

Attachment 1 – Concept Approval Consent

Schedule 2 - Parts A & B – Terms of Approval & Modifications

Schedule 3 – Part C – Future Environmental Assessment Requirements

Schedule 4 – Statement of Commitments

Consistency with Concept Approval

Schedule 2	Part A -Terms of Approval								
A1. Development Description (as modified in Mod 1).	<p>The development description was modified as per approval for MP10_112 (Mod1) which is described as below</p> <ul style="list-style-type: none"> (a) Use of the site for residential, retail, commercial and public open space. (b) Indicative building envelopes for 7 separate buildings with a maximum height of RL 138.45 144.650 (c) A maximum GFA of 47,650m² 51,139m² (d) A minimum of 1,210m² of non-residential GFA. (e) Residential apartments. (f) Basement level and at grade car parking. (g) Open space and landscaped areas. (h) Internal and public roads. 								
A2. Development in Accordance with Plans and Documentation	The DA is generally consistent with the drawings, Environmental Assessment, and the Statement of Commitments approved with the most recent section 75W Application (Mod 6).								
A4. Inconsistencies between Documentation	Noted.								
A5. Building envelopes	The DA is consistent with the building envelopes approved with the most recent section 75W Application (Mod 6).								
A6. Floor Area (FSR) and Gross Floor Area (As modified by Mod 1)	The maximum FSR is 2.28:1 and maximum GFA of 51,139m ² (Mod 1). Stage 2 will have 24,720m ² of the approved 51,139m ² . The development complies with the requirement.								
A7. Lapsing of Approval	The Concept Plan approval has not lapsed.								
<p>A8 Heights of Buildings. The project shall have a maximum building height (plus plant level) as outlined in the following table: (As modified by Mod 1).</p> <table border="1"> <tr> <th>Building</th><th>Storey/RL</th></tr> <tr> <td>Adelaide</td><td>5-8storeys/RL99.55</td></tr> <tr> <td>Darwin</td><td>8 storeys/RL100.2</td></tr> <tr> <td>Brisbane</td><td>13 storeys/RL116.2</td></tr> </table>	Building	Storey/RL	Adelaide	5-8storeys/RL99.55	Darwin	8 storeys/RL100.2	Brisbane	13 storeys/RL116.2	Complies.
Building	Storey/RL								
Adelaide	5-8storeys/RL99.55								
Darwin	8 storeys/RL100.2								
Brisbane	13 storeys/RL116.2								

Perth	8-10 storeys/RL105.95 (8storeys on the north-west portion).	
Hobart	8 Storeys/RL101.6	
Melb	12 storeys/117.7	
Sydney	22 Storeys/RL144.6	
Height	RL99.55-144.65	

Part B - Modifications

B1 Height:

- c) The maximum height for Building D (Melbourne) shall be reduced from RL 126.8 to RL117.5. Future buildings shall be a maximum of 12 storeys (plus plant level).
- d) The northern wing of the envelope of Building M(Hobart) (which has a proposed maximum height of RL 89.2) is to be deleted in its entirety and the open space area is to be extended across the area left by the deletion

The height of the Melbourne building is under RL 117.5. The building is 12 storeys plus plant level.

The northern wing of the Hobart building has been deleted and as part of Stage 1 development this area has been use as open space with an inground swimming pool.

B2 Building Separation

- a).The envelopes for Buildings L (Sydney) and D (Melbourne) shall be separated by a minimum of 24m in accordance with separation requirements contained in the Residential Design Flat Code.

The separation between the two buildings complies with the 24m requirement – having a separation of 24m and 25.3m.

Note: Part Modifications B3 Design and B4 Open Space relate to Stage 1.

Stage 1 requirements.

Schedule 3 - Future environmental assessment requirements

Matter	Comment
C1. Built Form	The building design incorporates a high level of modulation/articulation and a range of high quality materials and finishes.
C2. Residential Amenity a) Development to achieve design excellence in	The Design Excellence Guidelines provides the opportunity and guidelines for landowners to <i>hold an architectural design competition for the design of a</i>

<p>accordance with the Design Excellence Guidelines.</p> <p>b) Consistent with sustainable design principles.</p> <p>c) Compliant with SEPP 65</p> <p>d) Key Design principles for NSW Premiers Council for Active Living, Development and Active Living.</p>	<p><i>building or larger site containing more than one building. This process may lead to a design based on bonus in building height and/or floor space.</i></p> <p>Stage 2 has not gone through the process of a design competition for the three buildings however the proponent has advised that the proposal has undergone a design review process which include:</p> <ul style="list-style-type: none"> • Peer review by Ken Woolley AM BArch Hon DScArch Sydney • Peer review by Geoff Baker (Principal Urban Designer HBO +EMTB) and • Reviewed by Council's Urban Design Review Panel (October 2013 and October 2014). Amendments were made to the plans as recommended by the UDRP. • Designed by the same architects as Stage 1 Project Application and • Consistent with the built form parameters set by the Concept Approval. <p>The proposal has submitted an Environmentally Sustainable Development Assessment Report which <i>"expect the development to achieve 36% reduction in energy and 42% reduction in water consumption. Heating and cooling requirements exceed the benchmarks resulting in high performance of the building envelopes."</i> The development is targeting a 4 star Greens star rating and the material and products specified will enable the project to meet and exceed BASIX requirements.</p> <p>SEPP 65 + RFDC compliance is addressed in Attachment 2.</p> <p>NSW Premiers Council for Active Living, Development and Active Living aims to encourage people to be more active every day. It promotes greater involvement in active living with policies and strategies to embrace active living by better design which encourage, inter alia,</p> <ul style="list-style-type: none"> • <i>Encourage a mix of housing, employment, services and public facilities in accessible centres, to provide opportunities for social interaction and activity at different times of the day and night. Provide infrastructure to support exercise, be it sports, walking or cycling.</i> • <i>Locate key land uses within safe and convenient</i>
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	<p>walking distance of each other to encourage linked trips (e.g. shops, childcare centres, bus/rail interchanges).</p> <ul style="list-style-type: none"> Align centres within corridors to support high frequency public transport services and further boost the effectiveness of centres. <p>The site is located within walking distance to major infrastructure such as shopping centre, university and public transport facilities. Active Living is promoted as there will be access to public open space. A swimming pool (Stage 1) and central parks are provided. Stage 2 will have a village green with a playground and courtyard plaza.</p>
<p>C3. Privacy (as Mod 1). Future development applications shall demonstrate what design treatment will be used to provide an adequate level of privacy (visual and acoustic) to:</p> <ol style="list-style-type: none"> Apartments within Building D (Melbourne) and All ground floor apartment and adjoining areas of open space, subject to the central park requirements in Schedule 2 Condition B4. 	<p>An acoustic report has been provided – the report concludes that <i>“treatments have been provided to ensure internal noise levels from surrounding noise sources comply with the requirements of the NSW State Environmental Planning Policy.”</i></p> <p>Privacy is provided for within the Melbourne Building. There is a 25m and 30m separation between the Melbourne and Sydney Buildings. There is a 14.3m separation between Hobart and Melbourne Buildings with Hobart Building having side balconies and window screenings to prevent overlooking to the Melbourne Building. There are no ground floor apartments within the three Stage 2 buildings.</p>
<p>C4. Future development applications shall demonstrate how they incorporate ESD principles in the design, construction and ongoing operational phases of the development, including the selection of fabric and materials, water conservation and management initiatives, and energy efficiency and renewable energy initiatives.</p>	<p>A Stage 2 ESD Assessment report has been submitted. It concludes that <i>the material and products specified will enable the project to meet and exceed BASIX requirements. The development is aiming to achieve a 4 star Green Star rating.</i></p>
<p>C5. Car Parking (As modified by MP10_112 Mod 3 & Mod 5). (a)for residential apartments –</p>	<p>The whole development provides for 605 car parking spaces for 640 apartments (340 for Stage 1 and 265 for Stage 2), in accordance with the approved Mod 5.</p>

<p>having a combined GFA of up to 46,420m², on site car parking must be provided at rates compliant with the Roads and Maritime Services(formerly Roads and Traffic Authority) Guide to Traffic Generating Development's requirements, which are as follows:</p> <p>(a) 0.6 spaces per 1 bed apt;</p> <p>(b) 0.9 spaces per 2 bed apt</p> <p>(c) 1.4 spaces per 3 bed apt</p> <p>(d) 1 space per 5 apt for visitors and</p> <p>(b) For any residential apartments that cause the combined GFA of residential apartment on site to exceed 46,420m² there must be no provision for parking spaces other than visitor parking at the rate of 1 space per 5 apartments.</p> <p>(c) For commercial on-site car parking must be provided at 1 space per 46m² 100m² of commercial GFA.</p>	<p>Part (b) was imposed as part of Mod 5 as the Planning Assessment Commission supported the increase in height and floor space (as proposed by Mod 1) but did not support additional parking beyond the originally approved floor area (46,420m²).</p> <p>The traffic report for Mod 5 states that <i>given no car parking spaces are permitted for the residential GFA over 46,420m², a factor of 81% has been applied to determine the parking requirements for the residents. This is the ratio of the Stage 2 GFA to which the approved parking rates apply (20,002m², which is 46,420m² minus the Stage 1 GFA of 26,418m²) to the proposed Stage 2 GFA for the residential component of the development (24,721m²).</i></p> <p>Council's Development Engineer has reviewed the Traffic Report prepared by TRAFFIX as part of the Project Approval Modification 5 and has advised: "<i>Stage 2 parking allocation is rationed on the portion of floor area under the maximum cap, presented as 81%. Considering the net parking capacity does not exceed the maximum permitted under the concept approval, the approach does not warrant further concern</i>". The proposal is consistent with the number of parking spaces shown on MP10_0112 Mod 5 approval plan. Condition 25 has been imposed allocating a maximum 265 parking spaces to be provided for the Stage 2 buildings with 193 spaces for residents, 60 for visitors and 12 for commercial/retail.</p>
<p>C6. Servicing Future development applications shall demonstrate that all servicing, including waste collection, removalist vehicles and all loading/unloading operations can occur within the site.</p>	<p>All servicing, including waste collection, removalist vehicles and all loading/unloading operations can occur within the site (as approved in Stage 1).Council's Environmental Health Officer and Public Works – Waste Officer has review the proposal and have raised no objections.</p>
<p>C7. Ground Level Areas (As modified MP10_112 Mod 1) Future development applications shall demonstrate how they satisfy the</p>	<p>Wind Effects Statement submitted which has concluded:</p> <ul style="list-style-type: none"> • <i>The proposed development would not generate wind conditions in excess of the criterion for safety.</i>

<p>recommendations contained in the Wind Effects Statement prepared by Vipac Engineers and Scientists Ltd (dated 18 January 2013) to reduce wind effects generated by the development.</p>	<ul style="list-style-type: none"> • <i>The wind conditions on ground level footpath areas would be within the criterion of acceptability for walking.</i> • <i>The wind conditions at building entrances would be within the criterion of acceptability for standing.</i> • <i>With the recommended wind control measures, the outdoor seating areas would be within the criterion of acceptability for sitting.</i> <p>Condition 36 has been imposed requiring compliance with the recommendation contained in the Wind Effect Assessment Report.</p>
<p>C8. Car Share Scheme As modified by MP10_112 (Mod 1) Future development applications shall demonstrate that a car share scheme can be accommodated on site and the actions that have been taken to instigate such a scheme. Parking or storage of any vehicles associated with any such scheme shall not be on the roads to be dedicated to Council.</p>	<p>Condition B22 of (MP10_0113 Project Approval for Stage 1) was imposed for details of the car share arrangement to be submitted to the certifier prior to the issue of a construction certificate for the below ground car park, with 3 car share spaces identified on title and provided for the Stage 1 development. Condition F9 of the Project Approval also required that a car share scheme be implemented and operational prior to the occupation of any building on the site. Mod 6 of MP10_0113) approved the alteration of the timing of the car share scheme with a new condition in MP10_0113 G8 for the car scheme to be implemented within 12 months of occupation of the final building in Stage 1. Accordingly the car share scheme is provided in Stage 1 of the development. No roads are to be dedicated to Council.</p> <p>In Stage 2 no car share spaces are proposed. The proponent has advised that car share providers are not willing to commit to operating within the development until there is a demand. However given that the whole development will have 640 apartments and the site has reduced car parking the demand is more likely to increase, it is considered appropriate to condition three more car share spaces to be provided on site.</p> <p>Condition 26 has been imposed requiring this.</p>
<p>C9. Travel Access Guide (TAG)/ Green Travel Plan Future development applications shall provide details of a Travel Access Guide (TAG)/Green Travel Plan, to encourage public and active transport use, for future</p>	<p>The applicant has stated that a detailed Travel Access Guide will be prepared in response to a suitable condition of consent. Condition 102 has been imposed requiring this.</p>

occupants and visitors.	
<p>C10. Section 94 Contribution. Future development applications shall be required to pay developer contributions to Council towards the provision or improvement of public amenities and services. The amount of the contribution and timing of payment shall be determined by Council in accordance with the requirements of the Contributions Plan current at the time of approval</p>	<p>Condition 23 has been imposed for the Stage 2 Section 94 contributions.</p>
<p>C11. Affordable Housing As modified by MP10_112 Mod 6.</p> <p>(a) Future development applications shall demonstrate that a minimum of four affordable housing units and 2 parking spaces are to be dedicated to Council, being a minimum of one affordable unit as part of Stage 1 and a minimum of three affordable units and 2 parking spaces as part of Stage 2.</p> <p>The units shall:</p> <ul style="list-style-type: none"> ▪ Consist of 2 one bedroom units and 2 two bedroom units; ▪ Comply with SEPP 65 solar access, natural cross ventilation and privacy requirements and the minimum unit size of the Residential Flat Design Code; ▪ Be identified prior to the issue of any Construction Certificate of Stage 1 of the development; and 	<p>Mod 6 modified the Condition to provide the four affordable housing units, being 1 unit at Stage 1 and 3 units and 2 parking spaces at Stage 2. The applicant has stated that the proposed affordable housing and parking is as follows:</p> <p>Stage 1: DA G09 – 1 bedroom Stage 2: SYD 101 – 2 bed plus car park SYD 510 - 2 bed plus car park SYD 105 – 1 bed</p> <p>Condition 103 has been imposed requiring the affordable units and car spaces associated with the Stage 2 units to be dedicated to Council prior to the occupation certificate for any of the Sydney and Darwin Buildings.</p>

<ul style="list-style-type: none"> ▪ Be dedicated to Council prior to the issue of the relevant occupation certificate for any building or as otherwise agreed by Council. 	
<p>C12. Noise and Vibration</p> <p>Future development applications shall demonstrate how they comply with the recommendations of the Noise Impact Assessment prepared by Acoustic Logic (14 January 2011) and the requirements of Clause 102 of State Environmental Planning Policy (Infrastructure) 2007.</p>	<p>A Noise Impact Assessment has been submitted. The report concluded that <i>“treatments have been provided to ensure internal noise levels from surrounding noise sources (namely Epping Road) comply with the requirements of the NSW SEPP.”</i> Condition 33 has been imposed requiring compliance with the Noise Impact Report and with the Interim Guideline for Development near Rail Corridor and Busy Road.</p>
<p>C13. Stormwater</p> <p>Future development applications shall provide for the treatment of stormwater prior to discharge to surface water and/or groundwater sources.</p>	<p>Council's Development Engineer has advised the Stage 1 Project Approval is noted to contain the bulk of the developments stormwater management system incorporating the central OSD unit and such. As the design of these components and formalisation of the easement has been addressed in Stage 1 project approval, these elements do not warrant further review under this proposal.</p>
<p>C14. Groundwater</p> <p>Future development applications shall provide an assessment of ground water, including the need for licences in relation to taking or interfering with groundwater and dewatering.</p>	<p>This has been assessed as part of Stage 1 with the excavation for the basement across the whole site. A report prepared by Douglas Partners was submitted with this development. The report covered the whole site and conclude <i>“the temporary or long term collection and disposal of seepage associated with a drained basement should be possible on this and should not have a significant impact on groundwater flows or licensed groundwater users surrounding the site.”</i></p>
<p>C15. Design and layout of roads and car park (As modified in Mod 5).</p> <p>Future development applications shall demonstrate that the layout of the proposed car parking areas associated with the development including driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions is in</p>	<p>Mod 5 for MP10_0113 for the project application approved 340 parking spaces for Stage 1 with the approved plans showing 265 parking spaces for Stage 2.</p> <p>Council's Traffic and Development Engineers have raised no objections to the basement car park levels.</p> <p>Council's Public Works Section has reviewed the proposal, which include the Stage 1 car parking levels and waste collection area. The basement levels (Mod</p>

<p>accordance with AS 2890.1-2004 and AS 2890.2-2002.</p> <p>Future developments shall demonstrate an appropriate basement level car park layout in terms of parking, storage provision and waste management arrangements. In this regard basement level plans (DA2001-DA2003) described above in condition A2 are indicative only and subject to final approval through future applications.</p>	<p>5 for MP10_0113 for the project application) approved the parking on site and Council's Traffic Engineer has confirmed that the car park layout is deemed appropriate and does not appear to cause any conflicts with vehicle movements throughout.</p> <p>Waste collection has been dealt with in Stage 1 of the proposal.</p>
<p>C16a</p> <p>As modified by MP10_0112 Mod 1.</p> <p>Future development applications shall provide details of public domain works proposed in Herring Road and Epping Road and the new roads proposed for provision under community title with internal road access revised as shown on Drawing No. DA2100 Revision E Ground Level Plan dated 17.06.13.</p> <p>The design and implementation of all works shall be in accordance with the requirements of Council's Macquarie Park Public Domain Technical Manual and ensure the provision of safe, public access on the pedestrian link, and unencumbered access for emergency and waste vehicles along the remainder of the internal road.</p> <p>16 (b) The Council may require the provision of the north-western portion of the internal road network to Council's Type 3 standard and may require its dedication to</p>	<p>The proposal was referred to Council's Public Works and appropriate conditions imposed with regard to Public Domain works.</p> <p>The new internal road has been approved as part of Stage 1 with the design of the road in consultation with Council (Assets Team in Public Works) and RMS.</p> <p>The new internal work is not required to be dedicated to Council.</p>

Council. 16 (c) The Council must notify the proponent whether it requires the provision of the north-western portion of the internal road network before the 1 December 2013.	Done – the road is to be constructed but not required to be dedicated to Council.	
C17 Sydney Water requirements Future development applications shall demonstrate that they satisfy any requirements of Sydney Water's in relation to the upgrading and augmentation of drinking and waste water infrastructure.	Noted.	
C18 RMS requirements No concurrence is given to use Epping Road as an exit to the subject site.	Note – no vehicular access to Epping Road is proposed.	
C19 Public Assess to Open Space. Future development applications shall detail the mechanisms under which the public will be provided with permanent legal access to the areas nominated as publicly accessible open space. Future applications must also demonstrate what strategies will be used make the public aware of their right to use these spaces, including any purchaser of residential units.	<p>The applicant has advised that an easement will be put in place, the terms of which will be approved by council as part of the subdivision certificate. To date this has not been done. Council's DCP Part 4.5 Macquarie Park Corridor requires all privately owned public space to be created as Rights of Way in favour of Council.</p> <p>Condition 92 has been imposed requiring a Right of Way being created over all publicly accessible open space. In addition the maintenance of the publically accessible open space and its associated lighting is the responsibility of the owners of the site.</p> <p>Condition 99 has been imposed requiring details/strategies to be submitted to Council to make the public aware of their right to use the public way - open space and through site links.</p>	
Schedule 4 - Statement of Commitments		
<p>The Concept Plan Approval for MP10_0112 includes, at Schedule 4, Statement of Commitments which the applicant has committed to undertake or provide. Many of those issues are addressed through the development application or have been satisfied in Stage 1.</p> <p>The following is the Statement of Commitments.</p>		
Subject	Commitments	Timing
Approved Project	Development on the site	General Statement of

	<p>will be implemented in accordance with the Concept Plan entitled S75W Concept Plan Modification 2 and Project Application Modification 1 ' dated July 2013.</p> <p>Stage 1 will be implemented in accordance with .the Project Application Plans entitled S75W Concept Plan Modification 2 and Project Application Modification 1 dated July 20 13</p>	Commitment.
Approved floor space	<p>The total floor area of the development shall generally be in accordance with the approved Concept Plan Modification 2 (MPI0_0122 Mod 2) and shall not exceed 51.139m². The development shall contain a minimum 1,210m² non-residential land uses.</p>	<p>General Statement of Commitment.</p> <p>Yes – complies.</p>
Apartment Mix/accessibility	<p>Approval is granted for a Stage 1 apartment mix of Maximum 169 163 (49.7% 48%) one bedroom apt Minimum 174 180 (50.3% 52%) two bedroom apt</p> <p>In order to ensure flexibility and options to live close to work, 27 SOHO apartments will be provided across the development site. 10% of apartments will be provided as Class C adaptable units across the development site.</p>	<p>Modified via Mod 4.</p> <p>This is not a relevant matter to this application (Stage 1).</p> <p>27 SOHO apartments have been provided – they have been provided in Stage 1 of the development (in accordance with Mod 4 which relocated the Stage 2 SOHO across to the Stage 1 buildings).</p>
Parking	For residential apartments having a combined GFA of	Modified via Mod 3.

	<p>up to 46,420m² , on-site car parking must be provided at rates compliant with the Roads and Maritime Services Guide to Traffic Generating Developments requirements, which are as follows:</p> <ul style="list-style-type: none"> • 0.6 spaces per 1 bedroom apartment • 0.9 spaces per 2 bedroom apartment • 1.4 spaces per 3 bedroom apartment • 1 space per 5 visitors • 1space per 100m² commercial GFA <p>For any residential apartments that cause the combined GFA of residential apartments on site to exceed 46,420m², there must be no provision for parking spaces other than visitor parking at the rate of 1 per 5 apartments.</p>	<p>General Statement of Commitment.</p> <p>MOD 5 approved a total of 605 parking spaces in the three basement levels, with 340 spaces to be provided under Stage 1, and an additional 265 spaces to be provided under Stage 2. No car parking spaces are provided for the residential GFA over 46,420m²(original floor area approval).</p>
Road Access & Traffic	<p>In accordance with the recommendations of the Traffic Report prepared by Traffix dated January 2011, a Travel Plan will be prepared which addresses:</p> <ul style="list-style-type: none"> • Local bus stop locations; • Bus and rail timetables; • Location of taxi ranks in the locality; • Location of local services within walking distance such as convenience stores, supermarkets and other retail related areas; • Location of car share vehicles. How a car 	<p>Stage 1 (MP10_0113 Mod 6) the timing of the car share scheme was altered and Condition F8 & G8 imposed as follow:</p> <p>F8 Travel Access Guide/Green Travel Plan: Prior to the occupation of any building on site, the Proponent shall provide details of any Travel Access Guide (TAG)/Green Travel Plan, including a Car Share Scheme, to the satisfaction of the Certifying Authority.</p>

	<p>share scheme can be accommodated on site; and</p> <ul style="list-style-type: none"> • Local cycle routes including the City of Ryde cycle map. <p>The proponent commits to consulting with a car share operator such as Go Get to determine the feasibility of a car share scheme on-site.</p>	<p>G8 Car Share Scheme: Within 12 months of occupation of the final building in Stage 1, a car share scheme with 3 car share spaces (in accordance with the details required by Conditions B22 and F8) must be implemented.</p> <p>Condition 26 has been imposed requiring 3 additional car share spaces to be provided.</p>
Flora & Fauna Tree Management	<p>In accordance with the Flora & Fauna Assessment prepared by Total Earth Care dated December 2010 and the Arborist Report prepared by Earthscape Horticultural Services dated February 2011, the following will be implemented:</p> <p>Removal of trees should be offset with the revegetation of the Epping Road setback buffer zones and removal of exotic species from the site;</p> <p>Any landscaping or revegetation works are to incorporate locally indigenous native plant species, including those that are characteristic of STIF;</p> <p>The protection measures as recommended with the Arborist's Report prepared by Earthscape Horticultural Services;</p> <p>Temporary fencing is to be installed around the construction area and</p>	<p>No Timing.</p> <p>General Statement of Commitments.</p> <p>Council's Consultant Landscape Architect has reviewed the proposal for Stage 2 and noted that some of the listed commitments have been addressed as part of the landscape documentation, however the majority will not be addressed until the CC Stage 1 of the development process.</p>

	<p>machinery or materials storage areas to eliminate the potential for accidental damage to the STIF remnants and all retained trees on the site during construction works:</p> <p>Native trees or limbs of trees that are removed as part of the clearing for the current proposal should be mulched and used on site in rehabilitation or landscaping works ,for temporary sediment and erosion control during construction, or as habitat features in any restoration works; Implementation of the Tree Management Plan; and</p> <p>Planting of 20 new trees capable of attaining a height of thirteen metres at maturity.</p>	
Structural Adequacy	<p>The Structural design will be in accordance with:</p> <ul style="list-style-type: none"> • AS / NZS1170.0 - 2002 General Principles; As / NZS1170.1 - 2002 Permanent, Imposed and Other Actions; • AS / NZS1170.2 - 2002 Wind Actions; AS3600 - 2009 Concrete Structures; • AS3700 - 2001 Masonry; • AS4100 - 1998 Steel Structures; • AS1720 .1 - 1997 Tlmlber Structures; and • BCA - 2009 Building Codes of Australia. 	General Statement of Commitments.
Construction, Waste & Traffic Impacts	<p>Works will be carried out in accordance with the recommendations of the preliminary Construction</p>	General Statement of Commitment.

	<p>Management Plan and Waste Management Plan prepared by Stamford Property Services and dated June 2013, and the preliminary Construction Traffic Management Plan prepared by Traffix and dated January 2011.</p> <p>A detailed Construction Management Plan, Waste Management Plan and Construction Traffic Management Plan will be prepared and submitted when a builder is appointed and Construction Certificate documentation prepared. Further consultation regarding construction access will be undertaken with the RTA and Council prior to the completion of these Plans.</p>	<p>This is applicable to Stage 1 only.</p> <p>Stage 2 will have appropriate conditions relating to CMP, WMP & CTMP.</p>
Soil & Water Management	<p>Details of the easement recommended in the Civil Engineering Design Report prepared by Meinhardt and dated January 2011 will be provided to the Department of Planning prior to the issue of a Stage 1 Construction Certificate.</p> <p>The stormwater and drainage network will be in accordance with the Civil Engineering Design Report prepared by Meinhardt and dated January 2011. Stormwater drainage infrastructure will be designed in</p>	<p>This is applicable to Stage 1 only.</p> <p>Council's Development Engineer has reviewed the proposal for Stage 2 and is satisfied with the proposal.</p>

	<p>accordance with:</p> <ul style="list-style-type: none"> • AS3500.3; • City of Ryde Council's specifications; • The Concrete Pipe Association of Australia Guidelines; and • The Australian Rainfall and Runoff CARR) publication. <p>A bulk earthworks model will be provided with the Construction Certificate documentation for each stage, indicating the final cut and fill volumes.</p>	
Environmentally Sustainable Development	<p>Residential development will need to meet the BASIX energy consumption benchmark with a target of achieving a 4 star Green Star rating. A further ESD statement will be submitted with the Stage 2 DA.</p>	<p>BASIX Certificate submitted for Stage 2 and further ESD Assessment submitted with Stage 2 proposal. The assessment concludes that the material and products specified will enable the project to meet and exceed BASIX requirements:</p> <ul style="list-style-type: none"> - 36% energy reduction - 42% water reduction - Heating and cooling requirements exceed the benchmarks hence resulting a high performance of the building envelope <p>A preliminary Green Star assessment has been outlined with an aim of achieving 4 star Green Star.</p>
Infrastructure & Services	<p>Future development on the site will include upgrades to Services energy, water, sewer and telecommunications infrastructure in</p>	<p>General Statement of Commitment.</p> <p>Condition 13 imposed for Stage 2.</p>

	accordance with service provider requirements.	
Public Benefits	Public benefits provided to the wider community will include public access to communal open space areas and a proposed meeting room on-site.	C19 imposed requiring future application to detail the mechanisms which the public will be provided with legal access to the nominated publicly accessible open space. The meeting room is located in Stage 1. Condition 92 imposed for ROW over the public open space/through site links.
Residential Amenity	<p>The proponent commits to provide:</p> <ul style="list-style-type: none"> • A residential swimming pool; • Residents gym; • Provision of a herb/vegetable garden, the design of which will be detailed in the Stage 1 landscape plans, prior to the issue of a Construction Certificate; • Provision of a bicycle voucher, offering 50% off a range of bicycles approved by Stamford, for every residential purchaser, and • A community meeting room for occupiers of the development privately managed. 	<p>General Statement of Commitment.</p> <p>The proposal has provided the listed facilities. The swimming pool, vegetable garden and meeting room provided in Stage 1.</p> <p>Stage 2 has provided a resident gym.</p>
WSUD	<p>WSUD measures for both stages will be in accordance with the Integrated Water Management Plan Rev B prepared by AECOM and dated June 2013:</p> <ul style="list-style-type: none"> • Rainwater harvesting for non-potable reuse including toilet flushing, 	General Statement of Commitments.

	<p>clothes washing and irrigation; and</p> <ul style="list-style-type: none"> • Harvested rainwater will be treated via a gross pollutant trap to remove suspended solids prior to discharge into the rainwater tank. <p>In addition, the gross pollutant trap and rain gardens will be designed for the Treatable Flow Rate.</p> <p>Water efficient fixtures and fittings including 4 WELS star rating dual flush toilets, 6/5 WELS star bathroom taps and 3 WELS star shower heads are being considered to meet GBCA targets.</p>	<p>BASIX Certificate submitted with Stage 2.</p>
Geotechnical & Contamination	<p>Works will comply with the recommendations of the Geotechnical Investigation and Waste Classification of In Situ Materials Report prepared by Douglas and Partners and dated January 2011, and the Preliminary Contamination Assessment prepared by Douglas and Partners and dated February 2011. The proponent commits to:</p> <ul style="list-style-type: none"> • Carry out filling in accordance with the report; • Undertake regular inspection by a geotechnical engineer following each progressive lift in excavation • All load bearing foundations inspected 	<p>General Statement of Commitments.</p> <p>This is applicable to Stage 1 only.</p>

	<p>and spoon tested by an experienced geotechnical engineer or engineering geologist;</p> <ul style="list-style-type: none"> • Preparation of a dilapidation survey of adjacent buildings prior to and at the completion of bulk excavation works; <p>Once the site has been stripped of fill and excavated soils are stockpiled on site, an environmental scientist or engineer will inspect the site to confirm the classification of fill as General Solid Waste;</p> <ul style="list-style-type: none"> • Fill classified as General Solid Waste will only be transported to a facility licensed to accept General Solid Waste; and • The preliminary classification of natural soils as VENM will be confirmed subject to an inspection once all filling has been removed. <p>Final or detailed design of retaining walls will be undertaken using an interactive computer software program such as WALLAP or FLAC during the progressive stages of wall construction, anchoring and bulk excavation</p>	<p>This is applicable to Stage 1 only.</p>
Building Regulations	Where non-compliances with the BCA, Alternative Solutions will be employed to address these matters.	General Statement of Commitments.
Erosion & Sediment Control	An Erosion and Sediment	General Statement of

	Control Plan measures outlined in the Meinhardt Civil Engineering Design Report and dated January 2011 will be incorporated into a detailed Erosion and Sediment Control Plan.	Commitments. Condition 89 imposed to ensure that the Erosion and Sediment Control Plan incorporate measures outlined in the Meinhardt Civil Report.
Landscaping	Landscaping and public domain works on the Site will be implemented in accordance with the Landscape Plans prepared by <i>Site Image</i> entitled <i>Macquarie Park Village 75W Stage 1 Project Plan Report dated 31 July 2014</i> . A further detailed landscape plan in accordance with the principles of the approved Concept Plan will be submitted prior to issue of a Construction Certificate for each stage.	Landscape Plan submitted with Stage 2. Council's Consultant Landscape Architect has reviewed the proposal and raised no objections.
Acoustic	Glazing will be provided in accordance with the recommendations of the Acoustic Report dated January 2011 and letter dated 24 November 2011. The following noise attenuation measures will be adopted for future retail/commercial tenancies as outlined in the Noise Impact Assessment prepared by Acoustic Logic and dated 20/6/11: <ul style="list-style-type: none"> ○ Locating seating below awnings and overhangs to limit noise impact to residence above; ○ Limit the number of seats within the 	General Statement of Commitments. No details of the retail/commercial use. Condition 33 has been imposed requiring compliance with the Noise Impact Assessment.

	<p>courtyard ;</p> <ul style="list-style-type: none"> • Locating external areas where noise transmission is limited; and ○ limit deliveries and waste removal to day time hours. <p>A detailed construction noise and vibration plan will be developed once construction programs have been developed further. The noise and vibration plan will be developed in accordance with the following:</p> <ul style="list-style-type: none"> • Australian Standard AS2436:1981 "Guide to noise control on construction, maintenance and demolition sites"; and • DECCW - "Interim Construction Noise Guideline". 	<p>Condition 91 has been imposed requiring this.</p>
Wind	<p>The recommendations of the Wind Report prepared by Vipac dated June 2013 will be implemented.</p> <p>The effectiveness of wind control mechanisms will be validated prior to the issue of a the relevant Construction Certificate</p>	<p>Condition 36 has been imposed requiring this.</p>
Public Art	<p>A detailed Public Art Plan will be prepared by a suitably Qualified Public Art Consultant</p>	<p>Public Art Plan has been submitted with Stage 2.</p>
Waste	<p>Allowance will be made for the future collection of waste by waste contractors in accordance with all relevant regulatory requirements.</p>	<p>This has been dealt with in Stage 1.</p>

Dedication of Type 3 Road	If the council notifies the proponent that it does not require the provision of the road under Schedule 3 Condition C16, the proponent will pay Council an amount equal to the difference between construction costs for a Type 3 road and a pedestrian/cyclist/emergency vehicle access as proposed. The amount is to be determined by a Qualified and practising Quantity surveyor mutually agreed upon by the proponent and Council.	This is applicable to Stage 1 only.
Affordable Housing	The proponent will dedicate 4 appropriately sized and located dwelling units within Stage 1 and Stage 2 of the development to be administered as Affordable Housing.	The applicant has stated that the proposed affordable housing and parking is as follows: Stage 1: 1 bedroom in the Darwin Building. Stage 2: 2 x 2 bed plus car park and 1 x 1 bedroom apartment in the Sydney Building. Condition 103 imposed for the Stage 2 buildings.
Public Access	The provision of a staircase and lift along Epping Road to allow access to the existing bus stop on Epping road.	Provided in the Stage 2 drawings.
Upgrade of Bus Shelter	To facilitate the upgrade of the existing bus shelter on Epping Road.	At the completion of Stage 1.
Development contribution	Appropriate contributions, commensurate with each stage, will be payable prior to the issue of a Construction Certificate for that stage in accordance with the City of Ryde Section 94 Development Contributions Plan 2007.	Condition 23 imposed for the Stage 2 buildings.

