



SITE-SPECIFIC CONTROLS

Part G Section 13

**122-130 Pyrmont Bridge Road and 206
Parramatta Road, Annandale**

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G13.1 Relationship to other plans

The following site-specific controls apply to 122-130 Pymont Bridge Road and 206 Parramatta Road, Annandale.

Unless otherwise stated all development should be designed and constructed in accordance with the controls in this section and the provisions of this plan.

In the event of an inconsistency between this section and the remaining provisions of this DCP, the controls in this section shall prevail in relation to development on the site to the extent of the inconsistency.

G13.2 Application

This section applies to 122-130 Pymont Bridge Road and 206 Parramatta Road, Annandale (herein referred to as the 'site') which comprises the following lots:

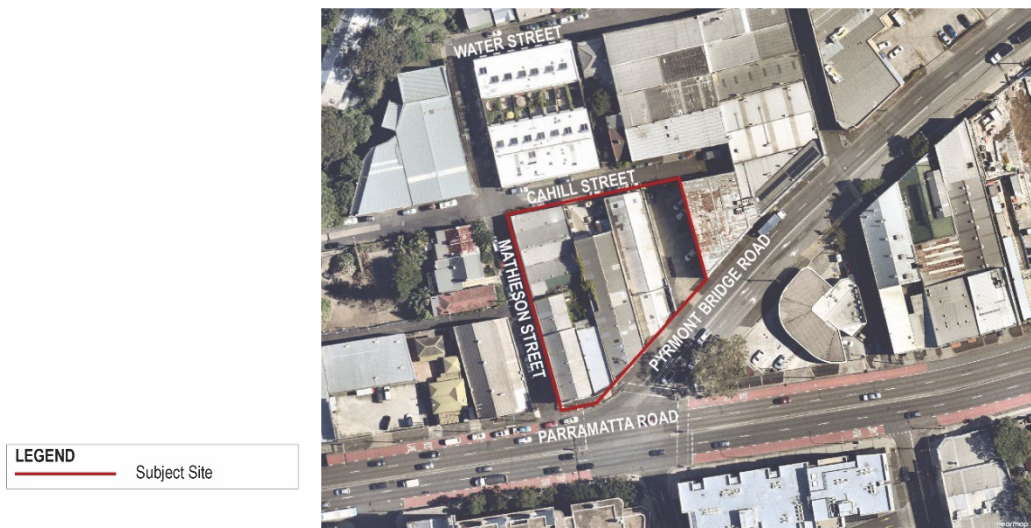
Address	Lot Description
122 - 128 Pymont Bridge Road, Annandale	Lot 3 - 6 and 12 Sec 1 DP 976387
130 Pymont Bridge Road, Annandale	Lot 100 DP 1101482
206 Parramatta Road, Annandale	Lot 1 DP 539271

The site has an area of approximately 2,570 sqm and is located on the northern side of the intersection of Parramatta Road and Pymont Bridge Road.

Map Reference

Refer to Area 12 on the map in *Figure G1 – Site Specific Areas in Part G – Site Specific Areas*.

Figure G63: Subject site



G13.3 Context

Parramatta Road Corridor Urban Transformation Strategy

The site is located within the Camperdown Precinct of the Parramatta Road Corridor as defined by the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) (Figure 2).

The vision for Parramatta Road Corridor is:

A high-quality, multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

Tech Central – (previously known as the Camperdown-Ultimo Collaboration Area)

In addition to PRCUTS, the site is within Tech Central (Figure 2).

Tech Central stretches from Camperdown to Ultimo, and covers Darlington and Eveleigh; most of Haymarket, Ultimo and Camperdown; and parts of Glebe, Forest Lodge, Newtown, Redfern and Surry Hills.

It is envisaged to evolve into a mature innovation eco-system supported by health and education institutions including the Royal Prince Alfred Hospital, University of Sydney, University of Technology Sydney, TAFE NSW and University of Notre Dame.

The Camperdown-Ultimo Collaboration Area Place Strategy 2019 identifies the precinct as an innovation and technology capital and recognises the need for new and affordable employment floor space to support innovation, research, creative industries, and collaborative projects across industry, business, health and education sectors.

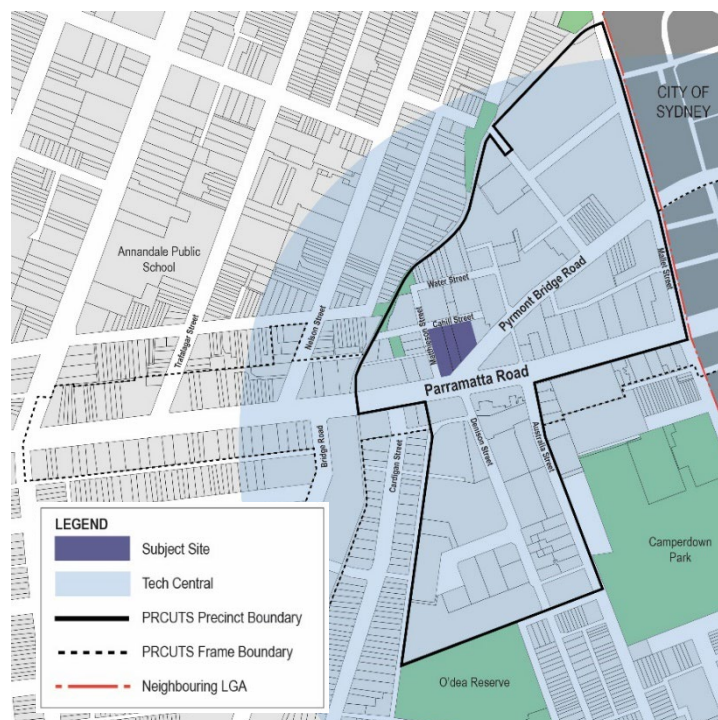


Figure G64: PRCUTS Camperdown Precinct, Tech Central and Site

G13.4 Objectives

1. To support the transition of Camperdown into an innovation and technology precinct with a focus on health, education, technology and research uses.
2. To achieve architectural and urban design excellence.
3. To encourage active transport and support public transport mode share.
4. To positively contribute towards public domain upgrades and new active transport connections.
5. To provide appropriate and safe access arrangements for efficient operations on the site.
6. To maintain adequate solar access and amenity to the development and neighbouring properties.
7. To ensure that the development exhibits a high level of environmental performance.
8. To safeguard the potential redevelopment of surrounding sites in the precinct.

4.1. Desired Future Character

The site is within the Camperdown precinct as identified by PRCUTS and Tech Central. New development on the site is to be consistent with the following desired future character statement.

The future development will:

- Positively contribute to the transition of Camperdown precinct in Tech Central to a high-density health and education precinct through provision of employment uses in the health, education, biomedical and technology sectors.
- Achieve design excellence and provide an attractive built form which responds to the desired future character and topography of the surrounding area through appropriate design, transitions and use of materials.
- Provide a rich landscaped and attractive public domain.
- Achieve high levels of environmental performance.
- Provide active frontages and surveillance to Mathieson Street, Parramatta Road and Pyrmont Bridge Road.
- Facilitate future pedestrian and cycle connections along Mathieson Street and Pyrmont Bridge Road.
- Contribute towards an enhanced public domain along Mathieson Street through land dedication and provision of Shared Zone.
- Integrate with Council's public domain improvement aspirations and projects such as Parramatta Road Urban Amenity Improvement Plan (PRUAIP) along Pyrmont Bridge Road.

4.2. Land use

Objectives

- O1. To facilitate redevelopment of the site supporting uses including health, research, technology, education and creative uses.
- O2. Provide ancillary retail opportunities at the ground floor to enhance and activate the public domain.
- O3. To improve street level activation and surveillance opportunities along key streets and any proposed through-site links.

Controls

- C1. Future development on the site is to include employment uses associated with health, education, creative and technology sectors, including provision for affordable employment floorspace.
- C2. Ground floor uses are to provide street level activation, passive surveillance and opportunities for social interaction around:
 - a. key streets such as Pyrmont Bridge Road, Mathieson Street
 - b. the intersection of Pyrmont Bridge Road with Parramatta Road, and
 - c. any proposed new through-site links.

4.3. Lot amalgamation

Objectives

- O1. To ensure lot amalgamation promotes the orderly redevelopment of the site for intended uses and identified built form

Controls

- C1. New development on the site is to follow the lot amalgamation pattern identified in Figure 3.



Figure G65: Lot amalgamation pattern

4.4. Built form, height and design

Objectives

- O1. To provide an appropriate built form response in terms of bulk, massing, height, separation, setbacks, amenity, articulation and modulation.
- O2. To provide an attractive built form and public domain response that will deliver a gateway building on the corner of Parramatta Road and Pymont Bridge Road - the western gateway into the Camperdown health and education precinct.
- O3. To provide an appropriate height transition 'down the hill' towards Johnstons Creek and Cahill Street.
- O4. To incorporate setbacks which support an active, pedestrian-focused development and provide opportunities for deep soil planting and increased canopy cover.
- O5. To design for circularity and longevity to maximise the potential life span in which an asset, or components of an asset, perform a required function under intended conditions of use and maintenance.
- O6. To design for flexibility and adaptability by balancing the needs of the present with how those needs might change in the future, and design for the ability to change through frequent reconfiguring.

Site Specific Controls

- O7. To ensure storey height:
- at the ground floor allows for a variety of employment uses and lobby/ meeting spaces for social interaction
 - above ground floor to provide flexibility to cater for change over time for employment and innovation uses.
- O8. To reduce the impact from adverse road noise, vibration and air quality on sensitive development.

Controls

Building height

- C1. Development is not to exceed 8 storeys and is to be generally consistent with Figures 4-7 below.
- C2. The street wall height along Cahill Street is to appropriately respond to the topography of the land and low-lying scale of residential areas along Johnstons Creek to the north of the site in Annandale
- C3. Floor to floor heights:
- ground floor: minimum 5m
 - above ground floor: minimum 4m.

Note: Ground level floor to floor height includes slope/topography allowance.

Setbacks

- C4. The following publicly accessible setbacks are to be provided:
- at least 3m setback to Cahill Street
 - at least 6m setback to Mathieson Street as land-dedication to Council
 - at least 1.5m setback to Pymont Bridge Road at ground level and first floor as easement or right-of-way
 - at least 6-15m ranging setback on the corner of Pymont Bridge Road, Parramatta Road and Mathieson Street as easement or right-of-way
 - Where land is required to be dedicated to Council or via easement or right of way access, it is for the purposes of new public plaza or associated public open space.
- C5. Provide increased setbacks along Mathieson Street to create a new publicly accessible plaza for social interaction through easement/ right of way as shown in Figure 4.
- C6. Basement is to be adequately setback to provide landscaping and not protrude into any areas being dedicated to Council.
- C7. Adequate setbacks and building interface are to be provided along the eastern edge of the building so as not to preclude future redevelopment of the adjacent sites.

Building Design

- C8. Future development is to demonstrate:
- high-level of design quality and reflect the importance of this Gateway Site and its key landmark position within the urban design of the Camperdown precinct

Site Specific Controls

- b. principles of circularity by extending the useful life of the structure, preserve the value of its materials, and allow for ease of maintenance, repairs and upgrades
- c. flexibility and adaptability by providing varying floor to floor heights, automated walls, movable furnishings and multifunction floor configurations
- C9. Include architectural features and façade articulation to reduce building bulk, minimise overshadowing and loss of privacy to the neighbouring properties.
- C10. Minimise visual impact through height transition and building modulation particularly along Cahill Street and Mathieson Street.
- C11. Incorporate 'orientation-specific' façade treatment using features such as external sun shading.
- C12. Roof design is to adequately conceal or enclose services, plant and equipment so as not to be visible from public domain or any low point of the surrounding topography.
- C13. Building location, design orientation and internal layouts are to be appropriately designed to minimise any impact of air and noise pollution. Design considerations provided in the NSW Government's *Development near Rail Corridors and Busy Roads – Interim Guidelines* are to be addressed.
- C14. Air Quality Assessment prepared by suitably qualified consultants are to demonstrate that air quality is within acceptable limits and/or impacts can be mitigated.
- C15. Variation to built form controls may be considered where the proposed development demonstrates achievement of the 4.1 Desired Future Character, 4.4 Built form, height and design Objectives of this DCP and delivers better outcomes.

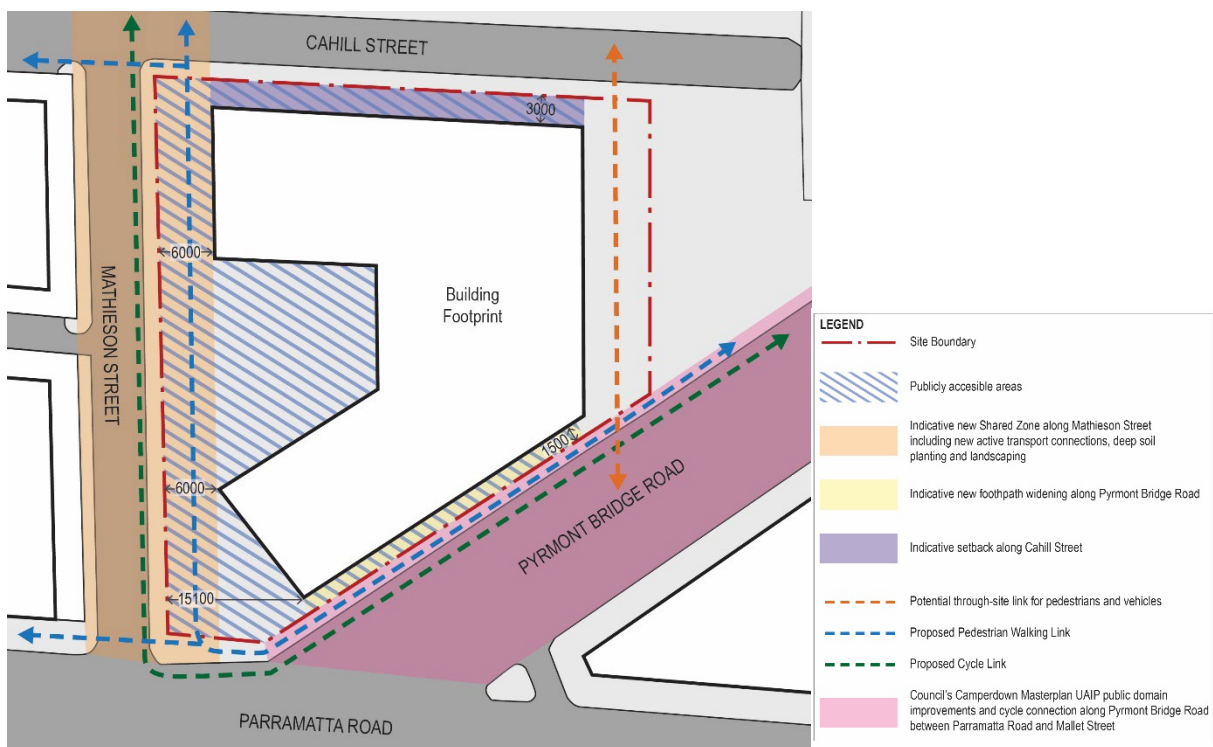


Figure G66: Indicative ground floor site plan layout and public domain improvements

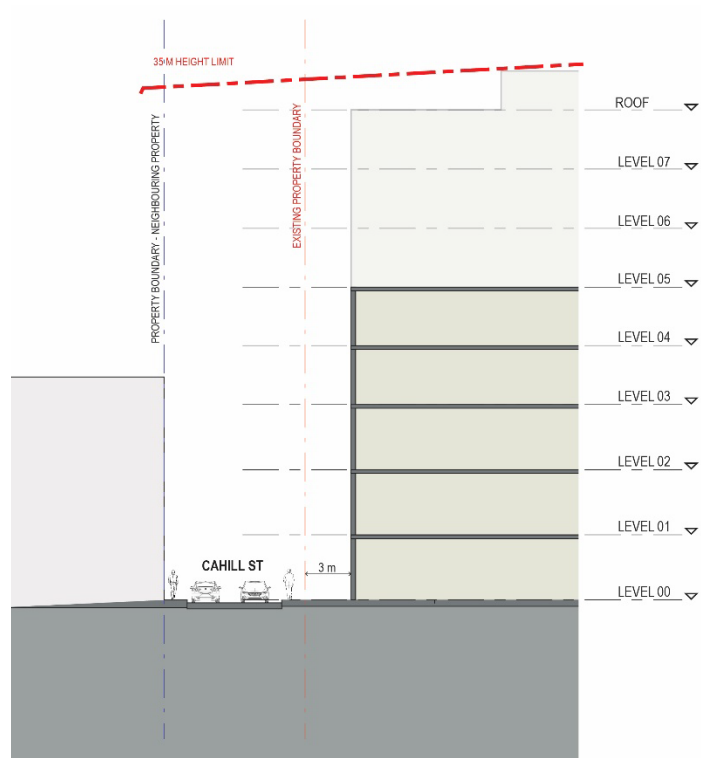


Figure G67: Indicative built form setback along Cahill Street

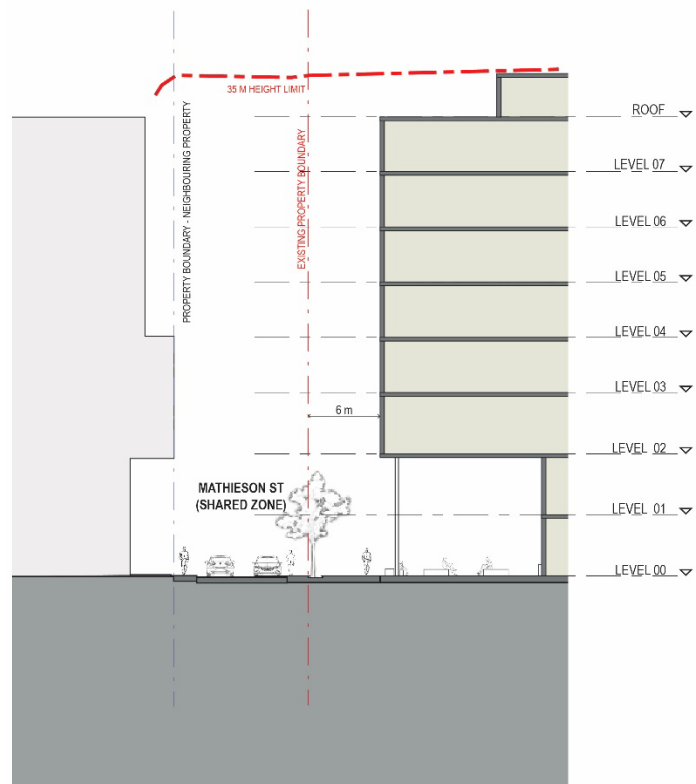


Figure G68: Indicative built form setback along Mathieson Street

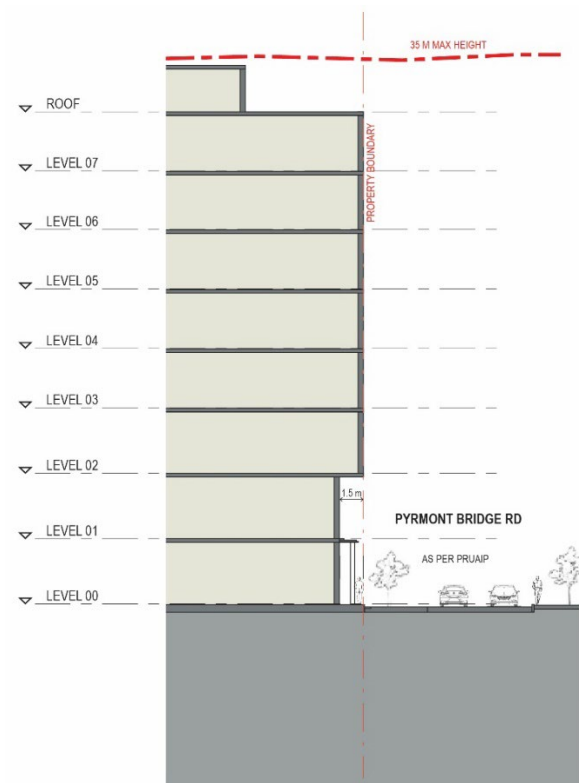


Figure G69: Indicative built form setback along Pyrmont Bridge Road

4.5. Public domain

Objectives

- O1. Future development is to express acknowledgement of the Gadigal people as the Traditional Owners and custodians of the area through the design of built form and public domain.
- O2. To contribute towards enhanced public domain outcomes for the future development on the site and the precinct.
- O3. To contribute to the public domain improvements for the precinct along Mathieson Street as well as integrate with Council's PRUAIP along Pyrmont Bridge Road
- O4. To provide safe walking and cycling connections.
- O5. To reduce street clutter and provide opportunity for viable street trees.
- O6. To minimise the impact of vehicular access and servicing on the public domain interface of the development.
- O7. To safeguard servicing and access requirements for future developments in the precinct.
- O8. Achieve comfortable street environments for pedestrians with high levels of daylight, appropriate scale, sense of enclosure and wind mitigation.

Controls

- C1. Express acknowledgement of the Aboriginal and Torres Strait Islander community in the area by showcasing "Connecting with Country" approaches in line with the framework published by the

Site Specific Controls

Government Architect NSW through design of built form, landscaping, public art and public domain, drawing on knowledge of Country held by local Aboriginal knowledge holders.

- C2. Contribute towards substantial enhancements of public domain along Mathieson Street for future users of the development and precinct by:
- a. providing 6m setback as land dedication to Council
 - b. in addition to a. above, providing a publicly accessible plaza of at least 600m² at the Mathieson Street entrance as shown in Figure 4. This plaza can be a combination of areas open to the sky and undercroft areas for weather protection
 - c. delivering a Shared Zone between Parramatta Road and Cahill Street
 - d. providing appropriate landscaping, seating, public art and public domain treatment.

Note: Refer to Transport for NSW Guidelines regarding *Shared Zone is defined as a road or network of roads where the road space is shared safely by vehicles and pedestrians. The maximum speed limit is always 10 km/h.*

- C3. Provide widened footpaths, new tree planting and landscaping to Pyrmont Bridge Road, Cahill Street and Mathieson Street at no cost to Council.
- C4. Building interface to Pyrmont Bridge Road on the ground floor is to appropriately integrate Council's future aspirations of the PRUAIP including footpath widening and cycling connections.
- C5. Improve access at the intersection of Parramatta Road and Pyrmont Bridge through provision of pedestrian ramps to make it usable for all.
- C6. Integrate pedestrian entries into the streetscape design along Pyrmont Bridge Road and Mathieson Street as shown in Figure 8. These pedestrian entries are to be at the same level as the street to maximise accessibility for all users.
- C7. Public domain works adjacent to the site including the new Shared Zone are to be designed in accordance with the Council's requirements or applicable Public Domain Design Guide and Transport for NSW Technical Direction.
- C8. Provide awnings along Pyrmont Bridge Road frontage for weather protection.
- C9. Design and plan the building to accommodate future conversion of adjacent streets into shared or pedestrian zones and associated stormwater works.
- C10. Stormwater drainage system to be designed to Council's satisfaction and when installed must cater for the full length of the new Shared Zone without impacting adjacent properties.
- C11. Incorporate high quality public art in publicly accessible locations to contribute to the identity and amenity of the place.
- C12. Relocate existing overhead cables underground, and where possible, co-locate with other underground services.
- C13. Street lighting shall be designed in accordance with Australian Standard AS1158-Road Lighting and the Network Standards of Ausgrid.
- C14. Explore the use of smart poles to reduce footpath clutter.

Site Specific Controls

C15. Mechanical plant and essential services equipment are:

- a. contained wholly within the property and located:
- b. off the primary street frontage, and
- c. behind the building line and screened from view, and
- d. integrated with the building and landscape design.

C16. Quantitative wind effects report is to demonstrate that that the development creates a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing related to the use of surrounding public place.

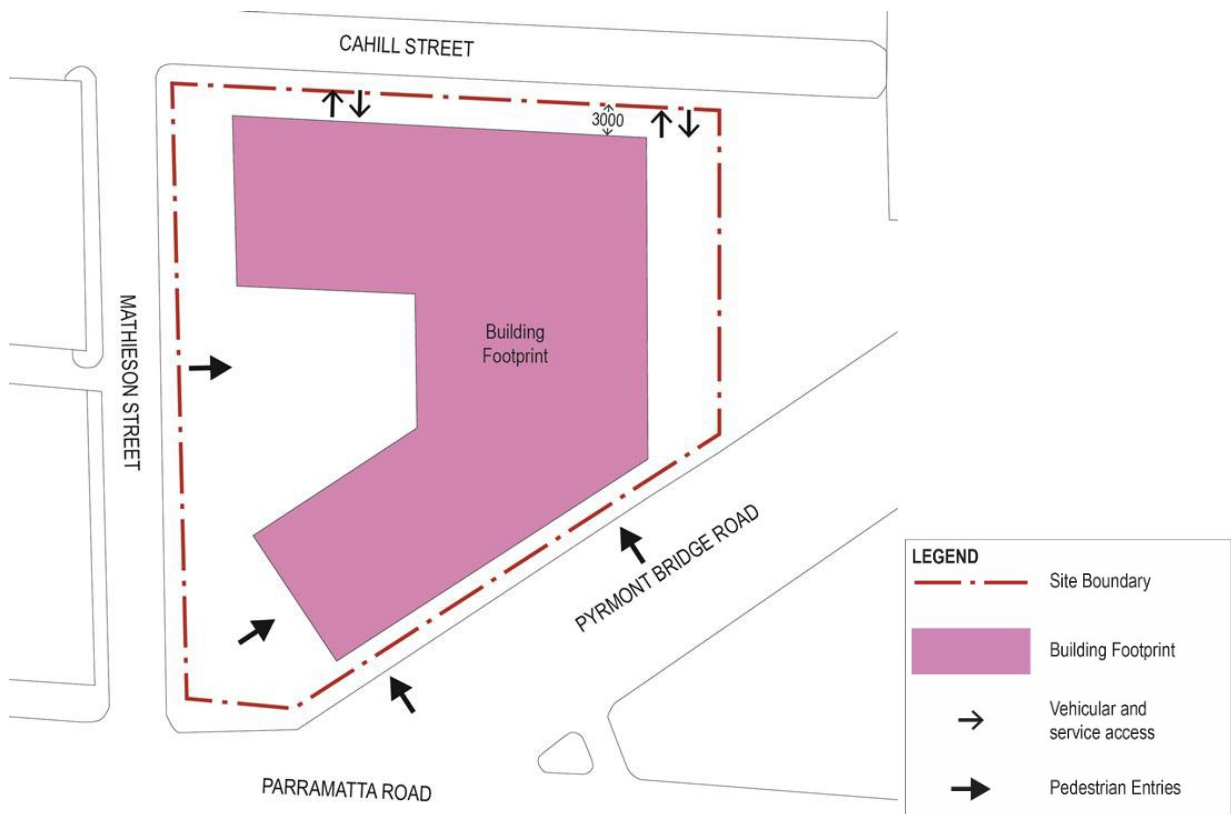


Figure G70: Access points

4.6. Deep soil and landscaping

Objectives

- O1. To integrate high quality landscaping into the development by maximising provision of tree canopy cover and deep soil provision on the site.
- O2. To provide landscaping deep soil zones on Mathieson Street that supports the growth of substantial trees as well as a diverse range of planting, including native species.

Controls

Site Specific Controls

- C1. A minimum of 10% of the site area is to be provided for deep soil planting generally within the area shown in Figure 9.
- C2. At least 15% of the site must be covered by tree canopy when trees reach maturity.
- C3. A landscape plan prepared by a suitably qualified Landscape Architect is to be submitted with the development application showing the:
 - a. total area and deep soil area of the proposed for the ground level public domain and shared zone area
 - b. levels adjacent to the public domain
 - c. planting schedule with numbers and species of plants (botanical and common name), and
 - d. number and name (botanical and common name) of mature trees on site by type, and detail of paving, seating, walling, fencing and other details of external areas of the site, including the plaza.
- C4. Incorporate advanced containerised trees (greater than 200 litre) capable of achieving a generous canopy that will:
 - a. achieve 50% of their potential at maturity within 10 years
 - b. achieve a minimum height of 10m at maturity.



Figure G71: Deep soil landscaped area

4.7. Parking and access

Objectives

- O1. To ensure development reduces private motor vehicle use, minimises traffic impacts and encourages sustainable transport.
- O2. To ensure safe and efficient access to and from the site for all users.
- O3. To minimise car parking and encourage sustainable modes of transport including public transport, active transport and car sharing.
- O4. To ensure that the proposed development does not result in significant traffic impact on local streets.
- O5. To ensure that new development provides facilities for electric vehicles and future proof to support increased take-up of electric vehicles.
- O6. To ensure vehicle parking, servicing, and loading areas are designed to:
 - a. reduce their visual impact on the public domain
 - b. minimise space consumed and construction costs
 - c. support all vehicle types anticipated by development including service vehicles and loading areas.
- O7. To allow safe and efficient vehicle drop-off and collection for all users.
- O8. To ensure bike riders have sufficient accessible and secure parking
- O9. To provide on-site workers facilities for employment generating uses that encourage active transport commuting, healthy workplaces and cater for worker needs.

Controls

- C1. Travel plans are to include the following:
 - a. baseline travel demand and mode share estimates from established similar developments
 - b. targets for reduced private motor vehicle trips and an increased mode share for sustainable transport
 - c. actions to be implemented to achieve the mode shift targets, with a written commitment from the property owner and/or business operator to implement them
 - d. a process for monitoring and review of actions and targets
 - e. a guide for employees and visitors associated with the development to assist with the mode shift
 - f. public transport subsidies for workers for commuter and for-work trips and parking charges for workers who commute by car and/or payments to employees who don't
 - g. on-site carshare schemes and memberships, and priority parking for multiple occupancy vehicles, e.g. employees who car pool
 - h. subsidised bicycle purchase and quality bicycle parking and associated end-of-trip facilities

Site Specific Controls

- i. provision of peak period shuttle buses, relocation allowances and flexible working hours
- C2. Vehicular access is to:
- a. be provided from rear accessway such as Cahill Street
 - b. consolidate vehicle access to reduce the number of crossovers
 - c. be via minimum-width driveways to reduce vehicle speeds.
- C3. New underpasses are not encouraged unless they provide a direct connection from adjacent streets and substantially improve safety and access. Any new underpass/ through-site link must be made publicly accessible 24 X 7 for pedestrians, provide passive surveillance and directly link with public footpaths.
- C4. Any driveway off Pymont Bridge Road must allow for provision of a left-in left-out movement.
- C5. On-site ground level exposed car parking is not permitted, and parking areas:
- a. are concentrated below ground in a basement
 - b. are not open structures that are visible from the public domain
 - c. do not protrude:
 - i. above ground level at any point along street frontages
 - ii. into setbacks areas that are identified as landscape areas
 - d. are designed to facilitate break out walls
 - e. do not impede the provision of viable vegetation
 - f. are designed to accommodate all vehicles anticipated by the development including the need for any on-site services and deliveries.
 - g. provide sufficient manoeuvring space to allow vehicles to enter and exit the site in a forward direction
 - h. provide sufficient levels of parking for private vehicles, car share vehicles and bicycle parking as per the tables below.

Table 1: Maximum car parking rates

Land Use	Maximum car parking spaces per Gross Floor Area (GFA)
Commercial/office	1 space per 100m ² GFA
Retail/shop	1 space per 50m ² GFA
Restaurant	1 space per 50m ² GFA
Industrial	1 space per 150m ² GFA
Hospital	Site-specific merit assessment
Health/Medical Centre	2 spaces per consulting room

- C6. Any development application for the site is to be supported by a detailed parking demand assessment and Parking Management Plan. Parking rates for a hospital facility are to be determined based on the parking demand assessment report. The Plan is to be consistent with this DCP's objectives to minimise parking space and traffic generation.

Site Specific Controls

- C7. Development on the site is to include car share vehicle(s) that:
- are located either on-site or on the street at the discretion of council
 - do not result in the maximum car parking rates being exceeded
 - are publicly available and readily accessible at all times.
- C8. Where shared use of car parking spaces is included, the amount to be provided will be determined on a case-by-case basis dependant on anticipated tenancies/uses.
- C9. Provide electric vehicle (EV) ready to use (including cabling, power outlet or charging head) car parking spaces – Level 3 or faster at a rate of 10% for all spaces – dedicated and visitor.
- C10. Design electric infrastructure services (distributions boards, conduits and cables) to ensure:
- sufficient energy and capacity, preferably from renewable sources
 - reticulated fixed charging facilities cater for a minimum of 50% of all parking spaces
 - any future EV charger does not require a cable of more than 50m from the parking space to the EV-ready connection.
- C11. Pedestrian access/entries to the development are to be provided from Pymont Bridge Road and Mathieson Street.
- C12. Vehicular access within the site and within the public domain is to provide safe and direct access prioritising walking and cycling including a continuous surface and materiality.
- C13. On-Site loading is to be provided to accommodate an 8.8m long medium rigid vehicle with on-grade access from Cahill Street.
- C14. Any development application for the site is to be supported by a Green Travel Plan to promote and maximise the use of more sustainable modes of travel. The basic elements of a Green Travel Plan are:
- an assessment of the existing traffic and transport situation
 - a prediction of the traffic/transport impacts associated with the development
 - mode shift targets to create a shift away from private vehicle use toward walking, cycling and use of public transport
 - a set of actions to create the desired mode shift.
- C15. Proposed Shared Zone such as along Mathieson Street is to comply with the TfNSW Technical Direction.
- C16. Any development application is to be supported by a traffic report prepared by a suitably qualified person, addressing the following factors:
- the prevailing traffic conditions
 - the likely impact of the proposed development on existing traffic flows and the surrounding street network as well as future growth in the overall precinct
 - pedestrian and traffic safety
 - an assessment of the impacts from any proposed on-site parking
 - detailed design of the driveways
 - pick-up and drop off locations including for ambulance and emergency vehicles, if required
 - swept path analysis for Medium Rigid Vehicles.

C17. Bicycle parking:

- a. complies with the minimum requirements detailed in Table 2
- b. is in accessible and visible locations for residents, workers and visitors
- c. is secure, generally through provision of bike cages for workers or bike stands for visitors
- d. is provided with ready-to-use electric charging points at a minimum rate of:
 - i. for non-residential development - one per four bicycle spaces
 - ii. where there are multiple parking areas, facilities are distributed equally across all locations.

Table 2: Minimum bicycle parking

Land Use	Worker	Visitor
Commercial/ office	1 space per 150m ² GFA	1 space per 400m ² GFA
Retail	1 space per 250m ² GFA	2 spaces + 1 per 100m ² GFA
Industrial	1 per 10 staff	1 space per 500m ² GFA
Hospital	1 per 10 staff	1 per 30 beds
Health/ Medical centre	1 per 10 staff	1 per 5 staff for visitors

C18. Motorcycle parking:

- a. to be provided at 1 space per 1,500m² of floor area, with a minimum of one space where on-site parking is provided.

C19. On-site workers facilities:

- a. comply with the minimum requirements detailed in Table 3
- b. are provided in secure locations
- c. where more than one shower/change cubicle is required, separate and equal numbers of male and female facilities are provided
- d. are integrated into the development and easily visible and accessible.

Table 3: Minimum worker facilities for all employment generating uses

Anticipated number of workers	Personal Lockers	Showers and change cubicles
0-49	1 per 2 workers	1 unisex
50 – 99	1 per 3 workers	2
100-199	1 per 4 workers	4

Anticipated number of workers	Personal Lockers	Showers and change cubicles
200+	1 per 5 workers	+ 1 per 200 workers

4.8. Ecologically Sustainable Development

Objectives

- O1. To ensure that the new development exhibits a high level of environmental performance consistent with the aspirations of Tech Central.
- O2. To reduce the cause and impacts of urban island heat effects.
- O3. To increase urban green cover on the site through tree planting, mass planted garden beds, Water Sensitive Urban Design, green roof and walls.

Controls

- C1. The development is to achieve a minimum 5-Star Green Star Buildings certified rating.
- C2. The development is to:
 - a. include passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation
 - b. incorporate optimised rooftop solar photovoltaic systems. Where possible, solar panels should be co-located with green roofs to increase the operational efficiency of the solar panels
 - c. achieve full electrification of utilities for all non-critical services including cooking (other than cooktops in commercial kitchens), heating and hot water (heat pumps)
 - d. incorporate piping for use of recycled water in the irrigation and the like.
- C3. Provide rainwater capture infrastructure for re-use on site.
- C4. The development application must be supported by a Building Environmental Performance Report prepared by a suitably qualified environmental consultant.
- C5. Incorporate green roof, green walls and cool roof into the design as per the Inner West Council Green Walls, Roofs and Facades Technical Guidelines 2020.

Water Sensitive Urban Design (WSUD)

- C6. Incorporate an integrated approach to water cycle management and address water conservation, efficiency, stormwater management, drainage, and flooding through a coordinated process.
- C7. The site must be planned to minimise paved areas and maximise stormwater infiltration. All public access paving must be permeable except where accessibility requirements restrict it.
- C8. Design the site to maximise infiltration of stormwater, water, and drainage of residual flows into permeable surfaces, tree pits and treatment areas.
- C9. Where filtration and bio-retention devices are proposed, they are to be designed to capture and provide temporary storage for stormwater.

- C10. A suitably qualified engineer with experience in stormwater, drainage and WSUD is to assess the site requirements for the proposed development, and prepare the required stormwater, drainage and WSUD plans in accordance with the provisions of this DCP and best practice sustainable water management techniques.

4.9. Waste management

Objectives

- O1. To ensure that adequate on-site provision is made for the temporary storage and disposal of waste and recyclable materials.
- O2. To ensure that opportunities to maximise source separation and recovery of recyclable materials are integrated into the development.
- O3. To minimise risk to health and safety associated with handling and disposal of waste and recycled material and the potential for adverse environmental impacts associated with waste management.

Controls

- C1. Waste and recycling storage areas are to be located, designed and constructed to ensure integration with the Cahill Street streetscape.
- C2. Waste and recycling facilities must be managed in acoustically treated areas to minimise the noise of collection.
- C3. A completed Site Waste Minimisation and Waste Management Plan (SWMMP) addressing ongoing waste and resource recovery is to be submitted with any development application. The SWMMP is to include details of the following:
- types and estimated quantities of the predicted waste streams
 - size and location of recycling and waste storage areas, including bulky waste – routes of access and transfer from source to storage areas for all users
 - routes of transfer from storage areas to collection point
 - access route for waste and recycling collection vehicle
 - ongoing management, including responsibility for cleaning and transfer of bins between storage areas and collection points, sha and maintenance of relevant signage, and ongoing education of all tenants.

4.10. Building materials and finishes

Objectives

- O1. To ensure that buildings have a high-quality appearance and use materials that are high-quality, sustainable, low-maintenance, durable and robust.
- O2. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing development is required to facilitate new development.
- O3. To incorporate lighting that contributes to the quality and safety of the night-time urban environment, is sustainable and easy to maintain.

Controls

- C1. Building materials, fittings, and finishes:
- a. are durable, of high-quality and textured, to complement materials used in nearby buildings
 - b. on facades have a light reflectivity of 20% or less
 - c. does not create nuisance or hazard from glare, noise and odour for pedestrians, motorists, or occupants of nearby buildings
 - d. are sustainable with low embodied carbon such as:
 - i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)
 - ii. high recycled content in steel
 - iii. timber framing instead of steel framing
 - iv. cross laminate timber
 - v. be made from or incorporate recycled materials, where possible.
- C2. The Deconstruction Plan demonstrates that the majority of demolished building material, excluding hazardous materials, is integrated into the design and construction of new development by re-using on site or appropriate recycling.

External lighting

- C3. Where incorporating external lighting, it:
- a. is to be integrated into the building design and highlight distinctive architectural features
 - b. is to be energy efficient, high quality, durable and low maintenance
 - c. does not cause nuisance or hazard to occupants of the building or nearby buildings
 - d. minimises light spill into the night sky
 - e. supports street lighting to enhance safety and security
 - f. negates adverse noise and odour emissions from activities, plant, or equipment.