



Bayside Local Government Area

**7-9, 14-18, 19-21 and Lot 1 DP 1260420,
Chalmers Crescent, Mascot**

**Statement of Environmental Effects for a concept DA for
five commercial towers above a parking podium**

PO Box 636 Bondi Junction NSW 1355
office@cityplanningworks.com.au
www.cityplanningworks.com.au
+61 2 9387 1333



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1 Executive summary

This Concept Development Application, referred to as the Chalmers Crescent Masterplan throughout this document, has been prepared to replace the existing approved Masterplan which lapses on 15 March 2024. This new Masterplan has had the benefit of a greater focus on the Chalmers Crescent streetscape, on incorporating greenery in commercial projects and new focus on acknowledgement of the indigenous history of the site. Even were the current Masterplan not to lapse, a new masterplan would be required to meet current objectives set for the development:

- Create a Chalmers Crescent street level presence for the campus style development with a focus on building entries, vehicular, bike and pedestrian.
- Achieve a higher sustainability rating for the complex equivalent to Greenstar level 5.
- Increase the proportion of A-Grade office space within the towers.
- Provide more flexible tenant layout and occupation possibilities in the event the campus is not leased to a single tenant.
- Provide better performing facades to reduce energy consumption required to cool the building interiors.
- Create a much greener character for the complex not only to enhance the building entries and hide the car park but also to contribute to the mitigation of urban heat island effects.
- Acknowledge the indigenous history of the site through sensitive design measures.

Comprising five, eight storey plus podium office towers on a carpark of four split levels, the project includes 16 properties plus a section of the end of the Chalmers Crescent cul-de-sac under contract of sale from the Council. Site area is 12,603m². Parking for 608 cars, 446 bicycles, 41 motorbikes and four MRV loading docks are part of the proposal.

Generally compliant with the relevant planning controls of the SEPPs, the Bayside LEP 2021 and the Bayside DCP 2022, the project creates 48,645m² of office and commercial GFA, an FSR of 3.86:1 which is 28% higher than the current Masterplan approval. Like the current approved scheme, the proposal has a slightly non-compliant building height of 46m which exceeds the 44m planning control. Both contraventions are the subject of submissions under the clause 4.6 of the BLEP.



Chalmers Crescent is south of Coward Street and west of O’Riordan Street in Mascot. It is north of the Sydney Airport and the site is adjoined on two sides by buildings housing the administration and services of Qantas. Mascot Railway Station is about 750m walking distance to the north. Bus services along Coward Street complement the excellent public transport infrastructure.



2 Introduction

This Statement of Environmental Effects (SEE) has been prepared to support a concept development application (DA). In the context of this report any mention of the Masterplan refers to a concept DA under Section 4.4 of the EP&A Act.

DA-2015/191 for a concept DA of four office buildings above a parking podium is still current at the time of preparation of this Masterplan (February 2024). That DA lapses on 15 March 2024. However, it provides a backdrop against which this new Masterplan has been prepared as the identification of an end user tenant/owner appears imminent.

This Masterplan for land at 7-9, 14-18, 19-21 and Lot 1, DP 1260420, Chalmers Crescent, Mascot, will build upon the established strategic framework and schematic layout of the previous masterplan for the site. The new Masterplan has been prepared having regard to current planning and sustainability objectives and is generally in accordance with the relevant development standards and planning controls (subject to submissions under clause 4.6 for height of building and FSR).

The objectives of the Masterplan have evolved over the seven years since approval was given with greater focus on sustainability, streetscape and connection to Country:

- Providing the right balance between existing land uses adjoining the site having regard to the changing role of the Mascot/ Sydney Airport precinct;
- Providing development which is appropriate for the site and locality in terms of environmental impact;
- Provide an activated ground plane for Chalmers Crescent;
- Provide a much greener and sustainable concept than previously approved;
- Provide a connection to Country reflecting a more contemporary view of integrating indigenous culture;
- Achieving an FSR similar to that of the surrounding commercial developments recently approved by Council;
- Maintaining the height of the previously approved proposal;
- Ensuring appropriate management of pedestrian, bicycle and vehicular traffic, and
- Providing a development which is economically viable and suitable for either a singular large corporation or government department or multiple tenants.

DA-2015/191 was determined by the Sydney Eastern City Planning Panel which approved the proposed works, including incorporation of a section of Chalmers Crescent, in March 2017. The approved development included four eight storey commercial towers with a total GFA of 37,805sqm, 3 levels of car parking for 438 vehicles, 43 bicycles, 4 loading bays under a landscaped podium, extensive landscaping of 8,605 sqm including ground level setbacks, green façade, podium level landscaped area and green roof, and



a pedestrian overpass linking the podium level on either side of the cul-de-sac at the end of Chalmers Crescent.

Having regard to changes in the demand for more sustainable buildings and a greener scheme for the subject site, consent is sought from Council for the erection of five commercial towers over a parking podium.

This SEE has been prepared with reference to the following documents:

- Architectural plans prepared by Crone Architects;
- Architectural Design Report prepared by Crone Architects;
- Landscape Design Report prepared by Taylor Brammer, Landscape Architects;
- Aboriginal Design Principles prepared by WSP;
- Stormwater Management report prepared by WSP;
- Site Utilities and Infrastructure report prepared by WSP;
- Sustainability Summary report prepared by WSP;
- Traffic report (including parking and transportation) prepared by WSP;
- Survey prepared by Harrison Friedmann, Surveyors, May 2006;
- Survey of new allotment, being cul-de-sac end of Chalmers crescent, subject to exchanged contract for purchase prepared by Harrison Friedmann, Surveyors, Dec 2022;
- Phase 1 Environmental Site Assessment report prepared by Aecom, Oct 2016;
- Preliminary Stage 2 Environmental Site Assessment report prepared by Environmental Investigation Services, Nov 2018.

All reports dated February 2024 unless otherwise indicated.

3 Background

- In 2015, a Masterplan (DA15/191) was submitted for land at 7-9, 14-18 & 19-21 Chalmers Crescent, Mascot, for the demolition of existing industrial warehouses and factory buildings in order to construct four eight-storey towers comprising primarily commercial (office) uses with lower floor retail space above a two-storey parking podium. This application also sought to construct a pedestrian overpass linking the podium level on either side of the cul-de-sac at the end of Chalmers Crescent. The Masterplan was accompanied by a SEE, prepared by Neustein Urban, which assessed the proposal against strategic/regional planning reports, Council strategies and urban studies, S79C of the EP&A Act and issues raised by council.
- The 2015 SEE also addressed the purchase of Chalmers Crescent from No 14 eastward to the cul-de-sac turning head. The then proposed purchase of part of Chalmers Crescent was first



recommended for approval by council in 2006. Contracts have now been exchanged between Council and the applicant for the purchase of the road and its incorporation into the site.

- In 2016, the proposal was assessed by the Sydney East Joint Regional Planning Panel. The Panel refused the proposal as Council was not satisfied on a number of matters - the applicant failed to provide the land owner's written consent, the DA had not addressed sections of the s79C EP&A Act as well as being non-compliant against controls in the BBDCP 2013.
- In 2017, the applicant resubmitted the masterplan seeking the approval for Stage 1 of a masterplan (concept) application. The Sydney Eastern Planning Panel approved the development subject to conditions relating to the purchase of the eastern portion of Chalmers Crescent.
- Botany Bay City Council and Rockdale City Council were merged on 09/09/2016 to form Bayside Council.
- In 2019, road closure negotiations contract details were agreed upon between Council and F Mayer Holdings. On 12 of November 2019, the road closure was advertised for 28 days, with no submissions received.
- The restrictive covenant conditions placed on the site have since been superseded by the signed contract to acquire the cul-de-sac, which was executed on 04/11/2020.
- Following the gazettal of the Bayside Local Environmental Plan 2021 in August 2021, the zoning of the site changed from B5 Business Development to E3 Productivity Support.

4 Site and locality

The subject site comprises of a number of properties located in Chalmers Crescent and a cul-de-sac within the Mascot industrial area. The L-shaped site comprises 16 individual lots which make up a site area of 11,485m² and the recently contracted cul-de-sac of 1,118m², totalling 12,603m². The 16 lots have the following legal property descriptions, street address, ownership and existing development.

Property Description	Street Address	Ownership	Existing Development
Lot 11 in DP 29697	No. 14 Chalmers Crescent	F Mayer Imports Pty Limited as Trustee for the F Mayer Superannuation Plan	2 storey brick factory
Lot 12 in DP 29697	No. 16 Chalmers Crescent	F Mayer Imports Pty Limited as Trustee for the F Mayer Superannuation Plan	2 storey brick factory



Lots 13-18 in DP 29697	Nos. 18-21 Chalmers Crescent	F. Mayer Holdings Pty Ltd	Currently erected on No. 18 this site is a 2/3 storey high clearance industrial concrete building, located on the southern corner of the cul-de-sac. Currently erected at Lot 13-15 are a two-storey brick industrial building, located on the northern side of Chalmers Crescent and a two-storey industrial brick building straddles Lots 15 and 16 DP 29697, at the end of the cul-de-sac.
Lots 19-26 in DP 29697	Nos. 7-9 Chalmers Crescent	F Mayer Imports Pty Limited as Trustee for the F Mayer Superannuation Plan	Currently erected on this site are 2 two-storey brick industrial buildings, located on the southern side of Chalmers Crescent.
Lot 1 DP 1260420	Former Chalmers Crescent roadway	Council still owns the site however contracts have been exchanged with F. Mayer (Imports) Pty Ltd. Purchase of the roadway.	Roadway

The properties are zoned *E3 Productivity Support* under the Bayside LEP 2021. The land is positioned within Sydney's global economic corridor in close proximity to its transport gateways: 0.5 km north of Sydney Airport and 7.5km north-west of Port Botany. The surrounding locality has experienced significant urban renewal, particularly in the vicinity of the Mascot Railway Station following its nomination as an urban activation precinct and up-zoning under the previous Botany Bay LEP 2013.

The street is accessed through Kent Road/Coward Street to the north and is between Bourke Street to the east, Alexandra Canal to the west and Sydney Kingsford Smith Airport to the south.

Surrounding development immediately to the west, east and south comprises airport-related industrial and office uses, many associated with Qantas Airways as described on Figure 1. On the north side of Chalmers Crescent are visually obsolete older one and two-storey industrial buildings used for a variety of warehouse and industrial uses. No.1-5 Chalmers Crescent is a recently completed office building of 12 storeys and another office building is under construction at No.2 Chalmers Crescent.

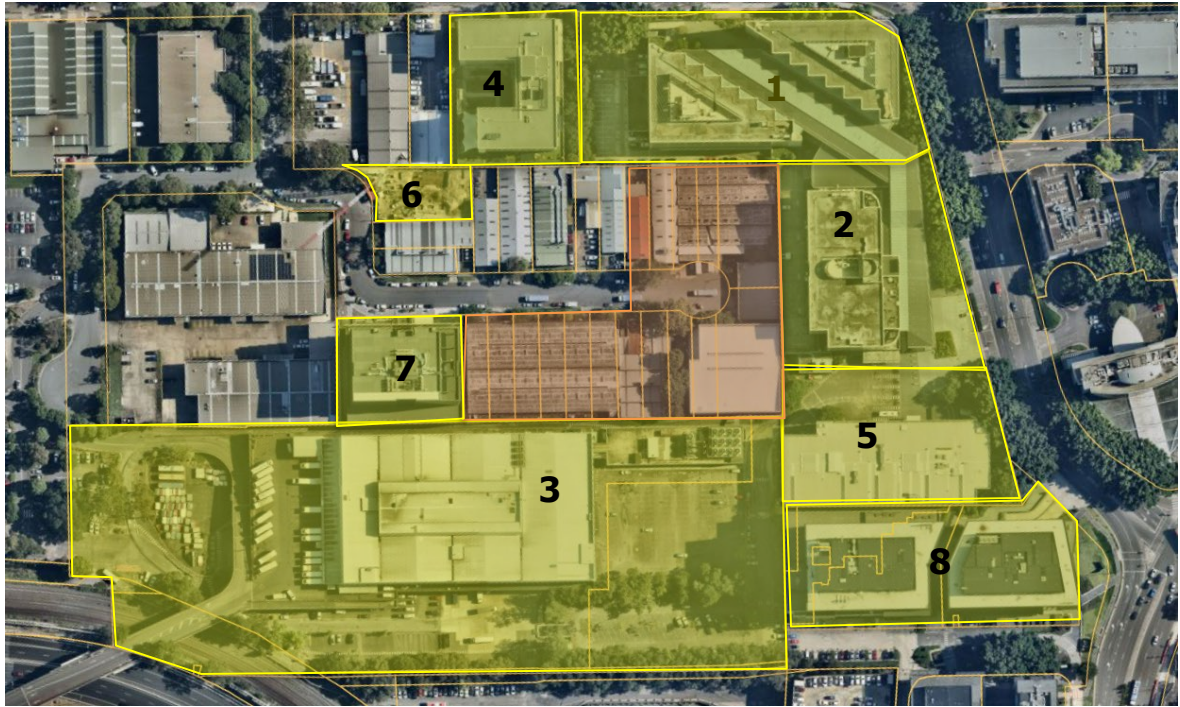


Figure 1: Subject site shown in orange. Airport-related and office uses surrounding the subject site shown in yellow – (1) Qantas HQ; (2) Qantas C Building; (3) Qantas Catering; (4) Aero building; (5) Qantas building, (6) Under construction of an 11-storey mixed use development, (7) Completed and occupied 12-storey commercial development, (8) Trust Company Of Aust Ltd.

Major road arteries linking the site and the airport to the city and surrounding suburbs include General Holmes Drive, WestConnex St Peters Interchange, WestConnex M8 which connects the M5 with the St Peters Interchange, and Southern Cross Drive. Traffic in the locality of the site has been increasing since the current Masterplan was approved but the late 2024 opening of the Sydney Gateway project is designed to move most traffic off the existing road grid by establishing a freeway link between the St Peters interchange and the domestic and international airports.

With Mascot Station located about 700 metres from the site and frequent bus services along Kent, Coward, and Bourke Streets, the site is well serviced by public transport.

Located within the 25-30 ANEF Contour, new residential development is prohibited but appropriately designed commercial development is permitted. The site is within the controlled airspace of Sydney International Airport and a height limit of 51m AHD is imposed and with applications subject to CASA approval.

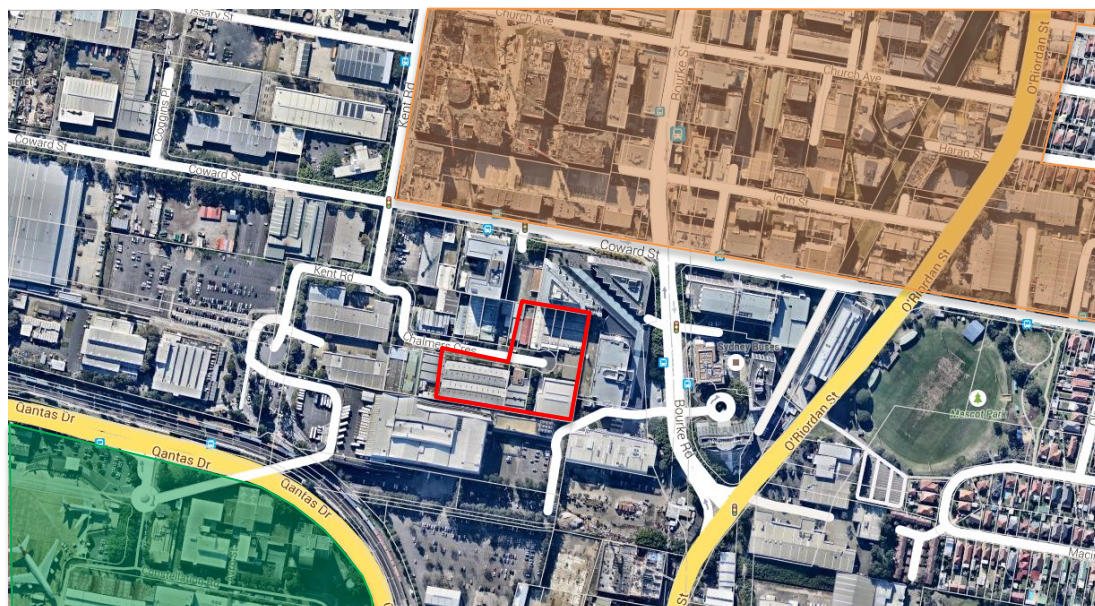


Figure 2. Subject site (red); Mascot Station Town Centre (orange). Residential development north of Coward Street has since been completed following the approval of (DA-2018/1187) Masterplan; Sydney Airport (green).

Since the original Masterplan (DA-2015/191) was approved in 2017, a number of developments have received approval above the 3:1 FSR control to meet employment targets, refer to table 1. Given the proximity of the site to the airport, an increased density of commercial development creates an opportunity for employment. The life of commercial buildings is between 40-50 years, to which future employment targets are being planned for by the proposed development.

The proposed FSR of 3.86:1 is appropriate given the site context, immediate locality and surrounding developments modifying the FSR standard of 3:1 to achieve higher employment targets.

Table 1: Surrounding FSR approvals

Address	Zone	Control	Description	Approved	Approval Date of original approval
21 Ossary Street, Mascot	E3 Productivity Support	3.55:1	The self storage facility is seven storeys and corridors are included in the gross floor area calculation.	3.85:1	28/06/2022
32-34 Ricketty Street, Mascot	E3 Productivity Support	3:1	Demolition of existing structures and construction of an eleven (11) storeys commercial office development with roof top terrace and above ground parking.	3.9:1	1/07/2021



Address	Zone	Control	Description	Approved	Approval Date of original approval
253 Coward Street, Mascot	E3 Productivity Support	3:1	Modification to the approved scheme for demolition of existing buildings, construction of an eleven (11) storey commercial building comprising one (1) basement level car park, ground floor retail / commercial tenancies, commercial and parking on level one (1), parking on levels two (2) and three (3), and seven (7) levels of office use above.	4:1	7/08/2023
1-5 Chalmers Crescent, Mascot	E3 Productivity Support	3:1	Demolition, lot consolidation and construction of a 12 storey commercial development at 1-5 Chalmers Crescent, Mascot.	3.89:1	30/07/2019
2 Chalmers Crescent, Mascot	E3 Productivity Support	3:1	Demolition of existing structures, consolidation from two lots to one lot and construction of a twelve-storey commercial development comprising retail and office space.	3.83:1	23/03/2021
40 Ricketty Street, Mascot	E3 Productivity Support	3:1	Alterations to existing three (3) storey commercial office building Alterations to existing three (3) storey commercial office building and addition of two (2) commercial office floors.	3.87:1	22/11/2022
46-50 Kent Street, Mascot	E3 Productivity Support	3:1	Demolition of existing structures and construction of a ten (10) storey commercial development comprising retail and office space.	3.99:1	17/01/2020



Image 1. Photomontage of approved development under construction at 2 Chalmers Crescent. Site no. 6 from figure 1.



Image 2. Photomontage of now completed development at 1-5 Chalmers Crescent. Site no. 7 from figure 1.



Image 3. Street view of approved development at 203 Coward Street. Image courtesy of Google Maps. Site no. 1 from figure 1.



Image 4. Street view of approved development at 247 Coward Street. Image courtesy of Google Maps. Site no. 4 from figure 1.



Image 5. Street view of approved development at 185 O’Riordan Street. Image courtesy of Google Maps. Site no. 8 from figure 1.

5 Proposal

The masterplan proposes the consolidation of 16 lots (Lots 11-26 DP 29697 plus the cul-de-sac) to create the subject site with a combined area of 12,603m². Following the demolition of existing warehouses and factory buildings, the masterplan proposes a project of five, 8 storey towers above a parking podium of four split levels, all as shown below:



Image 6 – Render of project by Crone Architects



Key statistics for the project and for the current masterplan are:

	Proposed	Currently approved
Site area	12,603m ²	12,603m ²
Gross Floor Area	48,645	37,809m ²
FSR	3.86:1	3.0:1
Car spaces	608	473
Ratio car spaces to GFA	1:80	1:80
Motorbikes parking	44	-
Bicycles	494	43
No. of storeys – offices + podium level	9	9
Building height	46m	46.4m
Landscape area	5,974m ²	8,505m ²
Sustainability	5.5-star NABERS energy and 4 star water	

Apart from increased floor space, the proposal differs from the existing approval in the following key areas:

- Chalmers Crescent becomes the key entry/arrival plane for the development rather than the elevated podium.
- Main tower foyers are at ground (Chalmers Crescent) level and all are joined at podium level.
- The towers are joined at the lower office levels to facilitate movement between the towers for unified or larger tenancies.
- Office towers are designed to maximise daylight penetration by reducing the distance between cores and the façade.
- Parking has been increased but maintains same ratio to GFA.
- Bicycle parking increased ten times over with additional motorcycle parking.
- Extensive end-of-trip facilities provided.
- Commitment to sustainability measures proposed (based on more detailed analysis of building services and façade) to 5-star NABERS level.
- Commitment to Connecting to Country design initiatives commenced.

6 Assessment under Section 4.15 of the EP&A Act

Section 4.15 of the Environmental Planning and Assessment Act 1979 requires that a variety of matters be taken into consideration in the assessment of a development application. The following statutory instruments and strategic controls apply to this proposal:



- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Industry and Employment) 2021
- State Environmental Planning Policy (Resilience and Hazard) 2021
- State Environmental Planning Policy (Sustainable Buildings) 2022
- Bayside Local Environmental Plan 2021
- Bayside Development Control Plan 2022

Currently there are no draft LEPs or DCPs on exhibition that apply to the subject site.

6.1 State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 2 Vegetation in non-rural areas

All vegetation on site will be removed and replaced by extensive greenery, refer to landscape plan submitted as part of this application. An application for tree removal and further assessment against this section of the SEPP will be made as part of the next stage DA.

6.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 2 Infrastructure

Clause 2.122 Traffic-generating development of the Transport and Infrastructure SEPP

- (1) This section applies to development specified in Column 1 of the Table to Schedule 3 that involves—*
- (a) new premises of the relevant size or capacity, or*
 - (b) an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity...*

Under schedule 3 of the SEPP, commercial development with a proposed GFA in excess of 10,000m² in GFA is specified as “traffic generating development”. The proposal involves the development of 48,645m² of commercial and retail premises and is therefore defined as traffic generating development requiring referral to TfNSW in accordance with the requirement set out under Chapter 2.

6.3 State Environmental Planning Policy (Resilience and Hazard) 2021

Chapter 4 Remediation of land

Chapter 4, Clause 4.6 requires the consent authority to consider the following matters before granting consent for development.

- (a) it has considered whether the land is contaminated, and*
- (b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*



A Phase 1 Environmental Site Assessment (ESA) was undertaken on 18 October 2016 and identified the site had low contamination risk. A preliminary Phase 2 ESA was undertaken on 30 November 2018 and confirmed the findings in Phase 1 that the site has identified on-site and off-site contamination sources. A detailed Phase 2 ESA can be prepared and, if necessary, a remediation action plan, at the next DA stage.

6.4 State Environmental Planning Policy (Sustainable Buildings) 2022

Chapter 3 Standards for non-residential development

Chapter 3 applies to the subject site as a new development with a capital investment value (CIV) of \$5 million or more is proposed. Clause 3.2 requires the consent authority to consider the following matters before granting consent for development.

- (a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,*
- (b) a reduction in peak demand for electricity, including through the use of energy efficient technology,*
- (c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,*
- (d) the generation and storage of renewable energy,*
- (e) the metering and monitoring of energy consumption,*
- (f) the minimisation of the consumption of potable water.*
- (2) Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.*

The proposal has been assessed for its sustainability and it is confirmed that commitments can be made, on the basis of the preliminary design, for the following.

- 5.5 Star NABERS Base Building energy rating for the commercial office development.
- 5 Star Green Star Buildings v1 rating for the development, including the Climate Positive Pathway.
- All-electric building that leverages onsite and offsite renewable energy sources.
- 4 Star NABERS Base Building water rating for the commercial office development.

A waste management plan will be prepared at the DA stage addressing waste disposal, transport and re-use.

3.3 Other considerations for large commercial development

- (1) In deciding whether to grant development consent to large commercial development, the consent authority must consider whether the development minimises the use of on-site fossil fuels, as part of the goal of achieving net zero emissions in New South Wales by 2050.*
- (2) Development consent must not be granted to large commercial development unless the consent authority is satisfied the development is capable of achieving the standards for energy and water use specified in Schedule 3.*
- (3) For the purposes of subsection (2), development is capable of achieving a standard specified in Schedule 3 if there is a NABERS commitment agreement in place to achieve the standard.*
- (5) Despite subsection (4), subsection (2) applies to large commercial development to the extent that the development relates to prescribed serviced apartments.*



A section J report has been prepared as part of the Masterplan package to address the sustainability of the proposal.

6.4 Bayside Local Environmental Plan 2021

Bayside Local Environmental Plan (BLEP) 2021- Permitted or prohibited development

The subject site is zoned **E3 - Productivity Support** under the BLEP 2021. The relevant objective and permissible development of Zone E3 are:

- *To provide a range of facilities and services, light industries, warehouses and offices.*
- *To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.*
- *To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.*
- *To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.*
- *To promote redevelopment that is likely to contribute to the locality, including by improving the visual character of the locality, improving access and parking, reducing land use conflicts and increasing amenity for nearby residential development.*

2 Permitted without consent

Home occupations

3 Permitted with consent

*Animal boarding or training establishments; Boat building and repair facilities; Business premises; Centre-based child care facilities; Community facilities; Depots; Food and drink premises; Function centres; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Industrial retail outlets; Industrial training facilities; Information and education facilities; Landscaping material supplies; Light industries; Local distribution premises; Markets; Mortuaries; Neighbourhood shops; Office premises; Oyster aquaculture; Passenger transport facilities; Places of public worship; Plant nurseries; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Research stations; Respite day care centres; Rural supplies; Service stations; Specialised retail premises; Storage premises; Take away food and drink premises; Tank-based aquaculture; Timber yards; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Veterinary hospitals; Warehouse or distribution centres; Wholesale supplies; **Any other development not specified in item 2 or 4***

4 Prohibited

Advertising structures; Agriculture; Air transport facilities; Airstrips; Amusement centres; Biosolids treatment facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and



tourism boating facilities; Correctional centres; Crematoria; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Environmental protection works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home occupations (sex services); Industries; Jetties; Marinas; Moorings; Mooring pens; Open cut mining; Port facilities; Registered clubs; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sewage treatment plants; Sex services premises; Tourist and visitor accommodation; Transport depots; Truck depots; Waste or resource management facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities

The proposal satisfies the above objectives for the following reasons. The proposal will:

- Deliver an office park style development to accommodate 48,645m² of flexible commercial office space that will support the viability of Sydney Airport, Mascot Town Centre and, more broadly, Sydney's Global Economic Corridor. Proximity to the airport means that airport support facilities can be provided on this site.
- Provide a major employment hub to support Sydney Airport.
- Provide a limited retail component which will aid in supporting the future viability of the campus as a whole without adversely impacting on retail uses in the Mascot Town Centre.
- Contribute to the locality by replacing the dated industrial warehouses with a modern commercial campus.
- Improve the visual character of the locality, vehicular and pedestrian access and parking and reduce land use conflicts.

6.5 Bayside Local Environment Plan 2021 compliance table

An assessment of the proposal against the provisions of the BLEP 2021 is summarised in the table below.

CONTROL - Map tile_008	PROPOSED	COMPLIANCE
Part 2 Permitted or prohibited development	<i>Commercial premises</i> is permitted with consent under the current zoning.	Complies
Clause 4.1 Minimum subdivision lot size	The proposal does not seek approval for lot subdivision.	N/A
Clause 4.3 Height of building – 44m	The proposal has a total height of 46m or 51.0 AHD.	No – refer to clause 4.6 submission
Clause 4.4 Floor space ratio – 3:1	The total site area is 12,603m ² allows a GFA of 37,809m ² . The proposal has a GFA of 48,645m ² and an FSR of 3.86:1.	No - refer to clause 4.6 submission



CONTROL - Map tile_008	PROPOSED	COMPLIANCE
Clause 4.6 Exceptions to development standards	A clause 4.6 report has been prepared to justify the FSR and HoB non-compliance.	Can comply
Clause 5.10 Heritage conservation	The subject site is not identified as a heritage item, does not neighbour a heritage item, nor is it located within a heritage conservation area.	N/A
Clause 6.1 Acid sulfate soils - Class 2 lands	Clause 6.1 requires that development does not disturb, expose or drain acid sulfate soils and cause environmental damage. As this is a Masterplan, an acid sulfate soils management plan will be prepared at the DA stage to address this Clause.	Can comply
Clause 6.2 Earthworks (3) In deciding whether to grant development consent for earthworks...the consent authority must consider the following matters— (a) the likely disruption of, or any detrimental effect on, drainage patterns and soil stability in the locality of the development, (b) the effect of the development on the likely future use or redevelopment of the land, (c) the quality of the fill or the soil to be excavated, or both, (d) the effect of the development on the existing and likely amenity of adjoining properties, (e) the source of any fill material and the destination of any excavated material, (f) the likelihood of disturbing relics,	This clause will be addressed in Stage 2 DA, by the project geotechnical and structural engineers. (a) It is unlikely that the proposal will have a detrimental effect on the existing drainage patterns given that a half basement only is proposed as part of this Masterplan. (b) The proposal is the likely future use of the land for the next 40-50 years. The proposal facilitates such use. (c) Limited excavation is proposed for the half basement and the stormwater dispersal tank. The excavated material will need to be assessed for possible contaminants. (d) The proposed development will not negatively impact neighbouring amenity as adequate measures will be implemented to mitigate potential instability during the construction. Excavation is limited to less than 2m. (e) Fill will not be required. (f) It is unlikely relics will be unearthed given the site has previously been developed.	Can comply Complies Complies Can comply Complies N/A Complies



CONTROL - Map tile_008	PROPOSED	COMPLIANCE
(g) the proximity to, and potential for adverse impacts on, any watercourse, drinking water catchment or environmentally sensitive area,	(g) The site is not located in close proximity to the natural watercourse, drinking water catchment or environmentally sensitive areas.	Complies
(h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.	(h) The stormwater management report, submitted as part of the DA will delineate measures to avoid, minimise or mitigate the impacts of the development.	Complies
Clause 6.3 Stormwater and water sensitive urban design	This Clause will be addressed in detail by a Stage 2 DA. A stormwater management report has been prepared as part of this Masterplan and describes the strategies and provisions needed to satisfy the clauses under this section.	
Clause 6.7 Airspace operations (1) The objective of this clause is to protect airspace around airports. (2) The consent authority must not grant development consent to development that is a controlled activity within the meaning of Division 4 of Part 12 of the Airports Act 1996 of the Commonwealth unless the applicant has obtained approval for the controlled activity under regulations made for the purposes of that Division.	The site is subject to an OLS height limit of 51.0 AHD with which the proposal complies, as does the current Masterplan.	Complies
Clause 6.8 Development in areas subject to aircraft noise (1) The objectives of this clause are as follows— (a) to prevent certain noise sensitive developments from being located near the Sydney (Kingsford-Smith) Airport and its flight paths, (b) to assist in minimising the impact of aircraft noise from the airport and its flight paths by requiring appropriate noise attenuation measures in noise sensitive buildings, (c) to ensure that development in the vicinity of that airport does not hinder or have any other adverse impact on the ongoing, safe and efficient operation of the airport.	The site is located within the 25-30 contour on the Aircraft Noise Exposure Forecast (ANEF) chart, and in determining the subject application Council must take into consideration the guidelines provided in AS 2021 for aircraft noise. In this regard, the proposal consists of commercial uses only which are considered 'conditionally acceptable' within the 25-30 contour under Table 2.1 of the Australian Standard AS 2021 for aircraft noise. The existing Masterplan with the same uses was approved by CASA.	Complies



CONTROL - Map tile_008	PROPOSED	COMPLIANCE
(2) This clause applies to development— (a) on land— (i) near the Sydney (Kingsford-Smith) Airport, and (ii) in an ANEF contour of 20 or greater, and		
Clause 6.10 Design Excellence (2) This clause applies to the following development— (b) development involving the erection of a new building or external alterations to an existing building on land shown edged heavy black on the Design Excellence Map, (5) Development consent must not be granted to development to which this clause applies unless— (b) if the development is in respect of a building that is, or will be, higher than 40 metres or 12 storeys (or both)— (i) a competitive design process is held in relation to the development, and (ii) the consent authority takes into account the results of the competitive design process. (6) Subclause (5)(b) does not apply if— (a) the consent authority certifies in writing that a competitive design process is not required, and (b) a design review panel reviews the development, and (c) the consent authority takes into account the advice of the design review panel.	Clause 6.10 applies to the site, as per subclause 2(b). A competitive design process is not required at the concept DA stage.	Can comply

Screen shots of the relevant development control maps are provided below:



Figure 3: Acid sulfate soils map, subject site outlined in blue. LEP control map accessed 06.10.23.



Figure 4: Floor Space Ratio (FSR) map, subject site outlined in blue. LEP control map accessed 06.10.23.



Figure 5: Zoning map, subject site outlined in black. LEP control map accessed 06.10.23. B5 zonings have been replaced by E3 zoning.

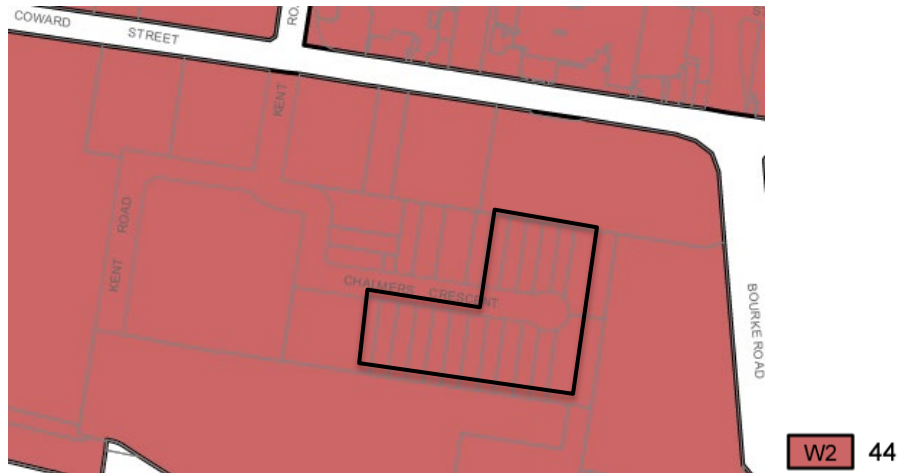


Figure 6: Height of Building map, subject site outlined in black. LEP control map accessed 06.10.23.



Figure 7: Design Excellence map, subject site outlined in black. LEP control map accessed 15.02.24.

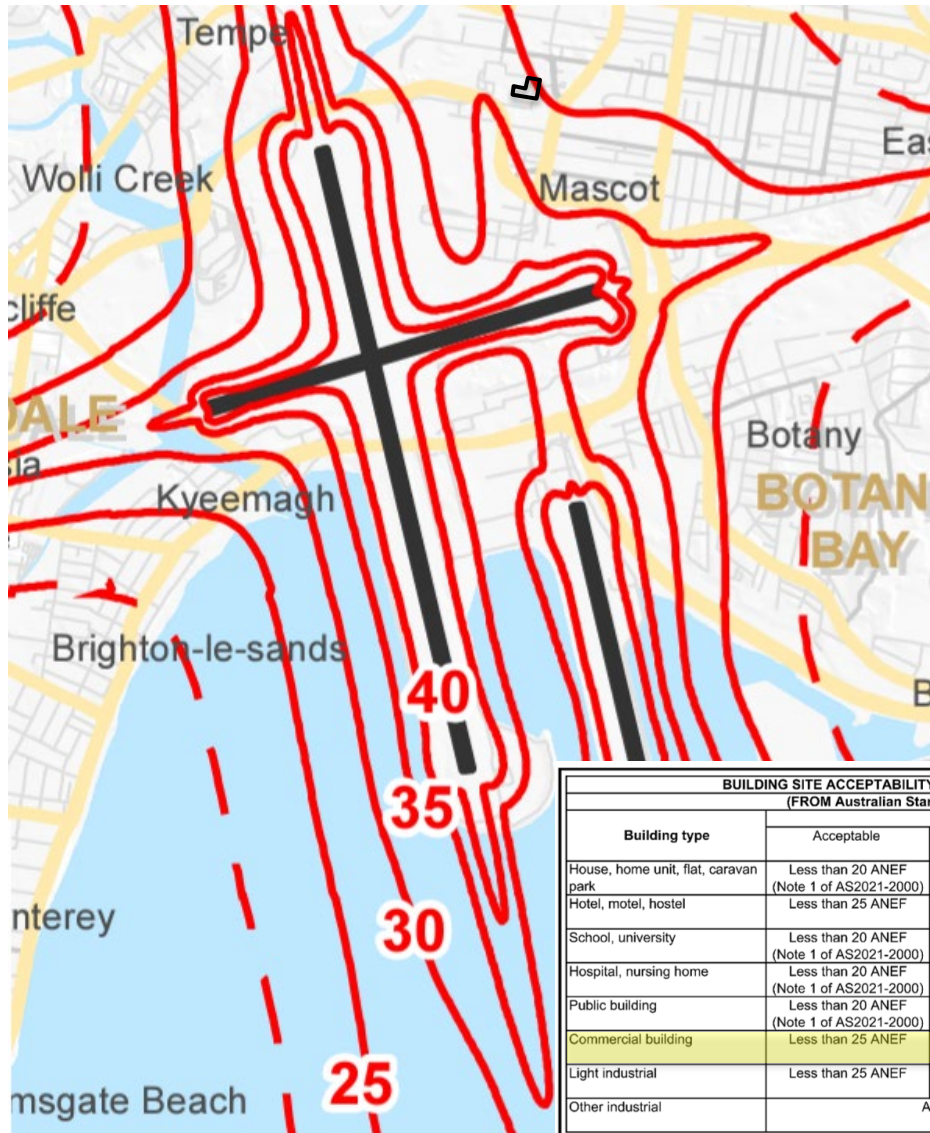


Figure 8: Sydney Airport 2033 ANEF map, subject site outlined in black. The site is located in the 25 ANEF.

3 General Development Provisions		
CONTROL	PROPOSED	COMPLIES?
2021 and within Council's Design Excellence Guidelines.		
C3. Where a competitive design process is required, it is to be undertaken before the detailed Development Application is submitted.	C3. To be actioned prior to the DA lodgement.	Can comply
C4. Any Development Application to which Clause 6.10 of the LEP applies, must be accompanied by a Design Excellence Report...	C4. A design excellence report will be provided at the DA stage.	Can comply
C5. Development is to incorporate the following sustainability measures (in addition to the requirements of Section 3.3 of this DCP):	C5. A sustainability report has been prepared as part of this Masterplan demonstrating its compliance with NABERS and Green Star Building Ratings.	Can comply
a. Provision of Solar Photovoltaic Cells on the rooftop designed to maximise the coverage of the non-trafficable roof space.	a. As part of the renewable energy strategy, 250m ² of each building's rooftop is allocated to PVs which equates to 1,250m ² of PVs across the site. This will yield 10% of the base building energy requirements annually.	Complies
b. Provision for Electric Vehicle (EV) charging within the parking facility.	b. The location and provision for EV charging will be provided at the DA stage. Provision will be made for extensive charging points.	Can comply
c. Maximisation of non-potable stormwater re-use.	c. Water reuse will be further explored at the DA stage, however preliminary sources include rainwater and stormwater retention, treatment and reuse, greywater collection, treatment and reuse and condensate collection.	Can comply
d. Zoned and sensor-controlled lighting and air conditioning.	d. To be addressed at DA stage.	Can comply
e. Use of LEDs and other low energy flicker free lighting resources.	e. Lighting will be addressed at the DA stage, however high efficiency LED lighting is proposed.	Can comply
f. Use of water saving appliances above and beyond BASIX requirements.	f. The buildings are targeting a 4 Star NABERS water rating level of performance.	Complies
g. Provide ample recycling storage rooms.	g. Recycling rooms are to be addressed at the DA stage. Commercial waste facilities will be located at the ground level.	Can comply



3 General Development Provisions		
CONTROL	PROPOSED	COMPLIES?
h. Extensive use of deep soil landscaping and planters on interior/exterior of the buildings including provision of green walls, green roofs where possible etc.	h. Refer to architectural and landscape design reports and building renders.	Complies
i. Provide separate circuiting for temporary power to minimal stair and corridor lighting.	i. To be addressed at the DA stage.	Can comply
j. Consideration for adoption of sustainable building materials such as timber and the use of blast slag, fly ash or other pozzolan admixtures in concrete to minimise cement and reduce embodied carbon.	j. The sustainability report outlines the how the proposal includes strategies to achieve the Climate Positive Pathway (CPP) requirements. Sustainable building materials will be used to achieve a low carbon emissions rating.	Can comply
k. Mitigation of any environmental impacts such as urban heat island effect, overshadowing, wind, air quality and reflectivity.	k. Extensive greenery at podium level and below will assist in mitigating heat island effects. At roof level, PVs make use of solar energy to power building systems. Overshadowing between commercial buildings is encouraged to reduce solar heat gain on glazed façade systems. Wind and reflectivity will be considered in detail at the next stage DA once façade details are determined.	Can comply
3.3 Energy and Environmental Sustainability		
3.3.1 General controls		
C1. Areas of glazing are located to avoid energy loss and unwanted energy gain.	A section J report has been provided as part of this Masterplan package addressing energy and water efficiency requirements.	Complies
C2. Development provides appropriate sun protection during summer for glazed areas facing north, west and east, whilst allowing for penetration of winter sunlight...	C2. The proposal has considered a DTS Base Case that meets the minimum requirements for acceptable solar radiation levels. The proposed development aims to reduce the horizontal projection of slabs while achieving improved solar radiation outcomes. This was fulfilled by alternating slab extrusions every two levels at varying distances from the glazing. Detailed façade studies confirmed that this approach resulted in better solar performance levels compared to the DTS Base Case. Solar performance results can be found on page 27 of the architectural design report.	Can comply



3 General Development Provisions								
CONTROL	PROPOSED	COMPLIES?						
C3. Extensive areas of glazing that are unprotected from sun during summer are not permitted. Shading devices include eaves, awnings, balconies, pergolas, external louvers, and projecting sunshades. Unprotected tinted windows are not acceptable.	C3. Climate responsive façade design incorporates integrated façade shading, high performance glazing and thoughtful use of glazing transparency in appropriate locations, supporting energy, thermal comfort, daylight and peak cooling load management.	Can comply						
C4. Lighting for streets, parks and any other public...	C4. Lighting for Chalmers Crescent to be addressed at the DA stage.	Can comply						
C5. Ensure the location of windows, doors and internal layout of the building promotes air movement for cooling.	C5. Refer to section J report.	N/A						
C6. For all developments where BASIX is not applicable, the following water efficiency design elements must be included and demonstrated on the plans...	C6. The proposed development is prepared to meet a 4 Star NABERS Whole Building water rating for the commercial office development.	Can comply						
C7. Development is to be designed and constructed to reduce the need for active heating and cooling by incorporating passive design measures including design, location and thermal properties of glazing, natural ventilation, appropriate use of thermal mass and external shading, including vegetation.	C7. Allowance for all electric heating plant to avoid the use of fossil fuel heating is to be provided. A conservative window-wall ratio that places glazing where it can provide the most amenity via daylight and views, while still being protected by solar shading has been chosen.	Complies						
C8. Rainwater tanks are to be installed for all non-residential developments, including major alterations and additions that have access to a roof form from which rainwater can be feasibly collected and plumbed to appropriate end uses.	C8. Rainwater collection, treatment and reuse in non-potable water uses (irrigation, toilet flushing) strategy will be implemented.	Complies						
C9. Development is to be designed and constructed to meet the rating systems shown in Table 1.	C9. The proposal will achieve a minimum of 4-star NABERS rating for water and 5.5-star NABERS rating for energy.	Complies						
<table border="1"> <thead> <tr> <th>Development type</th><th>Energy</th><th>Water</th></tr> </thead> <tbody> <tr> <td>Office development over 1,000sqm NLA (including within mixed use schemes and significant alterations and additions valued at over \$5m)</td><td>Base building to achieve a minimum 5-star NABERS rating or equivalent (140kgCO₂e/sqm/year)</td><td>Base building to achieve minimum 4-star NABERS rating or equivalent (0.65kL of water use/sqm/year)</td></tr> </tbody> </table>			Development type	Energy	Water	Office development over 1,000sqm NLA (including within mixed use schemes and significant alterations and additions valued at over \$5m)	Base building to achieve a minimum 5-star NABERS rating or equivalent (140kgCO ₂ e/sqm/year)	Base building to achieve minimum 4-star NABERS rating or equivalent (0.65kL of water use/sqm/year)
Development type	Energy	Water						
Office development over 1,000sqm NLA (including within mixed use schemes and significant alterations and additions valued at over \$5m)	Base building to achieve a minimum 5-star NABERS rating or equivalent (140kgCO ₂ e/sqm/year)	Base building to achieve minimum 4-star NABERS rating or equivalent (0.65kL of water use/sqm/year)						

3 General Development Provisions												
CONTROL	PROPOSED	COMPLIES?										
3.3.2 Natural daylight and ventilation (passive design) C1. Buildings must comply with the following minimum ceiling heights to facilitate adequate natural lighting and ventilation: <table border="1"> <thead> <tr> <th>Development Type</th><th>Habitable rooms</th><th>Non-Habitable rooms</th></tr> </thead> <tbody> <tr> <td>Residential</td><td>2.7m</td><td rowspan="3">2.4m</td></tr> <tr> <td>Retail & commercial</td><td>3.3m</td></tr> <tr> <td>First floor & above of mixed-use building</td><td>3.3m</td></tr> </tbody> </table> C2. Buildings must be designed to maximise opportunities for cross flow ventilation by providing clear breeze paths and shallow building depths... C3. Windows that can open and which are designed to provide controlled air flow should be installed. C4. Buildings must have an adequate number of openings at each level to allow natural light and ventilation, including lift lobbies and entries. C5. Office premises must be designed to receive natural light and ventilation. Office floor plates are to have a depth of no greater than 20m if dual aspect, or 10m if single aspect. Office spaces should be designed, through orientation and the inclusion of environmental control devices, to achieve maximum daylight without compromising the internal amenity through glare or heat gain from direct sunlight.	Development Type	Habitable rooms	Non-Habitable rooms	Residential	2.7m	2.4m	Retail & commercial	3.3m	First floor & above of mixed-use building	3.3m	C1. The proposal is compliant with the minimum ceiling height requirements. Levels 3 to 10 have a floor to floor height of 3.7m and parking areas 3m. Natural ventilation is not appropriate to commercial spaces and daylight has been maximised by limiting the depth from façade to core. C2. Not relevant C4. Not relevant C4. Not relevant C5. Office floor plates do not have depths greater than 10m from façade to core, maximising daylight. Control of solar heat gain and glare are managed by façade design without compromising internal workplace amenity.	Can comply N/A N/A N/A Complies
Development Type	Habitable rooms	Non-Habitable rooms										
Residential	2.7m	2.4m										
Retail & commercial	3.3m											
First floor & above of mixed-use building	3.3m											
3.3.3 Reflectivity C1. A Reflectivity Report that analyses potential solar glare from the proposed building design may be required for tall buildings. C2. For buildings in the vicinity of arterial roads/major roads and Sydney Airport, proof of	C1. A reflectivity report can be prepared at the DA stage, should Council require it. C2. As above.	Can comply Can comply										

3 General Development Provisions		
CONTROL	PROPOSED	COMPLIES?
light reflectivity is required and is to demonstrate that light reflectivity does not exceed 20%.		
C3. The placement, orientation and configuration of new buildings and facades must not result in glare that produces discomfort or endangers safety of pedestrians or motorists.	C3. The location of the complex at the end of Chalmers Crescent, well away from heavily trafficked roads, means that reflections are not focused on roads to the discomfort or danger to motorists.	Can comply
C4. Materials must be durable and can be easily cleaned and are graffiti resistant.	C4. To be addressed at the DA stage.	Can comply
3.3.5 Energy Assessment		
C1. A report on energy and water efficiency is to be submitted with a development application for any building works with a construction cost...	C1. A sustainability report has been prepared discussing the proposed energy and water strategy for the buildings.	Complies
3.4 Heritage		
3.4.2 Aboriginal cultural heritage		
	While the proposal does not affect an Aboriginal heritage place, the applicant felt it necessary to undertake a collaborative workshop with Aboriginal elders to better understand Aboriginal planning principle to ensure Country is cared for.	Complies
O1. Respect and value Aboriginal heritage, culture and places in the Bayside LGA.	O1. An aboriginal design report has been submitted as part of this Masterplan which lays the foundations of guidance in acknowledging Country through design.	Complies
O2. Ensure that new development protects, conserves, and considers that significance of Aboriginal heritage.	O2. The proposed development has considered contextual elements that aid in understanding Country which include the earth, the sky, water, vegetation and people. The first step, engagement, has been commenced and the DA stage will ensure a collaborative workshop is undertaken to receive endorsement by the local Aboriginal group to further integrate Aboriginal heritage.	Complies
3.5 Transport, Parking and Access		
3.5.1 Design of the Parking Facility		
C4. Off-street parking facilities are to be designed in accordance with current Australian Standards (AS2890 parking series).	C4. Off-street parking will be provided in accordance with AS2890. A traffic and parking report confirms compliance.	Complies



3 General Development Provisions		
CONTROL	PROPOSED	COMPLIES?
C5. Basement parking areas are to be: a. adequately ventilated, preferably through natural ventilation and provided with daylight where feasible b. located within the building footprint to maximise opportunities for deep soil planting c. located fully below natural ground level d. Where site conditions mean that locating the basement fully below natural ground level is unachievable, the maximum basement elevation above natural ground level is to be 1m at any point on the site, or in flood prone areas, to the minimum floor level required by Council e. designed for safe and convenient pedestrian movement and to include separate pedestrian access points to the building that are clearly defined and easily negotiated. C8. The following developments shall be designed with internal manoeuvring areas so that vehicles can enter and exit the site in a forward direction: ...d. Industrial & commercial development... C9. Adequate sightlines are to be provided for pedestrians on the footpath as per Australian Standards. C11. The maximum driveway gradients for at least the first six (6) metres into the property shall be no greater than 1 in 20 or 5%... C12. Access driveways/vehicular crossings are to be designed to accommodate the turning circle of the largest vehicle expected to use the service area without crossing the centreline of the road. Specific consideration is to be given to two-way simultaneous movements. C13. The location of vehicle control points (e.g. roller doors / boom gates) are to allow sufficient queuing areas (minimum 1) within the site for entering vehicles.	C5. a. All parking areas are naturally ventilated including the half basement under Towers 4 and 5. b. Parking areas are located under the building podium footprint. d. Basement is 1.5m above ground level and below three split parking levels above ground. e. Safe and well designated pedestrian and cyclist entrances are proposed – refer to architectural plans. C8. All vehicles coming to the site, including MRVs, can enter and exit in a forward direction. C9. The proposal will comply with the required AS. C11. Driveways have been assessed to meet Australian Standards. C12. The proposal accommodates a turning circle for the largest vehicle expected on site, MRVs, without crossing the centreline of the road. C13. To be addressed in traffic and parking report.	Complies N/A N/A Complies Complies Can comply Complies Complies Complies



3 General Development Provisions		
CONTROL	PROPOSED	COMPLIES?
C14. Pedestrian entrances and access within a development must be legible and separated from vehicular access paths. C15. Car parks must provide a direct and safe pedestrian access to a building's entry and exit (well-lit and free of concealment opportunities). C16. Pedestrian access routes between car parking and other public areas are to provide...	C14 – C16. Pedestrian entrances and access are shown in the plans. These accesses are highly legible (refer to the renders) and separated from vehicle entry/exit points.	Complies
3.5.2 Traffic Impact Assessment and Transport Plans C1. A Traffic and Parking Impact Assessment Report is to be prepared and submitted for development:- C4. Swept path analysis is to be provided for manoeuvring of passenger, commercial and servicing (truck) vehicles within the development.... C5. The Traffic and Parking Impact Assessment Report is to undertake a cumulative traffic impact assessment for 'all developments' in the area (including current and approved Development Applications). C6. Commercial developments with more than 10 employees and a GFA greater than 1000m2 are required to prepare a Workplace "Green" Travel Plan. It is to be prepared accordance with Bayside Technical Specification - Traffic, Parking & Access and generally incorporate the following... C7. Council may reduce the requirement for onsite parking provisions (up to 10% of total parking spaces required) for commercial and industrial...	C1. A preliminary traffic and parking assessment prepared by a qualified firm has been submitted as part of this application. C4. Swept path analysis of the parking and loading areas is provided in the traffic and parking report. C5. A preliminary traffic and parking assessment has been submitted as part of this application. The report looks at the major changes in the locality including the gateway project to be opened later in 2024. C6. A green travel plan will be prepared at the DA stage. However, much of the content of a green travel plan is mandatory under the provisions of the DCP. C7. Noted.	Complies Complies Complies Complies Noted
3.5.3 On-site Car Parking Rates C1. Development is to provide on-site car parking in accordance with the car parking rates outlined in Table 3 below.	C1. As per the control, 608 car spaces are required. The proposal accommodates 608 car spaces.	Complies



3 General Development Provisions						
CONTROL		PROPOSED	COMPLIES?			
<table><tr><th>Land use</th><th>Car Parking Rate</th></tr><tr><td>Commercial Premises (including business premises, office premises and retail premises) located within 800m of Mascot Train Station</td><td>1 space / 80 m² GFA</td></tr></table>	Land use	Car Parking Rate	Commercial Premises (including business premises, office premises and retail premises) located within 800m of Mascot Train Station	1 space / 80 m² GFA		
Land use	Car Parking Rate					
Commercial Premises (including business premises, office premises and retail premises) located within 800m of Mascot Train Station	1 space / 80 m² GFA					
C10. The number of parking spaces for small cars (as defined in AS2890.1) is not to exceed 10% of the total car parking spaces.		C10. Small spaces are not provided.	N/A			
3.5.4 Bicycle and Motorcycle Parking Commercial Premises (Business Premises, Office Premises, and Retail Premises): a. 1 bicycle space per 150sqm GFA b. 1 bicycle space per 400sqm GFA provided for visitors c. 1 motorcycle space per 15 car spaces C2. Bicycle parking facilities shall be designed in accordance with most recent edition of AS2890.3 and AUSTROADS. Motorcycle parking is to be designed as per AS2890.1. C3. Bicycle parking for residents/staff of a building is to be in the form of individual bicycle lockers/cages or as bike racks within a well-lit secure room/structure monitored by security camera surveillance (security level A or B from table 1.1 of AS2890.3:2015). C4. All visitor bicycle spaces shall be located at the entrance to the development and be designed as security level C from table 1.1 of AS2890.3:2015. C5. Bicycle parking in basements is to be located on the uppermost level of the basement close to entry/exit points. C6. Non-residential development shall provide end of trip facilities on site as follows: a. 1 personal locker for each bike parking space b. 1 shower and change cubicle for every 10 bicycle spaces or part thereof c. 1 bicycle repair toolkit and pump d. Toilets, drying rooms, and hand washing facilities.		a. 324 required, 370 provided. b. 122 required, 124 provided. c. 41 required, 44 provided. C2. Parking will be designed in accordance with relevant AS. C3. End of trip facilities are located on the ground and first floor. Bicycle parking and lockers will be within a well-lit room with camera surveillance. C4. As above. C5. As above. C6. a. 324 lockers provided, 382 required. b. 33 showers proposed, 37 required. c. 1 bicycle repair toolkit and pump provided. d. 33 toilets proposed, 37 required.	Complies <			



3 General Development Provisions																																																																										
CONTROL	PROPOSED	COMPLIES?																																																																								
C7. End of trip facilities are to be located close to the bicycle parking area, close to entry and exit points and within an area of security camera surveillance.	C7. End of trip facilities are located close to the bicycle parking area. Surveillance will be throughout the building.	Complies																																																																								
C8. End of trip facilities are accessible for all staff.	C8. End of trip facilities are accessible for all staff.	Complies																																																																								
3.5.5 Accessible parking C1. Accessible car parking spaces for people with a mobility impairment are to be included in the allocation of car parking for a development and provided in accordance with the rates specified in Table 4 below. C3. Car parking facilities are to be designed to prioritise the location of accessible parking spaces so they are in close proximity to lifts and access points.	C1. 14 accessible car parking spaces are provided as per AS 2890 which requires 1 per 50 regular spaces. C3. All accessible parking is in close proximity to lift and access points.	Complies Complies																																																																								
3.5.6 Loading facilities C1. The number of service bays are to be provided in accordance with Table 5 below. <i>Table 5: Commercial Premises</i> <table><tr><th colspan="6">Minimum Number of Loading Bays Required</th></tr><tr><th>GFA (sqm)</th><th>Van</th><th>SRV</th><th>MRV</th><th>HRV</th><th>AV</th></tr><tr><td>0 - 199</td><td>1</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>199 - 999</td><td>-</td><td>1</td><td>-</td><td>-</td><td>-</td></tr><tr><td>1000 - 2999</td><td>1</td><td>-</td><td>1</td><td>-</td><td>-</td></tr><tr><td>3000 - 4499</td><td>1</td><td>1</td><td>1</td><td>-</td><td>-</td></tr><tr><td>4500 - 5999</td><td>2</td><td>1</td><td>1</td><td>-</td><td>-</td></tr><tr><td>6000 - 8999</td><td>3</td><td>2</td><td>2</td><td>1</td><td>1</td></tr><tr><td>9000 - 14999</td><td>5</td><td>3</td><td>3</td><td>1</td><td>1</td></tr><tr><td>15000 - 26999</td><td>6</td><td>3</td><td>3</td><td>2</td><td>2</td></tr><tr><td>27000 - 39999</td><td>8</td><td>3</td><td>4</td><td>3</td><td>2</td></tr><tr><td>40000 and over</td><td colspan="5">Subject to Study</td></tr></table> C2. Loading points are to be designed to: a. allocate sufficient areas for the efficient access, collection, and delivery of goods b. allow delivery vehicles to be able to access buildings safely and efficiently c. minimise the impacts of noise on building occupants, near neighbours and the local area d. not dominate or detract from the appearance of the development and the local streetscape e. not be positioned within the front landscape setback	Minimum Number of Loading Bays Required						GFA (sqm)	Van	SRV	MRV	HRV	AV	0 - 199	1	-	-	-	-	199 - 999	-	1	-	-	-	1000 - 2999	1	-	1	-	-	3000 - 4499	1	1	1	-	-	4500 - 5999	2	1	1	-	-	6000 - 8999	3	2	2	1	1	9000 - 14999	5	3	3	1	1	15000 - 26999	6	3	3	2	2	27000 - 39999	8	3	4	3	2	40000 and over	Subject to Study					C1. The minimum requirement for sites proposing a GFA greater than 40,000m ² is subject to a study as per table 5. The traffic and parking study proposes four loading docks suitable for 8.8m MRVs and nine courier/van spaces which will be sufficient for a complex of this size. C2. Loading and service bays are discussed in section 3.3 of the accompanying traffic report.	Complies with report Complies
Minimum Number of Loading Bays Required																																																																										
GFA (sqm)	Van	SRV	MRV	HRV	AV																																																																					
0 - 199	1	-	-	-	-																																																																					
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15000 - 26999	6	3	3	2	2																																																																					
27000 - 39999	8	3	4	3	2																																																																					
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3 General Development Provisions		
CONTROL	PROPOSED	COMPLIES?
C3. Service bays and loading docks for service vehicles, include access to these areas, are to be designed in accordance with AS2890.2 and AUSTRROADS guidelines. Dimensions of loading bays shall be as per AS2890.2.	C3. The proposed service and loading docks have been designed in accordance with AS2890.2.	Complies
C4. Service bays are to be adequately screened from the street/public view and be located: a. near vehicle entry points and near lifts b. as far as practicable from adjoining sensitive land uses c. completely within the boundary of the site d. clear of parked vehicles and through traffic.	C4. The proposed service bays are located under buildings 1 and 4. They are located at the vehicle entry point and can be adequately screened from the public. Further detail will be provided at the DA stage.	Can comply
C5. Large format retail tenancies than...	C5. No large format retail tenancies proposed.	N/A
C6. Loading bays are to be clearly designated and signposted for service vehicles only and are not to be used for other purposes such as storage of goods and equipment.	C6. Loading bays are designated and will have signposted for service vehicles only. Loading bays will not be used for other purposes.	Complies
C7. Service vehicles are to be able to enter and exit the property in a method that does not compromise pedestrian safety.	C7. Vehicles will be able to enter and exit in a forward direction ensuring the safety of pedestrians.	Complies
C8. Loading and waste collection points shall be: a. located separately from public parking areas where possible b. designed and operated so that the vehicles can manoeuvre on site without interfering with buildings, parked vehicles, and landscaping	C8. a. and b. Waste collection is to be via the designated loading docks which are separated from pedestrian and vehicular pathways.	Complies
C9. A loading dock management plan is to be prepared for all development. This management plan shall also to address waste collection.	C9. A loading dock management plan is to be prepared at the DA stage.	Can comply
3.5.7 Waste collection	A waste management plan will be prepared at the DA stage.	Can comply
3.5.8 Basement parking C1. Basement car parking is preferred for large scale residential and commercial development.	C1. Lower ground (half basement) parking is proposed but the majority of the parking is above ground due to the very close water table of 1.5-2m over the site.	Limited compliance justified



3 General Development Provisions		
CONTROL	PROPOSED	COMPLIES?
3.5.9 New and Emerging Transport and Parking Facilities C1. Above ground car parks for large developments shall have a layout and design that is capable of being adapted in the future into alternative, non-vehicle parking uses such as storage, commercial uses, community uses etc. C2. Mechanical parking facilities (car stackers, turntables, car lifts and fully automatic mechanical car parks etc.) will be assessed on merit. A traffic report will be required to be provided assessing compliance with AS2890 parking series along with manufacturer's specifications addressing how the mechanical facility will be implemented on site. C7. At least 20% of non-residential car parking spaces in development with a total GFA greater than 1000m ² shall be 'EV equipped'. C8. EV Distribution Board(s) shall be of provided of sufficient size to allow connection of all car spaces 'EV-Ready' and 'EV Equipped'. C9. EV Distribution Boards..... C10. EV Load Management System	C1. The proposed car park is capable of being adapted in the future into a limited range of alternative, non-vehicle parking uses such as storage, etc. C2. A traffic assessment has been prepared as part of this Masterplan to assess the mechanical parking requirements required. Turntables are proposed for the loading docks only. C7. EV parking to be addressed at the DA stage. C8. Can be provided with details at next stage DA. C9. As above. C10. As above.	Can comply Complies Can comply Can comply Can comply
3.5.10 Materials, Colours, Lighting, Landscaping, and Signposting <i>Materials, Colours and Signposting</i>	Architectural and landscaping design reports are submitted with this concept DA. All details, such as signposting, lighting, etc are to be addressed at the next DA stage.	Can comply
3.7 Landscaping, Private Open Space and Biodiversity	A landscape design report has been prepared as part of this application discussing the philosophy and approach of the design. A detailed assessment of landscaping specifications and controls will be addressed at the DA stage.	
3.7.2 Planting Design and Species C1. A minimum of 80% of a planting scheme proposed on deep soil is to consist of native or indigenous plants. Locally indigenous species, are to be incorporated where practical and suit the microclimate conditions.	C1. The proposal incorporates 80% of indigenous species in the proposed landscaping. Refer to the landscape design report submitted as part of this application.	Complies



3 General Development Provisions		
CONTROL	PROPOSED	COMPLIES?
C2. For all development other than a single dwelling all tree planting within deep soil areas is...	C2. Deep soil areas to be addressed at the DA stage.	Can comply
C3. A layered landscaping approach incorporating the following is required in large, landscaped areas, setbacks, buffer zones and interface areas...	C3. The concept design, including the renders, together with the landscape and architectural reports does explain the approach to planting and species. These reports also refer to the Indigenous Design principles lodged with this application.	Complies
3.7.6 Biodiversity C3. All development identified above and where any part of the lot is located within the Biodiversity Map (Provided in Appendix 1 of the DCP) are to: a. Incorporate a minimum of 80% indigenous species in the proposed landscaping...	C3. The proposal incorporates 80% of indigenous species in the proposed landscaping. Refer to the landscape design report submitted as part of this application.	Complies
3.8 Tree Preservation and Vegetation Management	Tree removal is required as part of this Masterplan, however tree removal and replacement will be addressed at the DA stage.	
3.9 Stormwater Management and Water Sensitive Urban Design		
C1. All development is to be consistent with Bayside Technical Specification Stormwater Management relating to stormwater management and WSUD.	C1. A stormwater management report has been submitted as part of this Masterplan.	Can comply
C2. Development must comply with the WSUD provisions outlined in Section 3.7 of this DCP (Landscaping and Biodiversity).	C2. To be addressed at the DA stage.	Can comply
C3. Certain developments are to provide stormwater systems that minimise stormwater run-off from the site as detailed in the technical specification.	C3. Technical specifications of stormwater systems will be provided at the DA stage. However, it is proposed to re-use stormwater for irrigation of the extensive planting as well as infiltrating stormwater into the foundation material to reduce the off-site run-off.	Can comply
C4. Any building proposed over or near Council’s stormwater assets requires approval by council.	C4. The existing lots drain to Chalmers Crescent via overland flow. No Council infrastructure runs under the site.	N/A
3.10 Flood Prone Land	The subject site is not located on Bayside Council’s IntraMaps within the 1% AEP plus 0.5m freeboard affected land or PMF affected land, refer to stormwater management report. Further assessment against section 3.10 is not required.	

3 General Development Provisions		
CONTROL	PROPOSED	COMPLIES?
3.11 Contamination		
3.11.1 Contamination – General C1. All sites must be evaluated to determine if the proposed development is on land suspected to have been used for a potentially contaminating activity or is potentially contaminated.	C1. A preliminary stage 2 environmental site assessment has been submitted as part of this Masterplan package. The report concludes that contamination risk across the site is low. Site testing recommendations can be incorporated as part of the next DA stage.	
3.12 Waste Minimisation and Site Facilities	Waste storage facilities, demolition and construction waste and ongoing management will be addressed at the DA stage.	
6.13 Development in areas subject to aircraft noise and affected by Sydney Airport's prescribed airspace		
C1. Where council considers a proposal has the potential for an adverse impact on the air safety of Sydney Airport it may not grant consent. Council will consider the following matters as part of its assessment: a. building height impact on the OLS and PANS-OPS; b. emission of light; c. reflection of sunlight (e.g. from solar panels); C2. Development on land within an ANEF affected area (ANEF 20+) must be designed and constructed in accordance with the relevant Australian Standard and other guidelines issued by relevant agencies and authorities. C3. Development on land within an ANEF affected area (ANEF 20+) is to be supported by a Noise Impact Assessment demonstrating indoor design... C7. If a building is located within a specific area identified on the OLS map or seeks to exceed the height limit specified in the map, notice of the proposal must be given to Sydney Airport Corporation.	a. The site is located within the inner horizontal surface of 51.0 AHD. The proposal does not exceed this height limit. It is the same height as the current Masterplan which was approved by CASA. b.-c. Night lighting and solar reflectivity of all building materials will be the subject of detailed reporting at the DA stage. C2. The proposal has been designed and will be constructed in accordance with relevant AS and other guidelines. Details will be part of the next DA stage submission. C3. A noise impact assessment will be prepared at the DA stage. C7. The site is located within the inner horizontal surface of 51 AHD. The proposal does not exceed this height limit.	Complies Can comply Can comply Can comply Complies

3 General Development Provisions		
CONTROL	PROPOSED	COMPLIES?
C8. Development must consider the operating heights of all construction cranes or machinery...	C8. To be addressed at DA stage.	Will comply
C9. Approval to operate construction equipment (i.e. cranes) must be obtained by...	C9. Relevant construction approval will be addressed at the DA stage.	Will comply
C10. An assessment for mechanical windshear is required where: a) the proposed development is located within the blue shaded area identified in the below figure; or	C10. The site is located outside of the blue shaded areas, as demonstrated below.  Subject site shaded in orange.	N/A
3.14 Noise, Wind, Vibration and Air Quality	To be addressed at the DA stage.	
3.17 Telecommunications Facilities	To be addressed at the DA stage though preliminary infrastructure investigation shows that telecommunications infrastructure in the locality will need to be upgraded.	
3.18 Utilities and Mechanical Plant	To be addressed at DA stage, however provisions have been made for two substations, roof top mechanical services and lift over-runs.	

6 Non-residential Development		
CONTROL	PROPOSED	COMPLIES?
6.1 All non-residential		
6.1.1 General controls C7. No less than 10% of the development site shall be landscaped on all non-residential development sites...	C7. On the site of 12,603m ² , 2,017m ² of deep soil landscaping is proposed. This is 16% of site area equivalent. A further 3,957m ² of landscaping on the building is proposed, equivalent to 31% of site area.	Complies
6.3 Business and Office Premises		
6.3.1 General premises C1. Building expression through façade modulation, roof silhouette and the use of a variety of contemporary materials and finishes is	C1. Refer to the architectural report and drawings which detail the preliminary investigations into façade design. The renders well illustrate the	Complies



6 Non-residential Development		
CONTROL	PROPOSED	COMPLIES?
required to achieve buildings that are of architectural merit, innovation, variety and attractiveness.	architectural quality achieved which shows merit and environmental consciousness.	
C2. There is to be a balance between the solid walls and openings and between horizontal and vertical planes.	C2. A balance between solids and openings as well as between vertical and horizontal elements is evident in the design concept.	Complies
C3. A Schedule of Finishes is required for new buildings and any additions to existing buildings, such as additional floors.	C3. A detailed schedule of finishes will be provided as part of the next stage DA.	Can comply
C4. Buildings are to have a clearly delineated entranceway to address the main frontage.	C4. Multiple accesses are delineated by five glazed foyers of two to three storeys in height, one for each tower.	Complies
C6. Minor modulation in the height of buildings is required to reduce visual bulk and scale.	C6. Modulation is achieved by the placement of the buildings on the site, the use of horizontal and vertical landscaping and façade design.	Complies
C7. New buildings must consider and respond to the predominant and characteristic height of buildings within the Centre; and consider the topography and shape of the site.	C7. All buildings in Chalmers Crescent and Coward Street are limited by the OLS to a height of 51 AHD, as is the proposal and the current approved Masterplan.	Complies
C9. Buildings must have a consistent street wall height and provide a continuous street frontage and awning height along the street frontage where appropriate.	C9. The campus has a consistent street wall height as a consequence of the podium design. Awnings are not provided, and shelter may be sought in the building foyers which are all linked at podium level.	Complies
C10. Blank walls are to be avoided adjoining principal streets and the public domain. If they are unavoidable amelioration measures such as artwork or landscaping is required to enhance the visual amenity and reduce vandalism.	C10. Car park walls are open for ventilation and, at the street frontage, hidden by extensive landscaping.	Complies
6.3.2 Building setbacks		
C1. Not less than 10% of the development site shall be landscaped...	C1. Deep soil landscaping of 16% is provided as well as landscaping on the building equivalent to 31% of site area.	Can comply
C2. Street setbacks are to be in accordance with the following table, unless precinct-specific	C2. Front setbacks along Chalmers Crescent are highly inconsistent. However, setbacks generally	Complies



6 Non-residential Development		
CONTROL	PROPOSED	COMPLIES?
controls are outlined in Chapter 7 Specific Places or otherwise where a consistent and desirable streetscape for commercial development already exists: C6. Setbacks are to maximise the retention of existing trees and their root systems, and may need to be variable to achieve this (includes trees on adjoining properties).	range from 0-3m except where parking has been accommodated within the front setback. The general setback of the proposal is 4m to allow for suitable landscaping. C6. The few existing trees are to be removed and replaced many times over in the increased landscaping proposed.	Can comply
6.3.3 Public domain C1. All overhead wires (including electrical and telecommunication services) fronting the site are to be relocated underground as part of the development...	C1. The proposal will relocate overhead wires underground at the applicant's expense.	Complies

7 Specific Places		
CONTROL	PROPOSED	COMPLIES?
7.7 Mascot West Employment Lands		
7.7.1 Description The Mascot West Employment Lands are bounded by Alexandra Canal to the west, the airport to the south, Gardeners Road and the Mascot Station Town Centre to the north, and Botany Road at the eastern extent. The precinct's boundaries are shown below. Most of the area is affected by the 25-30 ANEF Noise Contour as well as road and rail noise. The precinct contains a mix of land zoned for industrial, business development, and business park purposes generally to the north of the airport in the vicinity of O'Riordan Street, Coward Street, and Gardeners Road. Land uses comprise warehouse and distribution developments (related to freight transportation); and industrial developments including smash repair stations and welding businesses. Newer buildings include commercial and office premises with active street frontages comprising coffee shops and retail outlets. Company headquarters occupy the commercial buildings in close proximity to their warehouse operations. Part of this area is also within the zone of influence of the High Pressure Gas Pipeline that follows the ARTC Rail Corridor.		
7.2 Controls <i>Built form and land use</i> C2. Developments, including alterations and additions must improve the appearance of buildings, particularly along the roads which serve a gateway function to Sydney Airport and the Sydney CBD.	C2. Currently, the sites are occupied by obsolete factories and warehouses that do not contribute to the emerging character of the street. The overall appearance of the streetscape will be greatly enhanced by the proposal which is designed to surpass the architectural qualities of the surrounding high quality commercial buildings. As the proposal is on the Chalmers Crescent cul-de-sac, it will be hidden from view by adjoining buildings of equal height. Its design focuses on	Complies



7 Specific Places		
CONTROL	PROPOSED	COMPLIES?
C3. All overhead wires (including electrical and telecommunication services) fronting the site are to be relocated underground... C6. Development over 3 storeys in height will be assessed by the Design Review Panel.	enhancing the Chalmers Crescent streetscape to the maximum extent possible. C3. The proposal will relocate overhead wires underground at the applicant's expense. C6. The proposal is over 3 storeys in height and will be required to be assessed by the Design Review Panel.	Complies Can comply
<i>Traffic and transport</i> C8. In land zoned B7 – Business Park or B5 – Business Development, a Workplace Travel Plan is to be lodged with any development application where a plan does not exist.	C8. The site was previously zoned B5 Business Development and is now zoned E3 Productivity Support as a result of Council's amendments to their LEP on 26 April 2023. A workplace travel plan will be lodged at the DA stage\ but it should be noted that many elements of a green travel plan are already in place with respect to the site's proximity to the Mascot Railway Station and local bus services.	Can comply
<i>Environmental</i> C12. Development within the precinct shall require submission of a Risk Management Plan to address potential risks related to coastal sea levels (projected to increase above Australian Height Datum by 40cm by 2050 and by 90cm by 2100). C13. Development must comply with Sydney Airport's regulations with regard to safety, lighting and height of buildings. C14. Development which seeks the maximum building height under the Bayside Local Environmental Plan 2021 and is within land bounded by Coward Street, O'Riordan Street and Bourke Road; development along eastern side of O'Riordan Street; and development within land bounded by Baxter Road, O'Riordan Street, Joyce Drive and Botany Road, will penetrate the Obstacle Limitation Surface (OLS) and would need to be	C12. A risk management plan will be provided at the DA stage addressing coastal sea levels. C13. The proposal complies with Sydney Airport's regulations regarding safety, lighting and height of buildings as does the existing approved Masterplan. C14. The proposed development exceeds the maximum building height under the BLEP but will not penetrate the OLS. The application will require assessment by CASA, and other authorities.	Can comply Can comply Complies



7 Specific Places		
CONTROL	PROPOSED	COMPLIES?
assessed by CASA, Airservices Australia & the Airlines before an application could be submitted to the Department of Infrastructure & Transport for their determination.		

8 Managing Risk and Environmental Conditions		
CONTROL	PROPOSED	COMPLIES?
8.2 Soil Management	Site disturbance will be addressed at the DA stage.	

7 Assessment under Section 4.22 of the EP&A Act

Division 4.4, Clause 4.22 Concept development applications is applicable to this proposal as the application is for a staged development. As per subsection 3, this application is to be treated as a concept DA, and a site specific DCP is not required as this application is not a planning proposal.

(1) For the purposes of this Act, a concept development application is a development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications.

(2) In the case of a staged development, the application may set out detailed proposals for the first stage of development.

(3) A development application is not to be treated as a concept development application unless the applicant requests it to be treated as a concept development application.

(4) If consent is granted on the determination of a concept development application, the consent does not authorise the carrying out of development on any part of the site concerned unless—

(a) consent is subsequently granted to carry out development on that part of the site following a further development application in respect of that part of the site, or

(b) the concept development application also provided the requisite details of the development on that part of the site and consent is granted for that first stage of development without the need for further consent. The terms of a consent granted on the determination of a concept development application are to reflect the operation of this subsection.

(5) The consent authority, when considering under section 4.15 the likely impact of the development the subject of a concept development application, need only consider the likely impact of the concept proposals (and any first stage of development included in the application) and does not need to consider the likely impact of the carrying out of development that may be the subject of subsequent development applications.

More detailed planning controls in the BDCP will be addressed in more detail at the DA stage, as per subsection 5.



8 Conclusions

- 8.1 The proposal is consistent with the objectives of zone E3 Productivity Support. It will deliver an office park-style development to accommodate 48,645m² of commercial office GFA, most likely related to Sydney Airport operations. Such a development is appropriate given the site's close proximity to the Sydney Airport transport gateway and location within the Global Economic Corridor. The proposal represents an important opportunity to contribute employment floorspace in the context of employment targets.
- 8.2 The proposal is generally compliant with the development standards established under BLEP 2021. Replacing the currently approved Masterplan, the new scheme provides a greater FSR than the existing standard of 3.0:1 under the BLEP 2021. Like the current approved proposal, HoB standard is slightly breached as a result of site constraints and emerging future character. Both non-compliances are addressed through cl4.6 submissions justifying the contravention of both development standards.
- 8.3 The proposal responds to existing larger-scale office development to the north, east and south, which are characterised by large footprints, landscaped setbacks and heights up to twelve storeys. The proposal is also forward-looking in its anticipation of future development to the west and within the Mascot town centre of a scale sought by the new planning approvals and appropriate to the gateway function of that locality. The design is highly articulated and energy efficient incorporating extensive landscaping. It will enhance the environmental and visual amenity of the site and setting a benchmark for the redevelopment of the remaining industrial sites in the locality.
- 8.4 A review of environmental factors under 4.15 of the EPA Act provides ample grounds to conclude that matters relevant at master planning stage generally meet relevant standards. Greater levels of detail can be dealt with at DA stage.
- 8.5 Situated within 800m of Mascot Railway Station and close to frequent bus services, the proposal will foster an increase in the use of public transport as well as encouraging active transport by its provision of bicycle parking and end of trip facilities.
- 8.6 Finally, the partial purchase by the applicant of Chalmers Crescent roadway has since been exchanged, which was a condition of the previous Masterplan.
- 8.7 For the above reasons, Council can be satisfied that the proposal is worthy of approval.

<https://nurban.sharepoint.com/sites/CPWActiveProjects/Shared Documents/23238 - Mayer, Mascot/CPW reports and files/SEE - V3.docx>



9 Appendix: Drawing Schedule

Sheet Number	Sheet Name	Rev	Issue Date
000 General			
DA-A-00001	Architectural – Cover Sheet	A	16.02.24
100 General			
DA-A-10000	Site analysis	A	16.02.24
DA-A-10001	Site plan	A	16.02.24
115 Proposed GA Plans			
DA-A-11501	Proposed plan – level lower ground	A	16.02.24
DA-A-11502	Proposed plan – level ground	A	16.02.24
DA-A-11503	Proposed plan – level upper ground	A	16.02.24
DA-A-11504	Proposed plan – level 01	A	16.02.24
DA-A-11505	Proposed plan – level 02 - podium	A	16.02.24
DA-A-11506	Proposed plan – level 03	A	16.02.24
DA-A-11507	Proposed plan – level 04	A	16.02.24
DA-A-11508	Proposed plan – level 05	A	16.02.24
DA-A-11509	Proposed plan – level 06	A	16.02.24
DA-A-11510	Proposed plan – level 07	A	16.02.24
DA-A-11511	Proposed plan – level 08	A	16.02.24
DA-A-11512	Proposed plan – level 09	A	16.02.24
DA-A-11513	Proposed plan – level 10	A	16.02.24
DA-A-11514	Proposed plan – plant	A	16.02.24
DA-A-11515	Proposed plan – roof	A	16.02.24
215 Proposed Elevations			
DA-A-21501	Proposed elevation – north and south	A	16.02.24
DA-A-21502	Proposed elevation – east and west	A	16.02.24
315 Proposed Sections			
DA-A-31501	Proposed section – sheet 1	A	16.02.24
705 Diagrams			
DA-A-70501	GFA – Sheet 1	A	16.02.24
DA-A-70502	GFA – Sheet 2	A	16.02.24
DA-A-70520	Deep soil zone	A	16.02.24
DA-A-70530	Solar analysis - Shadow	A	16.02.24
980 3D Views			
DA-A-98001	Perspective – Sheet 1	A	16.02.24
DA-A-98002	Perspective – Sheet 2	A	16.02.24
DA-A-98003	Perspective – Sheet 3	A	16.02.24