed development.

Clause 17 - Development in industrial areas

The requirements of clause 17(3) have been considered in the assessment of the Development Application, as the subject property is located within the 4(c2) Industrial

Special - Airport Related - Restricted Zone. It is considered that the proposal is satisfactory and consistent with the requirements of clause 17(3) in this instance.

Clause 22 - Greenhouse Gases, Energy Efficiency, etc.

The requirements of clause 22 and the Energy Efficiency Development Control Plan have been considered in the assessment of the development application.

An Energy Efficiency report, dated 23 August 2010, prepared by Norman Disney and Young has been submitted with the Development Application. The alterations and additions to Buildings QCA, QCB and QCC, collectively known as the Qantas Campus Hub, will improve the energy efficiency of the building and will significantly improve the environmental condition for building occupants in relation to indoor air quality, thermal comfort and noise reduction through the installation of new water cooled chillers, lighting upgrades and a new metering system.

Water efficiency is improved as all new fixtures will have a minimum star rating of 'AAA' and the existing hot water units are being replaced with gas hot water as the existing systems fail. The upgrades to energy efficiency within the buildings will improve indoor air quality and thermal comfort and reduce noise, all of which will enhance the comfort and environmental conditions for staff.

The measures proposed are considered to reduce energy and water consumption and the proposal is considered to satisfactorily address the requirements of Clause 22 of the LEP.

Clause 28 - Excavation and filling of land

The provisions of Clause 28 of the LEP were considered in the assessment of the Development Application No. 10/493, as the development sought consent for excavation for proposed piles and pile capping.

The applicant had consulted with RailCorp and Transfield to define the location of the Airport Airway Tunnel, along the alignment of Bourke Road in relation to the subject site and proposed development. There is no excavation proposed within 10 metres of the centre line of the Bourke Road rail tunnel. Excavation below 2.5 metres is proposed within 25 metres from the centre line of the Bourke Road rail tunnel.

As such, RailCorp were referred the Development Application for their consideration and recommendations for construction/excavation requirements.

Referral was received by Council on 12 May 2011 stating that the proposed development has been assessed in accordance with the requirements of State Environmental Planning Policy (SEPP) (Infrastructure) 2007, clause 86(4). RailCorp has granted its concurrence to the proposed works in development application (DA) 10/493/01, subject to Council imposing the conditions of consent.

Clause 30 - Tree Preservation Order

The proposed development application was accompanied by a landscape plan prepared by Hassell LTD, dated November 2010. The large fig trees fronting Buildings QCA and QCC on Bourke Road are to be retained and will be unaffected by the building works. Measures will be put in place to ensure that during construction, the trees will be protected from any construction activities in accordance with Council's standard tree protection requirements. The landscape plan for the site proposes removing some existing trees/plants and replacing them with species better suited to the site conditions and the Concept Design for the site. The landscape plan was referred to Council's

Landscape Architect who raised no objection to the proposed works, subject to the imposition of the recommended conditions of consent.

Clause 38 - Water, Wastewater & Stormwater systems

A Stormwater Drainage Concept Plan and Erosion and Sediment Control Plan have been prepared by Norman Disney and Young in accordance with Council's Development Application submission requirements. The Stormwater Drainage Plan indicates that the existing Building QCA and hard paved area on site is 25,445m² comprising Buildings QCA, QCB, QCC and QCD, with a total site area of approximately 27,145m².

The new roof over the internal street is a combination of glazed and solid elements and is 3,430m². The roof will cover an existing hard paved courtyard and existing carpark hardstand areas. There will be all new downpipes to connect to the existing site drainage. Generally, all of the new downpipes to the new roof covering between Buildings QCA and QCB will interconnect with existing suspended drainage at a high level within the existing basement carpark below Buildings QCA and QCB.

Downpipes servicing the new solid roof over the entry foyer/lobby area to Building QCC will connect to a new in-ground drainage connection directly to the existing site drainage pit.

This drains to the existing absorption tank adjacent to Building QCD. Existing absorption tank No. 1 has a base floor area of 150m² with a nominal capacity of 450m³ and it serves Buildings QCA and QCB. Existing absorption tank No. 2 has a base floor area of 270m² with a nominal capacity of 270m³ and it serves Buildings QCC and QCD. Existing absorption trench No. 1 has a base floor area of 157m² and serves Buildings QCC as well as Building QCD.

A condition of consent will be imposed requiring the re-use of water for the purpose of landscaping and the like.

In addition, the development application was referred to Council's Development Engineer for consideration. It is the position of this person that the proposed works are considered acceptable subject to the imposed conditions of consent.

S79C(a)(ii): The provisions of any draft environmental planning instrument (draft EPI)

There are no draft Environmental Planning Instruments (EPI) applicable to the site.

S79C(a)(iii): Any Development Control Plan (DCP)

Off-Street Parking Development Control Plan

Buildings QCA and QCB have a common basement with access to Coward Street with traffic light control. Building QCC has access to Bourke Road with traffic light control. Building QCD has an independent basement with access from the internal link road that connects between Bourke Road and King Street.

These access arrangements provide good levels of service for vehicles entering and leaving the car parks. Swipe card access is required at each of these car park access

points. There are large open lot and multi deck car parks to the west of the site which provide a mixture of allocated and general access parking for staff.

The King Street North at-grade car park is uncontrolled and in addition to staff use is accessible to non-Qantas employees. The Qantas Campus Hub is focused on Buildings QCA, QCB, QCC and QCD which currently provide basement car parking for staff and visitors.

There are large open lot and multi deck car parks to the west of the hub which provide a mixture of allocated and general access parking for staff.

Building / Car Park	Existing Spaces Available
A	270
B	339
C	282
D	139
E/F	192
Catering Building	872
263 Coward Street	284
Catering Building perimeter	661
King St North Carpark (Main staff carpark)	572
King St Overflow	136
Engineering Store (Adjacent SDC & STC)	198
Total Spaces	5228

Botany Bay Council Off-street Parking Development Control Plan 1993 requires one (1) space per 40m² of office gross floor area. As the subject site is located in close proximity to bus and rail services, calculations for car parking have been based on one (1) space per 60m² of office gross floor area.

Building's QCA, QCB, QCC and QCD have a floor space of 49,140m² requiring 819 spaces at this rate.

The provision in the basements of these buildings at the completion of the project will be approximately 1,018 spaces. The campus nature of the Qantas site with over 5,000 car parking spaces allows for suitable parking provision for the office component of the Campus Hub.

Energy Efficiency DCP

An Energy Efficiency Report, dated 23 August 2010, prepared by Norman Disney & Young, received by Council on 23 December 2010, pursuant to the provisions of the State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 has been submitted in accordance with the SEPP for the proposed alterations and additions to Buildings QCA, QCB and QCC, collectively known as the Qantas Campus Hub.

The report concludes that energy efficiency is improved through the installation of new water cooled chillers, lighting upgrades and a new metering system. Water efficiency is improved as all new fixtures will have a minimum triple 'A' star rating and the existing hot water units are being replaced with gas hot water as the existing systems fail. The upgrades to energy efficiency within the buildings will improve indoor air quality and thermal comfort and reduce noise, all of which will enhance the comfort and environmental conditions for staff.

Aircraft Noise Development Control Plan

The provisions of AS2021:2000 have been considered in the assessment of the development application, as the subject site is located within the 20-25 ANEF zone.

The existing built form of the subject allotment consists of four buildings on the Qantas Campus site, identified as Buildings QCA, QCB, QCC and QCD. Buildings QCA and QCB are seven storeys above two levels of car parking. Building QCC is six storeys above two levels of car parking and Building QCD is two storeys above one level of car parking. Between Buildings QCA and QCB is a paved courtyard area with some seating and landscaping predominantly used by the occupants of Buildings QCA, QCB, QCC and QCD, however this outdoor area is also accessible to the general public with access off Coward Street and Bourke Road. Bourke Road is the main public frontage with the main entrance to the Qantas Campus Hub located within Building QCC.

The subject site is an existing commercial premise and is considered acceptable in areas with an ANEF below 25 in accordance with Table 2.1 contained in Council's Aircraft Noise DCP, considered acceptable in this instance.

Access Development Control Plan

In accordance with Council's Accessibility DCP, an Access report has been prepared by Morris-Goding Accessibility Consulting.

The Access Report provides advice and strategies to maximise reasonable provision of access for people with disabilities. The proposed development has been reviewed to ensure that ingress and egress, paths of travel, circulation areas and toilets comply with relevant statutory guidelines.

In general, the development has accessible paths of travel that are continuous throughout. In line with the report's recommendations, the proposed development has demonstrated an appropriate degree of accessibility. The DA drawings indicate that compliance with statutory requirements, pertaining to site access, common area access, and accessible parking can be readily achieved. The recommendations of the Access Report are associated with detailed design. As such, the following recommendations will be imposed as conditions of consent prior to the issue of the Construction Certificate:

- *Provide suitable physical barriers or tactile ground surface indicators (TGSI's) between on grade vehicle drive ways and pedestrian areas near main building entry compliant with AS1428.1 & AS1428.4.*
- *Provide suitable physical barriers or TGSI's to underside of nonenclosed stairways with a clear height of less than 2000mm, compliant with AS1428.1 & AS1428.4.*
- *Review stairway locations near internal corridors to ensure they are set back to accommodate required handrail extensions, compliant with AS1428.1.*
- *Ensure doorways have 850mm clear width and appropriate latch side circulation space, compliant with AS1428.1*
- *Provide appropriate percentage rates of accessible car spaces in line with BCA Table D3.5 requirements and Botany Bay Access DCP 1998.*
- *Ensure car parking dimensions and required shared spaces are compliant with AS2890.6.*

The proposal is considered satisfactory with regards to the DCP subject to the imposed conditions of consent however the implication of the Building Code of Australia (BCA) 2011, will need to be considered at the construction Certificate stage.

Waste Minimisation and Management Guidelines DCP

A Waste Management Plan has been prepared by Qantas for Buildings QCA, QCB and QCC. This provides details of the method of waste management for construction and ongoing management of the site. The plan has been developed having regard to Council's Waste Minimisation and Management DCP 2001, considered acceptable in this instance.

Council Policy Considerations

Undergrounding of Power Cables: A condition has been included to require the undergrounding of the low voltage overhead power cables, (Coward Street frontage) of the development site. Compliance with this condition will also involve the removal of four (4) existing telegraph poles and their replacement with street light standards. This is in accordance with the Council's DCP No. 33 Industrial Development.

Bus "lay back" zone to Bourke Street: A condition has been included to require a bus lay back zone to Bourke Road followed by land dedication to Council for a public footpath realignment at the lay back zone.

Both the above policy considerations provide a public benefit.

(b) The likely impacts of the development including environmental impacts on both the natural and built environments, social and economic impacts in the locality.

These matters have been considered in the assessment of the development application. It is considered that the proposed development will have minimal environmental, social or economic impacts in the locality.

(c) The suitability of the site for the development.

These matters have been considered in the assessment of the development application. The subject site is not known to be affected by any natural hazards or other site constraints that are likely to have a significant adverse impact on the proposed development and as such the site is considered to be suitable to accommodate the proposal.

The proposed development, being for alterations and additions to Buildings QCA, QCB and QCC located within the Industrial Special 4(c2) - Airport Related - Restricted zone, is considered to be an appropriate development in the context of the site and the locality.

(d) Any submission made in accordance with the Act or Regulations.

These matters have been considered in the assessment of the development application. In accordance with Development Control Plan No. 24 - Notification of Development Applications, the development application was notified to surrounding property owners for a thirty (30) day period from 1 February 2011 until 3 March 2011.

No submissions were received in response to the notification of the development application.

(e) **The public interest.**

These matters have been considered in the assessment of the development application. It is considered that granting approval to the proposed development will have minimal adverse impact upon the public interest.

Other Matters

External Referral's

Consultation was undertaken with the following external authorities:

Organisation	Date	Comments
RTA	18 November 2010	Key issues discussed are: <ul style="list-style-type: none">• identification of the revised traffic access arrangements and changes to traffic flows at the entry gates;• arterial road network flows and changes resulting from the closure of the Bourke Road access roadway;• future car parking provision;• access to public transport;• suitable provision for the ongoing operations of the Qantas bus fleet.
Council's Design Review Panel	30 July 2010	Letter received generally supportive of the development proposal, with recommendations.
Council's Landscape Architect	11 August 2010	Council's Landscape Architect supported proposal subject to imposed conditions of consent.
SACL	16 July 2010	The concept design was sent to SACL to provide the opportunity for comment. Council referred the DA to SACL for input into the DA assessment and determination.
Rail Corp	July 2010	<p>The Applicant has consulted with RailCorp and Transfield to define the location of the Airport Airway Tunnel, along the alignment of Bourke Road in relation to the subject site and proposed development. There is no excavation proposed within 10 metres of the centre line of the Bourke Road rail tunnel. Excavation below 2.5 metres is proposed within 25 metres from the centre line of the Bourke Road rail tunnel.</p> <p>As such, RailCorp responded to Council on 12 May 2011 stating that the proposed development has been assessed in accordance with the requirements of State Environmental Planning Policy (SEPP) (Infrastructure) 2007, granting consent subject to the imposition of the conditions of consent.</p>

Internal Referral's

The application was referred to the Council's Design Review Panel on the 30 July 2010, and the following Council's internal specialist assessment officers, Council's Development Engineer,

Council's Landscape Architect and Council's Health Officer. No objections have been raised against the proposed works subject to the imposition of the recommended conditions of consent.

Conclusion

Development Application No. 10/493 for alterations and additions to Buildings QCA, QCB and QCC, collectively known as the Qantas Campus Hub, at 199-241 Coward Street, Mascot, has been assessed in accordance with the relevant requirements of the Environmental Planning and Assessment Act 1979 and is recommended for approval subject to conditions of consent.

RECOMMENDATION

In view of the preceding comments, it is RECOMMENDED that Council, as the Consent Authority, resolve to approve Development Application No. 10/493 for alterations and additions to Buildings QCA, QCB and QCC, collectively known as the Qantas Campus Hub, subject to the Conditions imposed in the attached schedule.

Premises: 199-241 Coward Street, Mascot

DA No: 10/493

SCHEDULE OF CONSENT CONDITIONS

GENERAL CONDITIONS

- 1 The development shall be carried out in accordance with the following, except where amended by the conditions of the Consent:

Drawing No.	Author	Dated
Architectural Plans - Project No. 100030, Drawing No:	Architectus Group Pty Ltd	Received by Council on 23 December 2010
DA0001, Issue D	-	Cover Sheet
DA0002, Issue D	-	Location Map
DA00010, Issue C	-	Overall Site Plan - Existing
DA00011, Issue G	-	Overall Site Plan
DA00012, Issue D	-	Site Analysis Plan - 1 of 2
DA00013, Issue D	-	Site Analysis Plan - 2 of 2
DA00014, Issue A	-	Site Analysis Section - Rail Tunnel
DA1001, Issue G	-	Plan - C Ground/A&B Basement 1
DA1002, Issue F	-	Plan - C Mezz/A&B Basement 2
DA1003, Issue H	-	Plan - C Level 1/A&B Level 3
DA1004, Issue H	-	Plan - C Level 2/A&B Level 4
DA1005, Issue G	-	Plan - C Level 3/A&B Level 5
DA1006, Issue G	-	Plan - C Level 4/A&B Level 6
DA1007, Issue G	-	Plan - C Level 5/A&B Level 7
DA1008, Issue F	-	Plan - C Level 6/A&B Level 8
DA1009, Issue F	-	Plan - C LMR/A&B Level 9
DA10010, Issue G	-	Plan - C Roof/A&B Roof
DA2000, Issue E	-	Overall Elevations (1 of 2)
DA2001, Issue E	-	Overall Elevations (2 of 2)
DA2010, Issue E	-	Overall Sections (1 of 3)
DA2011, Issue E	-	Overall Sections (2 of 3)

Drawing No.	Author	Dated
DA2012, Issue E	-	Overall Sections (3 of 3)
Survey Plan - Drawing No. 114313501, Revision 00, Sheet 1/4 to 4/4	Hard and Forester Consulting Surveyors	Dated 2007 and received by Council on 23 December 2010
Survey Plan - Drawing No. 114313009, Revision 00, Sheet 1/9 to 9/9	Hard and Forester Consulting Surveyors	Dated 24 March 2011 and received by Council on 14 April 2011
Landscape Plans, Job No. L003025, Drawing No. L100, Sheet 1 Drawing No. L101, Sheet 2 Drawing No. L102, Sheet 3 Drawing No. L103, Sheet 4 Landscape Works Report	Hassell Ltd Hassell Ltd	Dated 12 November 2010 and received by Council on 23 December 2010 Dated November 2010 and received by Council on 23 December 2010
Stormwater Drainage Concept Plan and Erosion and Sediment Control Plan, Drawing No. QCH-H-S-001 and QCH-H-S-002, Revision P01	Norman Disney & Young	Dated 20 August 2010 and received by Council on 23 December 2010
Geotechnical Long Section	Enstruct Group Pty Ltd	Received by Council on 11 April 2011

Documents	Author	Dated
Statement of Environmental Effects	Architectus Group Pty Ltd	Dated December 2010 and received by Council 23 December 2010
Energy Efficiency Report, T-005	Norman Disney & Young	Dated 23 August 2010 and received by Council on 23 December 2010
Preliminary Fire Engineering Concept	Norman Disney & Young	Dated 12 August 2010 and received by Council on 23 December 2010
BCA Fire Safety Audit Report, 2010/0327 R1.0	Steve Watson & Partners	Dated 16 July 2010 and received by Council on 23 December 2010
BCA Design Compliance Report	Norman Disney & Young	Dated 23 August 2010 and received by Council on 23 December 2010
Waste Management Plan	Qantas	Received by Council on 23 December 2010
Transport and Parking Assessment, Document Reference 220564	ARUP Pty Ltd	Dated December 2010 and received by Council on 23 December 2010
Access Report	Morris-Goding Accessibility Consulting	Dated 8 December 2010 and received by Council on 23 December 2010
Acoustic Report, Revision 2	Wood & Grieve Engineers	Dated 23 November 2010 and received by Council on 23 December 2010
Glazing Reflectivity Statement	Surface Design	Dated 7 December 2010 and received by Council on 23 December 2010
Tunnel Impact Statement Letter	Mott Macdonald Australia Pty Ltd	Dated 24 March 2011 and received by Council on 11 April 2011
Structural Engineers Letter	Enstruct Group Pty Ltd	Dated 21 March 2011 and received by Council on 11 April 2011
Cone Penetration Tests	DJ Douglas & Partners	Received by Council on

Documents	Author	Dated
(CPT) Investigation Data		11 April 2011

No construction works (including excavation) shall be undertaken prior to the issue to the Construction Certificate.

- 2 The applicant must prior to the obtainment of the approved plans and specifications pay the following fees:
 - (a) Builders Security Deposit \$25,000.00
 - (b) Development Control..... \$2,310.00
- 3 This Consent relates to land in Lot 1 and 2 in DP 792885 and, as such, building works, other than required public domain work of this consent, must not encroach on to adjoining lands or the adjoining public place.
- 4 The consent given does not imply that works can commence until such time that:
 - (a) Detailed plans and specifications of the building have been endorsed with a Construction Certificate by:-
 - (i) The consent authority; or,
 - (ii) An accredited certifier; and,
 - (b) The person having the benefit of the development consent:-
 - (i) Has appointed a principal certifying authority; and
 - (ii) Has notified the consent authority and the Council (if the Council is not the consent authority) of the appointment; and,
 - (iii) The person having the benefit of the development consent has given at least 2 days notice to the council of the persons intention to commence the erection of the building.
- 5 All building work must be carried out in accordance with the provisions of the Building Code of Australia.

CONDITIONS IMPOSED BY AN EXTERNAL AUTHORITY

- 6 The following condition is imposed by Sydney Airport Corporation (SACL) and is to be complied with:
 - (a) Sydney Airports Corporation Limited have raised no objection to the height of the development up to a level of 28 metres above existing ground height (AEGH). The approved height is inclusive of all lift over-runs, vents, chimneys, aerials, TV antennae, construction cranes etc. Should the development exceed 38.70 metres above AHD, a further application shall be submitted to Sydney Airports Corporation for approval.
 - (b) Should the height of any temporary structure and/or equipment greater than 50 feet (15.24 metres) above existing ground height (AEGH), a new approval
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must be sought in accordance with the Civil Aviation (Buildings Control) Regulations Statutory Rules 1988 No. 161. Please note that construction cranes may be required to operate at a height significantly higher than that of the proposed development.

- (c) A further application shall be submitted to Sydney Airports Corporation Limited for the erection of such temporary structures/construction equipment at the site. Any application for approval should be submitted to the Corporation at least 35 days prior to the commencement of works in accordance with the Airports (Protection of Airspace) Regulations Statutory Rules 1996 No. 293. For further information please contact Ms Lynne Barrington on (02) 9667-9217.

7 The following condition is imposed by NSW Transport - RailCorp and is to be complied with:

- (a)
 - (i) All excavation and construction works are to be undertaken in accordance with the details, methodology, advice, undertakings and recommendations detailed in the following documents:
 - (1) Mott MacDonald letter dated 30 March 2011 (Ref 291643);
 - (2) Piling/Pier drawings prepared by Achitectus (Drawing No DA0014 Issue A);and including the following RailCorp requirements/amendments:
 - (3) All below ground works with 25m of the rail corridor are to be supervised by a geotechnical engineer experienced with such works;
 - (4) No rock anchors/bolts are to be installed into RailCorp's property;
 - (ii) A Construction Certificate is not to be issued until the measures detailed in this condition of consent have been incorporated into the construction drawings and specifications. Prior to the commencement of works the Principle Certifying Authority is to provide verification to RailCorp that this condition has been complied with.
- (b) The following items are to be submitted to RailCorp for review and endorsement prior to the issuing of a Construction Certificate:
 - (i) Final construction details of the proposed piling, sheet piling, batter, walls, levee walls and footings.
 - (ii) Machinery to be used during excavation/construction.
 - (iii) If required by RailCorp, track monitoring plan detailing the proposed method of track monitoring during excavation and construction phases.
 - (iv) If required by RailCorp, a rail safety plan including instrumentation and the monitoring regime.
- (c) The Principal Certifying Authority is not to issue the Construction Certificate until it has received written confirmation from RailCorp that this condition has been complied with.

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- (d) No modifications may be made to that approved design without the consent of RailCorp.
 - (e) An acoustic assessment is to be submitted to Council prior to the issue of a construction certificate demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines". This assessment is also to assess the likely noise and vibration that may emanate from the approved Parramatta to Epping Rail Link (PERL). The Applicant must incorporate in the development all the measures recommended in the report.
 - (f) Prior to the issue of a Construction Certificate the Applicant is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The Applicant must incorporate in the development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the Principal Certifying Authority with the application for a Construction Certificate.
 - (g) Prior to the issue of a Construction Certificate a Risk Assessment/Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to RailCorp for review and comment on the impacts on rail corridor. The Principle Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from RailCorp confirming that this condition has been satisfied.
 - (h) Where a condition of consent requires RailCorp's endorsement the Principle Certifying Authority is not to issue a Construction Certificate or Occupancy Certificate, as the case may be, until written confirmation has been received from RailCorp that the particular condition has been complied with.
- 8 The following condition is imposed by the NSW Roads and Traffic Authority (RTA) and is to be complied with:
- (a) Consideration should be given to ensuring pedestrian safety with regard to the interaction of pedestrians and buses/taxi within the set-down/pick-up and forecourt area.
 - (b) The layout of the proposed vehicle accessible areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) shall be in accordance with AS 2890.1-2004 and 2890.2-2002.
 - (c) The proposed turning areas within the car park are to be kept clear of any obstacles at all times.
 - (d) All vehicles are to enter and leave the site in a forward direction.
 - (e) All vehicles should be wholly contained on site before being required to stop.
 - (f) All loading and un-loading shall occur on site.
 - (g) A Construction Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council, prior to the issue of a Construction Certificate.
 - (h) All works/regulatory signposting associated with the proposed development shall be at no cost to the RTA.
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CONDITIONS WHICH MUST BE SATISFIED PRIOR TO DEMOLITION OF ANY BUILDING OR STRUCTURE

- 9 Any proposed demolition works shall be carried out in accordance with the requirements of AS2601-2001 *"Demolition of Structures"*. Amongst others, precautions to be taken shall include compliance with the requirements of the WorkCover Authority of New South Wales, including but not limited to:
- (a) Protection of site workers and the general public.
 - (b) Erection of hoardings where appropriate.
 - (c) Any disused service connections shall be capped off.
 - (d) The disposal of refuse is to be to an approved waste disposal depot.
- 10 During demolition and construction works, the applicant/ builder is required to ensure the protection and preservation of all boundaries fencing between the subject site and adjoining properties. Any damage caused as a result of such works will be at the full cost of the applicant/ builder.
- 11 The demolisher/builder shall:
- (a) Cause motor vehicles leaving the site with demolition material and the like to have their loads covered; and
 - (b) Ensure that the wheels of vehicles leaving the site do not track soil and other waste material on to the public roads adjoining the site.
- 12 The demolisher shall:
- (a) Lodge with Council, and at least forty-eight (48) hours prior to the commencement of work (due to the potential impact on Council's infrastructure):-
 - (i) Written notice, indicating the date when demolition of the building is to commence.
 - (i) This persons full name and address.
 - (ii) Details of Public Liability Insurance.
 - (b) Have a current public liability/risk insurance to cover claims up to \$20m, and policy details of such shall be submitted to Council for its records.
- 13 Hazardous and/or intractable wastes arising from the demolition process shall be removed and disposed of in accordance with the requirements of the relevant statutory authorities, together with the relevant regulations, namely:-
- (a) *The New South Wales Occupational Health and Safety Act 1983; and*
 - (b) *Regulation 84A-J "Construction work Involving Asbestos Or Asbestos Cement" 1983, as amended 1984, 1986, 1990 and 1996 of the New South Wales Construction Safety Act 1912; and,*
 - (c) *The Occupational Health and Safety (Hazardous Substances) Regulation 1996; and,*
 - (d) *The Occupational Health and Safety (Asbestos removal Work) Regulation 1996.*

CONDITIONS WHICH MUST BE SATISFIED PRIOR TO THE ISSUE OF ANY CONSTRUCTION CERTIFICATE

14 Prior to issue of the Construction Certificate, the applicant shall lodge a further Development Application to Council for the civil works associated with the development to be carried out in public domain area (including road reserve area). Details of the civil works shall be submitted to Council as part of the documentation of Development Application and all costs associated with the design and construction shall be borne by the applicant. The civil works in public domain area shall include the following:

- (a) Design and provide appropriate street lighting to the street frontage of the site to cables to relevant authorities requirements. After the approval has been obtained from the responsible utility for street lighting, detailed street lighting design and construction plans, prepared by a suitably qualified person, shall be submitted to Council for approval. The design shall be in accordance with AS 1158 and to Energy Australia's requirements. Alterations/additions to street lighting shall be carried out by the responsible utility authority for lighting, or to the satisfaction of that authority, and all capital contributions associated with the installation of the lighting shall be borne by the applicant. The proposal shall include details of all fixtures being proposed and underground power reticulation shall be allowed for in the design. The lighting design categories shall be in P2 design category.

All the above works shall be designed and prepared by suitably qualified civil engineer with relevant qualification in civil engineering.

- (b) The Council road reserves in Bourke Road and Coward Street area shall be upgraded with new footpath paving, street tree planting and landscaping installed by the Applicant at the Applicant's expense as part of the overall re-development of the site and to provide improvements to the streetscape as the public domain is an integral component of the re-development. Detailed (construction level) landscape documentation shall be submitted to Council for approval that indicate the following public domain improvements:

- (i) Removal of the existing footpaths in Coward Street and Bourke Road and replacement with new footpaths. Paving finishes shall be suitable and designed in accordance with Council specifications for the Mascot Station Precinct specifications. The footpath in Coward Street shall be replaced with a 3 metre wide share pedestrian/cycleway in accordance with Council's Engineer's specification to match the existing off-road cycle ways to the east and west of the site;
- (ii) Footpath pavement dimensions and layout shall ensure the new footpath cater for the high levels of pedestrian traffic without wear to surrounding landscape areas. Pavement dimensions may need to be adjusted in higher pedestrian traffic areas and to coordinate with entrances into the site, pedestrian crossings and so on;
- (iii) Landscaping of the remaining nature strip areas with turf or a combination of plants and turf; and
- (iv) Provision of evergreen street trees in the Coward Street nature strip with consideration for utility services, and

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- (c) The provisions of a Bus ‘lay back’ zone to Bourke Road followed by land dedication to Council for public footpath re-alignment at the lay back zone.
- (d) All existing aboveground service cables, including power lines, telecommunications cables and other similar services (“overhead service cables”), including the four (4) power poles in Coward Street adjacent to and within the confines of the development site shall be placed underground at no cost to the Council.
- 15 Prior to the issue of Construction Certificate, the applicant shall submit to Council a full photographic survey showing the existing conditions of Council’s infrastructure. The survey shall identify any existing damages to the road, kerb, gutter, footpath, driveways, street trees, street signs and any other Council assets fronting the property and in the vicinity of the development. Failure to do so will result in the applicant being liable for any construction related damages to these assets. Any damage to Council’s infrastructure during the course of this development shall be restored at the applicant’s cost.
- 16 Prior to the issue of Construction Certificate, a detailed Traffic Management Plan for the pedestrian and traffic management of the site during construction shall be prepared and submitted to the relevant road authority (Council or Roads and Traffic Authority) for approval. The plan shall:
- (a) Be prepared by an RTA accredited consultant;
- (b) Nominate a contact person who is to have authority without reference to other persons to comply with instructions issued by Council’s Traffic Engineer or the Police.
- Note: Any temporary road closure shall be confined to weekends and off-peak hour times and is subject to Council’s Traffic Engineer’s approval. Prior to implementation of road closure during construction, Council shall be advised of these changes and Traffic control plans shall be submitted to Council for approval. This Plan shall include times and dates of changes, measures, signage, road markings and any temporary traffic control measures.
- 17 Prior to the issue of Construction Certificate, detailed construction plans in relation to the stormwater management and disposal system for the development shall be submitted to the Principal Certifying Authority for approval. The detailed Stormwater Management Plan shall incorporate the following:
- (a) Detailed drawings and specifications prepared by a suitably qualified and experienced civil engineer and to be in accordance with council’s ‘Guidelines for the Design of Stormwater drainage Systems within City of Botany Bay’, AS/NSZ 3500-*Plumbing and drainage Code* and the BCA. All drawings shall correspond with the approved architectural plans; and
- (b) The re-use of stormwater for the purpose of landscaping and the like, the details of which must be submitted with the Construction Certificate.
- 18 Prior to the issue of Construction Certificate, a report is required from a qualified plumber certifying that the existing drainage system, up to where it connects with a Council drainage structure and/or discharges to the groundwater system, is clear of
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debris and fully operational and of adequate capacity to accept runoff from proposed new roofs and new impervious areas.

- 19 Prior to the issue of Construction Certificate, a detailed Construction Management Plan (CMP) shall be submitted to Council and the Principal Certifying Authority for approval. The CMP shall address:
- (a) If the existing building is still operational during construction, a minimum 80% of the existing off-street car parking bays on-site shall remain available for the tenants/occupiers to use;
 - (b)
 - (i) Construction vehicle access to and egress from the site; and
 - (ii) Protection of the public infrastructure;
 - (c) Storage location of the construction building materials (to be wholly within the site);
 - (d) Parking of construction related vehicles shall be within the site;
 - (e) Locations of site office's accommodation and the storage of major materials related to the project;
 - (f) Protection of adjoining properties, pedestrians, vehicles and public assets;
 - (g) Location and extent of proposed builder's hoarding and Work Zones, if there is any;
 - (h) Tree protection management measures for all protected and retained trees;
 - (i) The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period;
 - (j) The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period;
 - (k) The proposed method of loading and un-loading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site;
 - (l) The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site; and
 - (m) The location and operation of any on site crane.

Note: A crane may require prior approval from Sydney Airports Corporation Limited (SACL).

- 20 Prior to the issue of a Construction Certificate a maintenance schedule is to be submitted to the Principal Certifying Authority for approval as to the ongoing

maintenance and upkeep of the finishes and materials to the building. This shall include, but not be limited to the following:

- (a) The exterior of the buildings being painted at least once in every ten year period; and
- (b) The externally visible windows of the buildings being washed once every year.

21 The applicant shall bear the cost of all restoration works to Council's property damaged during the course of this development. The applicant shall advise Council, in writing, of any existing damage to Council property before commencement of the development. A dilapidation survey of Council's assets, including photographs and written record, must be prepared by a suitably qualified person and submitted to Council prior to the release of Construction Certificate.

22 The footpath boundary levels shall remain as existing and shall be shown on the plans submitted prior to the issue of the Construction Certificate.

23 To ensure that utility authorities and Council are advised of any effects to their infrastructure by the development, the applicant shall:

- (a) Carry out a survey of all utility and Council services within the site including relevant information from utility authorities and excavation if necessary to determine the position and level of services.
- (b) Negotiate with the utility authorities (eg Energy Australia, Sydney Water and Telecommunications Carriers) and Council in connection with:
 - (i) The additional load on the system; and
 - (ii) The relocation and/or adjustment of the services affected by the construction.

Any costs in the relocation, adjustment, provision of land or support of services as requested by the service authorities and Council are to be the responsibility of the applicant.

CONDITIONS WHICH MUST BE SATISFIED PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT WORK

24 The following trees are required to be retained and protected under this development:

- (a) All Fig trees in the Bourke Road setback commencing at Building QCD and extending to Coward Street and the large Fig tree in Coward Street adjoining the driveway egress;
- (b) All Harpephyllum caffrum (Kaffir Plum) in the Bourke Road setback;
- (c) All Robinia frissei in the Coward Street setback;
- (d) All existing trees adjoining the western boundary; and
- (e) All other trees as indicated on the landscape plan.

In order to ensure that the above trees are protected during construction, and their health and structural stability ensured, the following is required:

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- (f) Engage a professional Arborist AQF Level 5 to implement all tree protection measures and ensure tree protection through the life of the project and undertake any root and canopy pruning as approved by Council.
 - (g) Trees to be retained are to be tagged with clearly visible marking tape at a height of approx. 2 metres from ground and numbered.
 - (h) The trees shall be physically protected by erecting fencing underneath the canopy dripline using 1.8 metre high chainwire fence to form the Tree Protection Zone (TPZ). The area within the fencing is to be mulched with leaf mulch to a depth of 100mm for the period of construction. The fence shall be erected to ensure the public footway is unobstructed and shall remain in place until construction is complete.
 - (i) If there is insufficient space to erect fencing in a particular area, wrap the trunk with hessian or carpet underlay to a height of 2.5 metres or to the tree's first lateral branch, whichever is greater, and affix hardwood palings around the hessian with strapping or wire.
 - (j) Prior to the removal of approved trees and before any works commence on the site, the Applicant is required to obtain a Council inspection of the trees to be retained and the TPZ.
 - (k) All detailed Construction Certificate plans shall show the trees to be protected and the TPZ and shall correspond with the approved DA plans.
 - (l) The TPZ shall be a No-Go zone. Within the TPZ there shall be no construction work, no builders access, no concrete mixing, strictly no washing down of concrete mixers or tools, no chemicals mixed/disposed of, no excavation or filling, no change in levels and no stockpiling, storage or sorting of waste or building materials. Any work necessary within the fenced zone shall be under the direction of Council's Tree Officer or the consultant Arborist.
 - (m) Where unavoidable foot access is required in the TPZ, provide temporary access with timber sheets to minimise compaction, spillage or damage.
 - (n) Necessary excavation within the TPZ of any tree and within 6 metres outward of the canopy dripline shall be carried out manually using hand tools to minimise root damage or disturbance.
 - (o) Tree roots 40mm or greater in diameter that require pruning shall be undertaken by the consulting Arborist only and only under the direction of Council's Tree Officer after a site inspection.
 - (p) Ensure no damage is sustained to the trunk or canopy of any tree at any time. There shall be no canopy pruning or further tree removals unless approval has been granted by Council's Tree Officer under separate application. Council approved canopy pruning shall be undertaken by the consulting qualified Arborist in accordance with AS 4373.
 - (q) There shall be no retaining walls, landscape wall footings, new underground or overhead services or a change of levels within the canopy or critical root zone (6 metres outward of the canopy dripline) of any existing tree. Paving shall be minimized.
 - (r) All excess/waste concrete and building debris shall be removed from areas to be landscaped, not buried.

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- (s) The Applicant shall undertake any tree maintenance or remedial pruning recommended by Council or the Consultant Arborist at the completion of construction.
 - (t) If there is any contravention of these tree preservation conditions, or a tree was found to be damaged (including roots), in decline, dead or pruned without permission, then Council may claim all or part of the lodged security bond prior to its release as well as require remedial pruning work. Epicormic growth is evidence of root damage.

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- (a) This Consent shall not preclude the demolisher from giving notice to other statutory authorities, such as Sydney Water Corporation, WorkCover, etc.
- (b) The applicant shall contact “Dial Before You Dig on 1100” to obtain a Service Diagram prior to the issue of a Construction Certificate. The sequence number obtained from “Dial Before You Dig” shall be forwarded to Council for records.
- (c) Building plans must be lodged at a Sydney Water Quick Agent for approval prior to commencement of works.

26 The following shall be complied with:

- (b) A sign must be erected in a prominent position on any work site on which work involved in the erection or demolition of a building is being carried out:
- (c) Stating the unauthorized entry to the work site is prohibited;
- (d) Showing that unauthorized entry to the work site is prohibited;
- (e) The Development Approval number; and
- (f) The name of the Principal Certifying Authority including an after hours contact telephone number;
- (g) Any such sign is to be removed when the work has been completed.

27 The land to which this consent relates must be fenced and enclosed to protect the entry or access to the land and construction/demolition site by unlawful persons.

- (a) The fencing must be in place before the demolition commences, and
- (b) must remain in place during the construction of the development.

28 Erosion and sediment control devices shall be installed prior to the commencement of any demolition, excavation or construction works upon the site in order to prevent sediment and silt from site works (including demolition and/or excavation) being conveyed by stormwater into Council’s stormwater system, natural watercourses, bushland, trees and neighbouring properties. In this regard, all stormwater discharge from the site shall meet the requirements of the *Protection of Environment Operations Act 1997* and the Department of Environment, Climate Change and Water guidelines. These device shall be maintained in a serviceable condition AT ALL TIMES throughout the entire demolition, excavation and construction phases of the

development and for a minimum three (3) month period after the completion of the development, where necessary.

CONDITIONS WHICH MUST BE SATISFIED DURING WORKS

- 29 The Principal contractor must install and maintain water pollution, erosion and sedimentation controls in accordance with:
- (a) The *Soil and Water Management Plan* if required under this consent; “*Do it Right On Site, Soil and Water Management for the Construction Industry*” published by the Southern Sydney Regional Organisation of Councils, 2001; and
 - (b) “*Managing Urban Stormwater - Soils and Construction*” published by the NSW Department of Housing 4th Edition” (‘The Blue Book’).

Where there is any conflict The Blue Book takes precedence.

Note: The International Erosion Control Association – Australasia (<http://www.austieca.com.au/>) lists consultant experts who can assist in ensuring compliance with this condition. Where Soil and Water Management Plan is required for larger projects it is recommended that this be produced by a member of the International Erosion Control Association – Australasia.

Note: The “Do it Right On Site,” can be down loaded free of charge from Council’s website at <http://www.botanybay.nsw.gov.au/council/services/planning/factsheets.htm> further information on sediment control can be obtained from www.ssroc.nsw.gov.au.

Note: A failure to comply with this condition may result in penalty infringement notices, prosecution, notices and orders under the Act and/or the *Protection of the Environment Operations Act 1997* without any further warning. It is a criminal offence to cause, permit or allow pollution.

Note: Section 257 of the *Protection of the Environment Operations Act 1997* provides inter alia that “the occupier of premises at or from which any pollution occurs is taken to have caused the pollution”

Warning: Irrespective of this condition any person occupying the site may be subject to proceedings under the *Protection of the Environment Operations Act 1997* where pollution is caused, permitted or allowed as the result of their occupation of the land being developed.

- 30 Toilet facilities are to be provided at or in the vicinity of the work site on which work involves:
- (a) erection of a building is being carried out, at the rate of one toilet for every 20 persons or part of 20 persons employed at the site;
 - (b) Each toilet provided:
 - (i) must be standard flushing toilet; and,
 - (ii) must be connected:
 - (1) to a public sewer; or

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- (2) if connection to a public sewer is not practicable to an accredited sewerage management facility approved by the Council; or,
 - (3) if connection to a public sewer or an accredited sewerage management facility is not practicable to some other sewerage management facility approved by the Council.
 - (c) The provisions of toilet facilities in accordance with this condition must be in place before work commences.
 - 31 The following shall be complied with during construction:
 - (a) Construction Noise
 - (i) Noise from construction activities associated with the development shall comply with the NSW Environment Protection Authority's Environmental Noise Manual – Chapter 171 and the Protection of the Environment Operations Act 1997.
 - (b) Level Restrictions
 - (i) Construction period of 4 weeks and under:
 - (1) The L10 sound pressure level measured over a period of not less than 15 minutes when the construction site is in operating must not less than 15 minutes when the construction site is in operating must not exceed the background level by more than 10dB(A).
 - (c) Time Restrictions
 - (i) Monday to Friday 07:00am to 06:00pm
 - (ii) Saturday 08:00am to 04:00pm
 - (iii) No Construction to take place on Sundays or Public Holidays.
 - (d) Silencing
 - (i) All possible steps should be taken to silence construction site equipment.
 - 32 Throughout the construction period, Council's warning sign for soil and water management shall be displayed on the most prominent point of the building site, visible to both the street and site workers. A copy of the sign is available from Council's Customer Service Counter.
 - 33
 - (a) Building operations such as brick cutting, washing tools or brushes and mixing mortar shall not be carried out on public roadways or footways or in any other locations which could lead to the discharge of materials into the stormwater drainage system or onto Council's lands.
 - (b) Hosing down or hosing/washing out of any truck (concrete truck), plant (e.g. concrete pumps) or equipment (e.g. wheelbarrows) on Council's road reserve or other property is strictly prohibited. Fines and cleaning costs will apply to any breach of this condition.
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- (c) Concrete trucks and trucks used for the transportation of building materials or similar, shall not traffic soil cement or other materials onto the road reserve. Hosing down of vehicle tyres shall be conducted in a suitable off-street area where wash waters do not enter the stormwater system or enter Council's land.
 - (d) Sweep and clean pavement surface adjacent to the ingress and egress points of earth, mud and other materials at all times and in particular at the end of each working day or as directed by Council's Engineer.
- 34 The visible light reflectivity from building materials used on the facade of the building should not exceed 20% and must be otherwise designed so as not to result in glare that causes discomfort or threatens safety of pedestrians or drivers.

CONDITIONS WHICH MUST BE SATISFIED PRIOR TO THE ISSUE OF AN OCCUPATION CERTIFICATE

- 35 Any damage not shown in the photographic survey submitted to Council before site works have commenced, will be assumed to have been caused as a result of the site works undertaken and must be rectified at the applicant's expense, prior to occupancy of the development.
- 36 Prior to the issue of an Occupation Certificate:
- (a) An Energy Efficiency Compliance Report shall be submitted to Council. The Report shall certify that the stated energy efficiency measures have been installed and verify that the building's energy performance compared to the nominated target outlined in the above Energy Performance Report have been achieved; and
 - (b) An Acoustic Compliance Report shall be submitted to Council. The Report shall certify that the stated acoustic measures required of this consent have been installed and verify that the building's acoustic properties have been achieved.
- 37 Public domain works required by this consent be constructed and complete, prior to the issue of an Occupation Certificate, either interim or final.
- 38
- (a) Landscaping shall be installed in accordance with the approved landscape plans L100-L103 by Hassell, dated 12/11/10. Landscaping on the property shall be installed and maintained in accordance with the approved landscape documentation, the conditions of development consent and Council's Landscape DCP at all times.
 - (b) Additional tall evergreen trees shall be provided within the Coward Street setback to improve the landscape quality of the setback.
 - (c) An experienced Landscape Contractor shall be engaged to undertake the landscaping work and shall be given a copy of both the approved landscape drawing and the conditions of approval to satisfactorily construct the landscape to Council requirements. The contractor shall be engaged weekly for a minimum period of 26 weeks from final completion of landscaping for

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- maintenance and defects liability, replacing plants in the event of death, damage, theft or poor performance.
- (d) A tree management strategy for all internal trees and landscaping is required to ensure the success and longevity of the internal planting on the site.
 - (e) Water Sensitive Urban Design principles shall be incorporated into the landscape design.
- 39 To ensure satisfactory growth and maintenance of the landscaping, a fully automatic drip irrigation system shall be installed throughout all landscape areas by a suitably qualified landscape contractor, prior to the issue of the Occupation Certificate. Irrigation shall provide full coverage of planted areas with no more than 300mm between drippers, zoning, controllers, automatic timer and backflow prevention device. Irrigation shall be connected to a recycled water source where provided. Irrigation shall comply with Sydney Water and Council requirements and Australian Standards, and be maintained in working order at all times.
- 40 A raised masonry edge shall be installed around all landscape areas to contain soil and mulch finishes. The edge shall be raised a minimum of 150mm above the adjoining pavement. Timber retaining edges are unsuitable. Concrete wheel stops shall be installed in all car spaces adjoining garden beds in accordance with Council specifications and Australian Standard AS/NZS 2890.1:2004 prior to the issue of an Occupation Certificate to prevent overhang and damage to garden beds.
- 41 Paved areas within the canopy dripline and extending 6 metres outward of the canopy dripline of all existing established trees shall be constructed in a porous pavement finish to enable moisture and air exchange to the root zone of the trees. Roots are not permitted to be cut to enable the laying of new pavements around tree roots. Pavement levels may require adjusting or dimensions/edges re-configured to ensure the integrity and health of tree roots and the stability of trees is assured. Rigid polyethylene sheet type tree root barriers shall be installed alongside all paved areas in close proximity to existing Fig and Kaffir Plums at a depth of 900mm and 150mm inward of the pavement edge to minimize root heaving of pavements at a later date.
- 42
- (a) Prior to use and occupation of the building an Occupation Certificate must be obtained under Section 109C(1)(c) and 109N of the *Environmental Planning and Assessment Act, 1979*; and,
 - (b) Condition Nos. 35 to 41 (inclusive) are pre-conditions to the issue of an Occupation Certificate.

CONDITIONS WHICH MUST BE SATISFIED DURING THE ONGOING USE OF THE DEVELOPMENT

- 43 The stormwater drainage system (including all pits, pipes, detention structures, treatment devices, infiltration systems and rainwater tanks) shall be regularly cleaned,
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maintained and repaired to ensure the efficient operation of the system from time to time and at all times. The system shall be inspected after every rainfall event to remove any blockage, silt, debris, sludge and the like in the system. All solid and liquid waste that is collected during maintenance shall be disposed of in a manner that complies with the appropriate Environmental Guidelines.

44

- (a) Any lighting on the site shall be designed so as not to cause nuisance to other residences in the area or to motorists on nearby roads, and to ensure no adverse impact on the amenity of the surrounding area by light overspill.
- (a) All lighting shall comply with *AS4282-1997 Control of the obtrusive effects of outdoor lighting*.

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The applicant being informed that this approval shall be regarded as being otherwise in accordance with the information and particulars set out and described in the Development Application registered in Council's records as Development Application No. 10/493 dated as 2 December 2010 and that any alteration, variation, or extension to the use, for which approval has been given, would require further approval from Council.

Certified Mr Rodger Dowsett.....
Director - Planning and Development