

COUNCIL ASSESSMENT REPORT

Panel Reference	2016SWC009
DA Number	DA 1009/2017/JP
LGA	THE HILLS SHIRE COUNCIL
Proposed Development	CONSTRUCTION OF A BASEMENT CARPARK AND ASSOCIATED WORKS
Street Address	LOTS 11, 13, 15, 25 AND 26 DP 270520 AND LOT 16 DP 280013, ROUSE HILL DRIVE, ROUSE HILL (ROUSE HILL TOWN CENTRE)
Applicant	GPT FUNDS MANAGEMENT C/- BBC CONSULTING PLANNERS
Date of DA Lodgement	22 DECEMBER 2016
Number of Submissions	NIL
Recommendation	APPROVAL SUBJECT TO CONDITIONS
Regional Development Criteria (Schedule 7 of the SEPP (State and Regional Development) 2011	CIV EXCEEDING \$30 MILLION
List of all relevant s4.15(1)(a) matters	<ul style="list-style-type: none"> • SEPP State and Regional Development 2011 • SEPP 55 – Remediation of Land • SREP 20 – Hawkesbury Nepean River • LEP 2012 • DCP Part D Section 6 – Rouse Hill Regional Centre
List all documents submitted with this report for the Panel's consideration	NIL
Consultants	BBC Consulting Planners Arcadis Cox Architects Oculus Compass Project Management Gunninah JK Geotechnics GTA Consultants Acoustic Logic XEL Consulting Morris Goding Accessibility Consulting Steve Watson and Partners Bylett and Associates
Report prepared by	KRISTINE MCKENZIE PRINCIPAL EXECUTIVE PLANNER
Report date	ELECTRONIC DETERMINATION

Summary of s4.15 matters Have all recommendations in relation to relevant s4.15 matters been summarised in the Executive Summary of the assessment report?	Yes
Legislative clauses requiring consent authority satisfaction Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report? <i>e.g. Clause 7 of SEPP 55 - Remediation of Land, Clause 4.6(4) of the relevant LEP</i>	Yes
Clause 4.6 Exceptions to development standards If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report?	NA
Special Infrastructure Contributions Does the DA require Special Infrastructure Contributions conditions (S94EF)? <i>Note: Certain DAs in the Western Sydney Growth Areas Special Contributions Area may require specific Special Infrastructure Contributions (SIC) conditions</i>	NA
Conditions Have draft conditions been provided to the applicant for comment?	Yes

EXECUTIVE SUMMARY

The proposal is for carparking, plant rooms, and associated works as part of the expansion of the Town Centre within the Northern Precinct Area. The basement carpark will contain 1162 parking spaces which will cater for both the future retail, commercial and residential development to be constructed above. The works include travelators, lifts and staircase connections to the future retail and residential development which, subject to approval, will be located above the parking.

The proposal is permissible within the B4 Mixed Use zone under LEP 2012 as works which are ancillary to a commercial development and is consistent with the requirements of the DCP Part D Section 6 – Rouse Hill Regional Centre. The proposal is also satisfactory in regard to the approved Masterplan and Precinct Plan.

The proposed carparking will link to the existing Town Centre parking and access will be available between the parking areas. In this regard the design of the basement parking is similar to the existing parking. The pay parking scheme which is currently used in the existing Town Centre parking will be extended to the proposed basement parking. This system includes dynamic signage which confirms the number of available parking spaces in certain locations and bay sensors to indicate available and occupied spaces.

Rouse Hill Drive provides an entry and exit point to the basement parking area. Rouse Hill Drive has remained in private ownership ie: is not a dedicated road, and will be closed as part of a preceding Development Application.

The proposal was notified to adjoining property owners and no submissions were received.

The proposal is recommended for approval subject to conditions.

BACKGROUND

Development Application 1604/2004/HB for the Masterplan for the Rouse Hill Regional Centre was approved by Council on 26 March 2004. The Masterplan approval contained broad principles and requirements for the development of the Regional Centre. Development Application 354/2013/HB for the Northern Precinct Plan was approved by Council on 09 December 2014. The Precinct Plan provides further principles for development and is supported by Built Form Guidelines which provide further guidance for development within the Precinct.

Development Application 1897/2016/HA was lodged on 17 June 2016 for civil and infrastructure works within the Northern Precinct area which includes demolition of existing works, bulk earthworks, closure of Rouse Hill Drive and associated works. This application has now been approved. Attachment 8 shows the general arrangement plan for the civil and infrastructure works.

The subject Development Application was lodged on 22 December 2016. The proposal forms the second phase of works for the Precinct and will facilitate the future development of the Town Centre expansion to the north.

The site contains a significant drainage easement which conveys water from Windsor Road across the site to Caddies Boulevard. The proposal, in conjunction with Development Application 1897/2016/HA, has considered the drainage regime of the site and extensive engineering design has been undertaken. During the assessment process, meetings were held with the applicant to discuss the proposal and the applicant was requested on a number of occasions to provide additional information regarding drainage. This information has included DRAINS, MUSIC and associated hydraulic modelling.

In addition, concerns were raised regarding the proposed roundabout which is located at the entry to the parking structure. Whilst the construction of the roundabout is not part of the subject application (the roundabout is proposed under Development Application 1897/2016/HA), RMS raised concerns during the assessment of both applications regarding the potential for impacts and delays for traffic exiting Windsor Road and impacts on the state road network. The applicant met with RMS to discuss the proposal and provided additional traffic modelling to support the proposal. RMS have agreed to the roundabout design and have provided recommended conditions. Attachment 7 shows the roundabout design.

The number of spaces is based on the future plans for the Town Centre expansion which included retail and entertainment/leisure uses and apartment buildings. In December 2018 the applicant submitted two applications which are currently under assessment. Development Application 968/2019/JP is for the expansion of the Town Centre and proposes retail, commercial and leisure uses. Development Application 1007/2019/JP is for two apartment buildings which sit within/above the Town Centre expansion.

DETAILS AND SUBMISSIONS

Owner:	GPT Funds Management 2 Pty Ltd
Zoning:	B4 Mixed Use
Area:	4.1 hectares
Existing Development:	Vacant
Section 94 Contribution	Not applicable
Exhibition:	Not required
Notice Adj Owners:	Yes, 14 days
Number Advised:	22
Submissions Received:	Nil

PROPOSAL

The proposal is for carparking, plant rooms, and associated works as part of the expansion of the Town Centre within the Northern Precinct Area. The works include travelators, lifts and staircase connections to the future retails and residential development. The proposed carpark (Basement Level 1) will connect to the existing basement carpark located under the Town Centre to provide connectivity between the existing and proposed parking areas.

The parking area contains 1162 spaces and will comprise two levels as follows:

Basement Level 1 – 1050 spaces - general parking for the retail and entertainment uses.

Basement Level 2 – 112 spaces, of which 89 spaces will be for the future residential apartments and 23 spaces for commercial tenants.

The parking includes 28 accessible parking spaces, comprising 23 spaces on Basement Level 1 and 5 spaces on Basement Level 2.

The parking area is part 'basement' style and will be covered by the later applications for retail and residential above.

In addition to the above, a temporary carparking area has been approved under DA 1897/2016/HA for civil and infrastructure works which included 150 parking spaces in an open and at grade parking area.

Vehicle access to the parking areas will be from West Gate (currently Rouse Hill Drive), Caddies Boulevard and Park Road (for the retail and entertainment spaces) and from Civic Way (for the residential and commercial spaces).

The pay parking scheme which is currently used in the existing Town Centre parking will be extended to the proposed parking.

The applicant has advised the following in regard to parking numbers:

The number of parking spaces to be accommodated in the proposed basement car park has been reconciled against the parking requirements of the separate Stage 2 retail podium DA and against the separate but concurrent residential flat building DA. In this regard, consideration has been given to the relevant parking requirements of the Master Plan consent, the Level 2 Precinct Plan consent, The Hills DCP 2012, and (as relevant) SEPP 65 and the Apartment Design Guidelines.

ISSUES FOR CONSIDERATION

1. SEPP State and Regional Development 2011

Clause 20 and Schedule 7 of SEPP (State and Regional Development) 2011 provides the following referral requirements to a Central Planning Panel:-

Development that has a capital investment value of more than \$30 million.

The proposed development has a capital investment value of \$44,306,452 thereby requiring referral to, and determination by, a Central Planning Panel.

2. SEPP 55 – Remediation of Land

Clause 7 (Contamination and remediation to be considered in determining development application) of SEPP 55 – Remediation of Land states:

- (1) *A consent authority must not consent to the carrying out of any development on land unless:*
- (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 Stage 1 Preliminary Site Investigation report was undertaken by the then Department of Urban Affairs and Planning (DUAP) in 2000. A Stage 2 Environmental Site Assessment was subsequently undertaken which accompanied the Masterplan application. The report concluded that:

Based on the scope of work undertaken for this assessment, the site is considered to be suitable for the most sensitive residential development provided that the additional investigation, general rubbish and asbestos removal activities outlined in this report are undertaken.

The proposal is considered satisfactory in regard to the requirements of SEPP 55.

3. Permissibility

The subject site is zoned B4 Mixed Use. The proposed parking is an ancillary use which will support the future development of the site for an expanded retail and residential development. As such the proposed parking is satisfactory in regard to LEP 2012.

In regard to the LEP Development Standards, the following applies:

LEP Provision	LEP Standard	Comments
FSR	NA to this site.	NA
Height	NA to this site.	NA
Minimum Lot Size	600m ²	There is no subdivision proposed.
Urban Release	Part 6 of LEP 2012 requires that all relevant infrastructure be provided or that arrangement be in place for its provision prior to the issue of Development Consent.	The use is consistent with an urban release area. All relevant infrastructure is provided to the site and appropriate conditions have been recommended.

4. Compliance with DCP Part D Section 6 – Rouse Hill Regional Centre

The DCP contains a number of principles which relate to the provision of parking for the centre which is easy to access, meets the parking requirements of the proposed use and is appropriately located, whilst encouraging the use of public transport options.

The parking proposed is located in an appropriate manner and will meet the demands of customers of the centre. The parking is predominately located under the future retail/residential uses and will be easily identified and accessible for customers and visitors to the centre.

The parking will effectively form an extension of the existing Town Centre parking. This will assist in minimising the travel routes through the Centre and will ensure that customers can park in a safe manner and travel directly to a destination.

The site is also located adjoining the Sydney Metro and the bus interchange. As such the site benefits from public transport links.

The proposed design and layout of the parking area is considered satisfactory.

5. Compliance with DCP Part C Section 1 - Parking

a. Parking Requirements for the Existing Town Centre

The current approval for the Town Centre (DA 1824/2006/HB) requires the provision of the following:

The provision and maintenance thereafter of 3,317 carparking spaces. These spaces comprise:-

- a) *Basement Carpark containing 2,482 spaces;*
- b) *Permanent on-grade parking adjacent to Schofields Road containing 175 spaces;*
- c) *Temporary on-grade parking on rail corridor containing 103 spaces;*
- d) *On-street parking containing 157 spaces. This includes three (3) x five (5) minute drop off spaces that are required to be provided on Civic Way immediately outside the library; and*
- e) *Temporary on-grade parking on the rail corridor containing 400 spaces.*

The development provides a total floor area of 68,141m² comprising 63,720m² of retail area (gross leaseable floor area) and 5,607m² (gross floor area) of commercial area (which includes 2265m² of learning space and 3342m² of customer service and commercial space in Quadrant B). The above carparking spaces include a provision of 140 spaces (comprising 86 spaces associated with Council's library and community centre and 54 spaces associated with the commercial floor space) for the library and community centre building which is the subject of a separate Development Application.

b. DCP and Precinct Plan Parking Rates

The DCP requires parking to be provided at a rate of 1 space per 18.5m² of gross leasable floor area (GLFA) for retail shops and 1 space per 25m² for commercial premises (building and office premises).

It is noted that Condition 23 of the Town Centre Precinct Plan (1581/2005/HB) allowed parking in the Town Centre core to be provided at a rate of 1 space per 23m².

c. Proposed Works

The existing Town Centre parking includes 27 spaces on Rouse Hill Drive and 171 spaces within the open air parking area adjoining Rouse Hill Drive (interface area) which will be deleted due to the proposed works under DA 1897/2016/HA for the civil and infrastructure works and the current application.

Overall, a total of 1162 permanent spaces and 150 temporary spaces are provided for the expansion.

In terms of total parking numbers for the existing Town Centre and proposed expansion, there will be 3649 parking spaces provided for the retail, commercial and entertainment uses and 100 on-street parking spaces.

Whilst there has been two DAs lodged for works sitting above the basement parking area, these applications are under assessment and parking requirements have not been confirmed at this time. However, should additional parking be required to cater for the Town Centre expansion and apartment works, this will be considered with those application. As such the current parking provision has been considered as a standalone application and effectively results in a surplus of parking for the Town Centre.

The proposed carparking will link to the existing Town Centre parking and access will be available between the parking areas.

The design of the basement parking is similar to the existing parking. The pay parking scheme which is currently used in the existing Town Centre parking will be extended to the proposed parking. This system includes dynamic signage which confirms the number of available parking spaces in certain locations and bay sensors to indicate available and occupied spaces.

d. Design of Parking

The parking area has been designed to be consistent with the existing centre in terms of its design and levels. The proposed basement parking will align with the existing parking to ensure that customers can travel between the parking areas to ensure ease of access.

The vehicle entry and exit points will be sign posted in order to provide clear access points for visitors to the centre.

The parking area includes a travelator, lifts and staircase to provide access to/from the carpark and retail podium level. In addition, two separate lift lobbies are provided for access to the future residential apartments within the Town centre expansion area.

The design of the parking is considered satisfactory.

6. Compliance with Masterplan and Precinct Plan

a. Masterplan

Development Application 1604/2004/HB for the Masterplan for the Rouse Hill Regional Centre was approved by Council on 26 March 2004. The approval included both conditions of consent and plans.

The Masterplan approval contained broad principles and requirements for the development of the Regional Centre. It may be noted that the Masterplan was subsequently amended

during the assessment of the Northern Precinct Plan in order to reflect the form of development proposed within the Northern Precinct Plan. In effect this meant that the Masterplan was amended to principally revise road locations, amend and relocate open space areas and revise maximum height limits to reflect the proposed Northern Precinct Area.

The proposed parking area is consistent with the Masterplan approval and is considered satisfactory.

b. Precinct Plan

Development Application 354/2013/HB for the Northern Precinct Plan was approved by Council on 09 December 2014.

The main components of the Northern Precinct Plan included the following: -

- identification of land uses and heights of buildings;
- location of roads, paths and public transport infrastructure; and
- location of open space, landscaping and public domain areas.

The Northern Precinct Plan provides the principles for development in this area for future development.

The Precinct Plan includes Built Form Guidelines which are detailed separately below.

The proposed works are consistent with the Precinct Plan and is considered satisfactory.

c. Built Form Guidelines

The approved Northern Precinct Plan included Built Form Guidelines. The Built Form Guidelines provide additional criteria for the assessment of future Development Applications for work on the site.

The Built Form Guidelines assist in establishing the overall objectives and desired outcomes for the built environment. Primarily, the Guidelines address the development of future retail, commercial and residential development within the Precinct. However, there are specific criteria which detail the objectives and construction of the basement style car parking.

The general objectives of the Guidelines in regard to the parking relate to the provision of maximising space to create positive arrival experiences, connectivity with the Town Centre carpark, allow service vehicle access and to cater for water sensitive urban design (WSUD) elements, planting areas and utilities.

The car parking design allows access from both from Rouse Hill Drive, Caddies Boulevard and Park Road (for the retail and entertainment spaces) and from Civic Way (for the residential and commercial spaces). The design of the entry points have also considered the potential traffic impacts on local and regional roads and have been designed to minimise queueing and localised traffic impacts. The vehicle access points are easily identifiable and, as the parking area links to the existing Town Centre parking area, access is readily available through the Centre.

The proposed parking is satisfactory.

7. Public Authority Comments

The proposal was referred to Roads and Maritime Services, Office of Environment and Heritage, Transport for NSW, Railcorp (Sydney Trains) and Castle Hill Police. The following comments were received:

i. Roads and Maritime Services (RMS) Comments

RMS initially raised concerns regarding the proposed roundabout located at the entry to the parking. As detailed above, while the roundabout is proposed under DA 1897/2016/HA, the roundabout location at the entry point to the car park had the potential to impact on road safety and network efficiency given its location in close proximity to Windsor Road. The applicant submitted additional traffic modelling to address these concerns and provided a revised roundabout design to restrict right hand turns from the carpark exit to West Gate and into Orchard Road.

RMS have now raised no objection to the proposal subject to conditions (See Condition 27).

ii. Office of Environment and Heritage

The Office of Environment and Heritage raised no objection to the proposal. An Aboriginal Heritage Impact Permit (AHIP) is currently in place over the site (AHIP #2368). A condition has been recommended which requires all works to be in accordance with the AHIP (See Condition 9).

iii. Transport for NSW Comments

Transport for NSW have advised that they have no conditions to impose on the subject application.

iv. Police Comments

Police advised that they have no concerns with the proposed works and commented as follows:

- The proposed parking should meet the minimum requirements for the works that it will service;
- The queueing capacity assessment indicates that there is sufficient capacity to accommodate the additional traffic generated;
- The existing Town centre is well connected to surrounding regions with direct vehicle access;
- The site is well serviced by public transport;
- Police do not consider that the development will cause adverse traffic impacts to the surrounding traffic network.

The Police did not request the imposition of any conditions.

SUBDIVISION ENGINEERING COMMENTS

Rouse Hill Drive was constructed but never dedicated to the public as public road with the original town centre development. This was to provide flexibility in the future design/ expansion of the town centre into the northern frame, noting with width/ formation and grading of Rouse Hill Drive (existing) divides the site in two along its length.

The proposal seeks to demolish Rouse Hill Drive and replace it with an expanded basement car park over two levels, with retail and residential development and a planned northern extension of Civic Way sitting on top, at grade with the existing town centre.

With respect to stormwater, Rouse Hill Drive (existing) is the natural gully through the site and conveys a significant amount of stormwater runoff from the upstream catchment including Windsor Road and the land on the opposite/ western side of Windsor Road through the site to Caddies Creek beyond, past Caddies Boulevard. Currently this stormwater is conveyed along Rouse Hill Drive via a piped street drainage stormwater network sized to convey minor storm events, up to the 1 in 20 year design storm, along with an overland flow path above sized to convey major storm events up to the 1 in 100 year design storm. This conventional stormwater system is contained to a public drainage easement and is relatively unconstrained.

The proposed concept seeks to capture more runoff in an oversized piped drainage stormwater network sized to convey major storm events, up to the 1 in 100 year design storm, along with a number of redundancies to address the potential for blockages and the like. The oversized piped drainage stormwater network sits under the planned first basement level and is accessible via the first basement level. Where headroom in the basement is limited with respect to access for maintenance (and eventual replacement) by conventional means, sections of this new pipework is to be concrete encased. Further, an overland flow path along the length of the first basement level opening at either end at the planned West Gate at Windsor Road/ Orchard and East Gate at Caddies Boulevard, has been included to cater for extreme storm events, up to a 1 in 500 year design storm. Along the length of this planned overland flow path the velocity and flood depth has been carefully considered, to reduce the risk potential within the basement. Through the assessment, the applicant has extensively modelled and reported on this non-standard stormwater proposal in order to address the concerns of Council staff relating to the above matters, which also included design amendments from the concept originally submitted that were requested by Council staff.

With respect to traffic, the proposal replaces a relatively straight forward east-west road linking Windsor Road to the west and Caddies Boulevard to the east with basement entrances via the planned West Gate at Windsor Road/ Orchard and East Gate at Caddies Boulevard. With respect to West Gate specifically, throughout the assessment Roads and Maritime Services and Transport for NSW consistently raised concern with the planned roundabout at West Gate at the intersection between the basement entrance and Orchard Road (proposed) extending north further into the site. Specifically, concern was raised with the impact vehicles exiting the basement and turning right onto Orchard Road would have on the roundabout operation/ eastbound vehicles, and the follow-on impacts this would have on the existing traffic lights at Windsor Road/ Rouse Hill Drive. The applicant acknowledged those concerns and modified the originally proposed conventional roundabout to include a median that extended through to the roundabout, essentially precluding right turns onto Orchard Road from the basement exit. This reconfigured/ partially blocked "roundabout" has now been approved by Roads and Maritime Services and Transport for NSW.

No objection raised to the proposal. Relevant conditions are included in the recommendation.

TRAFFIC MANAGEMENT COMMENTS

No objection raised to the proposal.

TREE MANAGEMENT COMMENTS

No objection raised to the proposal. Relevant conditions are included in the recommendation.

HEALTH & ENVIRONMENTAL PROTECTION COMMENTS

No objection raised to the proposal. Relevant conditions are included in the recommendation.

WASTE MANAGEMENT COMMENTS

No objection raised to the proposal. Relevant conditions are included in the recommendation.

WATERWAYS COMMENTS

No objection raised to the proposal. Relevant conditions are included in the recommendation.

DISTRICT PLAN

The vision of the Central City District Plan is to provide three cities where residents live within 30 minutes of their jobs, education, health facilities and services. The development of the Northern Precinct area will assist in facilitating this vision. The current application for parking and associated works forms the first phase of the development of the Northern Precinct area, with future applications to be submitted for the Town Centre expansion, retails and commercial use and residential development.

CONCLUSION

The proposal has been assessed having regard to the requirements of Section 4.15 of the Environmental Planning and Assessment Act, 1979, SEPP State and Regional Development 2011, SEPP 55 – Remediation of Land, SREP 20 Hawkesbury Nepean River, LEP 2012 and DCP Part D Section 6 – Rouse Hill Regional Centre and is considered satisfactory.

The proposal is recommended for approval subject to conditions.

IMPACTS:

Financial

This matter has no direct financial impact upon Council's adopted budget or forward estimates.

The Hills Future - Community Strategic Plan

The proposal is considered satisfactory in regard to The Hills Future Community Strategic plan and will provide support to the future Town Centre expansion.

RECOMMENDATION

The Development Application be approved subject to the following conditions.

GENERAL MATTERS

1. Development in Accordance with Submitted Plans

The development being carried out in accordance with the following approved plans and details, stamped and returned with this consent except where amended by other conditions of consent.

REFERENCED PLANS AND DOCUMENTS

DRAWING NO.	DESCRIPTION	DATE
AR-DA-3-0101	Cover Sheet	17/05/2018 Rev. E
AR-DA-3-1011	Site Plan – Basement 1	10/04/2018 Rev. G
AR-DA-3-16B1	Demolition Plan – Basement Level 1	10/04/2018 Rev. F
AR-DA-3-2100	Concrete Lid over Basement Car Park	29/05/2018 Rev. F
AR-DA-3-21B1	Basement Plan Level 1	10/04/2018 Rev. N
AR-DA-3-21B2	Basement Plan Level 2	10/04/2018 Rev. N
AR-DA-3-4000	General Car Park Sections – East West	17/05/2018 Rev. H
AR-DA-3-4001	General Car Park Sections – North South	17/05/2018 Rev. H
---	RMS Approved Plan for U Turn Facility	---

No work (including excavation, land fill or earth reshaping) shall be undertaken prior to the issue of the Construction Certificate, where a Construction Certificate is required.

2. Number of Parking Spaces

- a. The provision and maintenance of the following permanent parking spaces:

Basement Level 1 – 1050 spaces - general parking for the retail and entertainment uses.

Basement Level 2 – 112 spaces, of which 89 spaces will be for the future residential apartments and 23 spaces for commercial tenants.

The parking includes 28 accessible parking spaces, comprising 23 spaces on Basement Level 1 and 5 spaces on Basement Level 2.

In addition, 22 motorcycle spaces also required to be provided within the basement parking area.

A total of 58 bicycle spaces are to be provided either within the basement parking area or at ground/podium level.

- b. Overall, within the existing Town Centre and Town Centre expansion area, the following permanent spaces are to be provided:

3649 spaces for retail, commercial and entertainment uses; and

100 on-street spaces.

- c. In addition to the above, a temporary car parking area is provided which contains 150 spaces (approved under DA 1897/2016/HA).

3. Pay Parking System

The proposed parking includes the implementation of a pay parking system to control and manage parking in the centre. Pay parking is not permitted on either the private roads or public roads.

4. Illumination of Carparking Areas

- (i) Lighting within the basement carpark is required to be in accordance with the requirements of Australian Standard 1680.1 and 1680.2. Lighting is to be regularly assessed at all times to ensure that visibility within the carpark is maintained.
- (ii) Lighting within the external carparking areas is to be designed so as not to cause a nuisance to other residences in the area or to motorists on nearby roads and to ensure no adverse impact on the amenity of the surrounding area by light overspill. All lighting shall comply with the *Australian Standard AS 4282: 1997 The Control of Obtrusive Effects of Outdoor Lighting*.

5. Hours of Use of the Carpark

The carpark is permitted to be used 24 hours per day, seven days per week.

6. Separate Application required for Signage

A separate application being submitted to, and approved by, Council prior to the erection of any advertisements or advertising structures which are able to be viewed from a public place. Signs within the carparking areas which direct traffic, relate to entry and exits from carparking, location of disabled carparking and similar directional signage are permitted to be erected.

7. Construction Certificate

Prior to construction of the approved development, it is necessary to obtain a Construction Certificate. A Construction Certificate may be issued by Council or an Accredited Certifier. Plans submitted with the Construction Certificate are to be amended to incorporate the conditions of the Development Consent.

8. Building Work to be in Accordance with BCA

All building work must be carried out in accordance with the provisions of the Building Code of Australia.

9. Consistency with Aboriginal Heritage Impact Permit

All proposed works are to be consistent with Aboriginal Heritage Impact Permit (AHIP) #2368.

10. Separate Application for Subdivision

The subdivision of the subject site is not included as part of this development consent. Any planned subdivision of the subject site needs to consider the existing layered community title plans.

11. Protection of Public Infrastructure

Adequate protection must be provided prior to work commencing and maintained during building operations so that no damage is caused to public infrastructure as a result of the works. Public infrastructure includes the road pavement, kerb and gutter, concrete footpaths, drainage structures, utilities and landscaping fronting the site. The certifier is responsible for inspecting the public infrastructure for compliance with this condition before an Occupation Certificate is issued. Any damage must be made good in accordance with the requirements of Council and to the satisfaction of Council.

12. Structures Adjacent to Piped Drainage Easements

Buildings and structures, including footings and brick fences, adjacent to existing or proposed drainage easements must be located wholly outside the easement. A design must be provided by a structural engineer certifying that the structure will not impart a load on the pipe in the easement.

13. Requirements for Council Drainage Easements

No works are permitted within existing or proposed public drainage easements unless approved by Council. Where works are permitted, the following requirements must be adhered to:

- Provision for overland flow and access for earthmoving equipment must be maintained.
- The existing ground levels must not be altered. No overland flow is to be diverted out of the easement.
- No fill, stockpiles, building materials or sheds can be placed within the easement.
- Open style fencing must be used. New or replacement fencing must be approved by Council.

14. Vehicular Access and Parking

The formation, surfacing and drainage of all driveways, parking modules, circulation roadways and ramps are required, with their design and construction complying with:

- AS/ NZS 2890.1
- AS/ NZS 2890.6
- AS 2890.2
- DCP Part C Section 1 – Parking
- Council's Driveway Specifications

Where conflict exists the Australian Standard must be used.

The basement car park is to be designed and constructed generally in accordance with the Stage 2 Car Park Extension Drawings Issue N dated 17/05/2018 prepared by Cox Architecture and the accompanying Design Statement Revision J dated 30/05/2018 prepared by Cox Architecture, subject to the following additional requirements and amendments:

- The cross-fall within Basement Level 1 must be amended to match the flood modelling/ information prepared by Arcadis referred to above, so that floodwater is conveyed along the circulation roadway between West Gate and East Gate. Sections D and E included as part of the Stage 2 Car Park Extension Drawings Issue N dated 17/05/2018 prepared by Cox Architecture specifically need to be amended.
- The retail and commercial/residential, parent with prams and disabled spaces across both levels of basement parking need to be clearly/ separately labelled and grouped on the detailed design drawings.
- The actual queue lengths/ number of vehicles able to be accommodated behind each boom gate are to be shown on the detailed design drawings, along with the boom gate locations.
- All roadway and ramp grades must be included on the detailed design drawings. Where roadways and ramps are curved, the grade must be measured from the inside edge/ steepest and shortest part.
- Transitions must be provided at either end of all roadways and ramps, complying with the above documents.
- Service vehicle paths of travel through the basement car park are to be included with the detailed design drawings; along with details as to the largest design service vehicle intended to access each area.
- The section of Civic Way above the basement car park is not included as part of this approval. Sections A, B and C included as part of the Stage 2 Car Park Extension Drawings Issue N dated 17/05/2018 prepared by Cox Architecture specifically need to be amended to reflect this.

- All driveways and car parking areas must be prominently and permanently line marked, signposted and maintained to ensure entry and exit is in a forward direction at all times and that parking and traffic circulation is appropriately controlled.
- All driveways and car parking areas must be separated from landscaped areas by a low level concrete kerb or wall.
- All driveways and car parking areas must be concrete or bitumen. The design must consider the largest design service vehicle expected to enter the site.
- All driveways and car parking areas must be graded, collected and drained by pits and pipes to a suitable point of legal discharge.

15. Recycled Water – Rouse Hill/ Sydney Water

The subject site must be connected to Sydney Water's Rouse Hill Recycled Water Scheme, unless written evidence from Sydney Water is submitted advising that this service is not available.

16. Process for Council Endorsement of Legal Documentation

Where an encumbrance on the title of the property is required to be released or amended and Council is listed as the benefiting authority, the relevant release or amendment documentation must be submitted along with payment of the applicable fee as per Council's Schedule of Fees and Charges. Sufficient time should be allowed for the preparation of a report and the execution of the documents by Council.

17. Water Sensitive Urban Design Handover Process

An operations and maintenance plan must be prepared for all WSUD proposals. The operations and maintenance plan must include:

- The location and type of each WSUD element, including details of its operation and design;
- A brief description of the catchment characteristics, such as land uses, areas etc;
- Estimated pollutant types, loads and indicative sources;
- Intended maintenance responsibility, Council, landowner etc;
- Inspection method and estimated frequency;
- Adopted design cleaning/ maintenance frequency;
- Estimate life-cycle costs;
- Site access details, including confirmation of legal access, access limitations etc;
- Access details for WSUD measure, such as covers, locks, traffic control requirements etc;
- Description of optimum cleaning method and alternatives, including equipment and personnel requirements;
- Landscape and weed control requirements, noting that intensive initial planting is required upfront to reduce the requirement for active weed removal;
- A work method statement;
- A standard inspection and cleaning form.

For the purposes of complying with the above a WSUD treatment system is considered to include all functional elements of the system as well as any landscaped areas directly surrounding the system.

All constructed WSUD elements within public areas, being roads or drainage reserves, are to be transferred to Council at the end of the project. The following is required in order to facilitate this handover process:

- The developer will be responsible for the maintenance of the item for a defined maintenance period agreed to by Council. For example, the consultation draft document entitled Managing Urban Stormwater: Urban Design prepared by the SMCMA and the then NSW DECCW suggests that the developer maintain WSUD elements within a subdivision until a given proportion of the dwellings on the lots created, say 80%, are erected and occupied.
- The operations and maintenance plan for this element (above) is submitted to Council for review/ revision and subsequent approval.
- Council staff inspects the WSUD measure to confirm that it is being maintained in accordance with the approved maintenance plan.
- A whole of life assessment is provided for the WSUD measure which is based upon the expenses incurred during the maintenance period, and documentation is provided to confirm these expenses.
- WAE drawings and any required engineering certifications are provided to Council.
- Where water quality monitoring has been determined by Council as being required, monitoring results must be submitted to Council for review.
- Details of all incidents including OHS incidents, public safety, WSUD performance and complaints received should be provided.

If Council determines that the WSUD measure is not complying with the conditions of this approval or monitoring identifies that it is not performing as anticipated, Council may request that alterations be made to the WSUD element prior to transfer.

18. Separate Approval Required – Lot 29

The Carpark Civil Works Issue 04 dated 04/05/2018 prepared by Arcadis and the Stage 2 Car Park Extension Drawings Issue N dated 17/05/2018 prepared by Cox Architecture both show the planned subdivision of “proposed lot 29” from the remainder of the site at the corner of Caddies Boulevard/ Rouse Hill Drive (East Gate). That subdivision and any planned associated development of this site requires separate development consent and is not included as part of these works.

19. Road Opening Permit

Should the subdivision/ development necessitate the installation or upgrading of utility services or any other works on Council land beyond the immediate road frontage of the development site and these works are not covered by a Construction Certificate issued by Council under this consent then a separate road opening permit must be applied for and the works inspected by Council’s Maintenance Services team.

The contractor is responsible for instructing sub-contractors or service authority providers of this requirement. Contact Council’s Construction Engineer if it is unclear whether a separate road opening permit is required.

20. Construction Certificate – Subdivision Works

Before any works are carried out a Construction Certificate must be obtained and a Principal Certifying Authority appointed. The plans and accompanying information submitted with the Construction Certificate must comply with the conditions included with this consent.

21. Stormwater Management/ Water Quality – Overall Strategy

Stormwater runoff from the basement carpark must be managed generally in accordance with the Proposed Carpark Civil Works Report Revision C dated 25/05/2018 and the Carpark Civil Works Issue 04 dated 04/05/2018 both prepared by Arcadis. Specifically, the “WSUD Plan” Drawing NPCP120 Issue 04 dated 04/05/2018 which forms part of the Carpark Civil Works set of plans and shows:

- 1,000 square metre NP1 raingarden (as both a temporary sediment basin as shown on the stamped approved subdivision works plans prepared by Arcadis and the actual construction/ formation after, as part of these works).
- 100 square metre NP2 raingarden (deferred construction until the burdened lot is developed). This raingarden will need to be created as a temporary sediment basin during construction.
- 500 square metre NP6 raingarden (as both a temporary sediment basin as shown on the stamped approved subdivision works plans prepared by Arcadis and the actual construction/ formation after, as part of these works).
- Gross pollutant traps at the inlets of these raingardens need to be considered with the detailed design of the car park works, not with the future retail submission. At a minimum sufficient scope needs to be made in the design for these to be added later, by including a junction pit with sufficient depth and a suitable area (off-street) for a truck to access and maintain the gross pollutant traps.
- The raingardens are not to be dedicated to the public/ Council as per the letter from GPT dated 20/12/2017 submitted with the development application.

22. Waterways and Stormwater Requirements

The trunk drainage system under the car park connecting West Gate to East Gate where Rouse Hill Drive exists now must be designed and constructed generally in accordance with the stamped approved subdivision works plans, Drainage and Flood Modelling Report Revision B dated 31/10/2017 and the supplementary information/ resubmission dated 20/12/2017 relating to the DRAINS and TUFLOW modelling prepared by Arcadis, subject to the following agreed outcomes, amendments and additional requirements:

- All pits, pipes and rainfall parameters in the DRAINS model are considered satisfactory.
- Proposed basin (PTC/2) details are considered to be appropriate.
- The CCTV report revealed that the existing 1350mm pipe is in a satisfactory condition.
- The roughness parameters in the TUFLOW model are fine except for the default value (for industrial/ commercial). 0.2 has been used instead of the agreed value of 0.35 (being the average of recommended upper and lower limits 0.2 and 0.5). The model will need to be rerun with the amended roughness parameter at the detailed design stage. Roughness parameters (mapped) are correctly represented in the model.
- The critical duration storm is the 90 minute storm. The submitted flood mapping based on this storm is acceptable.
- According to flood maps B1 to B4 flood depths and depth-velocity products (DV) within the underground car park reach up to 0.4m and 0.4m²/s respectively.
- Table 5 of Australian Rainfall and Runoff Project 10: Appropriate Safety Criteria for People, a DV of 0.4 m²/s is considered an "extreme hazard" for small children and older persons.
- Chapter 6 of Book 9 Australian Rainfall and Runoff: Stability Criteria for Vehicles, "Limiting Still Water Depth" and DV for small vehicle are 0.3m and 0.3m²/s respectively.
- A Flood Emergency Response Plan is to be prepared and certified by a suitably qualified emergency management specialist, experienced in emergency riverine flooding response, and submitted to Council for written approval. The Flood Emergency Response Plan must specifically focus on the proposed land use and the site conditions (including site access and egress) in conjunction with flood behaviour up to and rarer than the 100 year ARI flood event expected to be experienced at the site, addressing specific actions in regard to:

- Preparing for a flood;
- Responding when a flood is likely;
- Responding during a flood; and
- Recovery after a flood.
- It is recommended that the NSW Government Floodplain Development Manual 2005 along with the NSW State Emergency Service (SES) FloodSafe guidelines and the related FloodSafe Tool Kits be utilised in developing the site specific Flood Emergency Response Plan.
- The detailed drainage design plans and longitudinal sections showing all designed levels must match the stamped approved subdivision works plans prepared by Arcadis and demonstrate that the system can be satisfactorily constructed.
- Minimum headroom of 2.5m is to be maintained throughout the (planned future) carpark in the context of access for maintenance to the pipeline (only with respect to the section of the planned future carpark where access for this purpose is needed otherwise the normal headroom requirements would apply). This headroom is to be clearly shown on all plans.
- The detailed design of the basement car park must include elevations and longitudinal sections showing entry/ exit ramp levels, carpark roof/ floor levels in relation to the proposed trunk drainage systems under the car park.
- The cross-fall within Basement Level 1 must be amended to match the flood modelling/ information prepared by Arcadis referred to above, so that floodwater is conveyed along the circulation roadway between West Gate and East Gate. Sections D and E included as part of the Stage 2 Car Park Extension Drawings Issue N dated 17/05/2018 prepared by Cox Architecture specifically need to be amended.
- All proposed pipes connection details (including chamber designs, pipe connections) between existing and proposed pipes are to be submitted demonstrating that the physical connections can be satisfactorily achieved.

23. Management of Construction and/or Demolition Waste

Waste materials must be appropriately stored and secured within a designated waste area onsite at all times, prior to its reuse onsite or being sent offsite. This includes waste materials such as paper and containers which must not litter the site or leave the site onto neighbouring public or private property. A separate dedicated bin must be provided onsite by the builder for the disposal of waste materials such as paper, containers and food scraps generated by all workers. Building waste containers are not permitted to be placed on public property at any time unless a separate application is approved by Council to locate a building waste container in a public place.

Any material moved offsite is to be transported in accordance with the requirements of the Protection of the Environment Operations Act 1997 and only to a place that can lawfully be used as a waste facility. The separation and recycling of the following waste materials is required: metals, timber, masonry products and clean waste plasterboard. This can be achieved by source separation onsite, that is, a bin for metal waste, a bin for timber, a bin for bricks and so on. Alternatively, mixed waste may be stored in one or more bins and sent to a waste contractor or transfer/sorting station that will sort the waste on their premises for recycling. Receipts of all waste/recycling tipping must be kept onsite at all times and produced in a legible form to any authorised officer of the Council who asks to see them.

Transporters of asbestos waste (of any load over 100kg of asbestos waste or 10 square metres or more of asbestos sheeting) must provide information to the NSW EPA regarding the movement of waste using their WasteLocate online reporting tool www.wastelocate.epa.nsw.gov.au.

24. Disposal of Surplus Excavated Material

The disposal of surplus excavated material, other than to a licenced waste facility or to a site which has DA approval to import fill material, is not permitted without the previous written approval of Council prior to works commencing on site. Any unauthorized disposal of waste, which includes excavated material, is a breach of the Protection of the Environment Operations Act 1997 and subject to substantial penalties. Receipts of all waste/ recycling tipping must be kept onsite at all times and produced in a legible form to any authorised officer of the Council who asks to see them.

25. Construction of Waste and Recycling Rooms

All work involving construction of the waste and recycling rooms must comply with the requirements below. The two rooms must have combined storage facility for no less than 13 x 660 litre garbage bins and 13 x 660 litre recycling bins.

1. The room layouts must ensure that each bin is easily accessible and manoeuvrable in and out of the rooms with minimal or no need for manual handling of other bins.
2. The walls of the rooms must be constructed of masonry or concrete.
3. The floors of the rooms must be constructed of concrete with a smooth non-slip finish, graded and drained to sewer.
4. The rooms must have a waste servicing door, with a minimum clear floor width of 1.5m. Acceptable waste servicing doors are single or double swinging doors and roller doors.
5. The rooms must have a resident access door, which allows wheelchair access for adaptable sites. Suitable resident access doors are single and double swinging doors. The waste servicing door can double up as a resident access door provided that is a single or double swinging door.
6. All doors of the rooms, when fully opened, must be flush with the **outside wall**, and must not block or obstruct car park aisles or footways. All doors must be able to be fixed in position when fully opened.
7. The rooms must be adequately ventilated (mechanically). Ventilated rooms should not be connected to the same ventilation system supplying air to the units.
8. The rooms must be provided with a hose tap (hot and cold mixer), connected to a water supply, to facilitate bin washing. If the tap is located inside the rooms, it is not to conflict with the space designated for the placement of bins.
9. The rooms must have an internal light (automatic sensor light recommended).
10. The rooms must have appropriate signage, provided by Council, mounted in a visible location on an internal wall and permanently maintained by the Owners Corporation.
11. Finishes and colours of the rooms are to compliment the overall design of the development.

660 litre bin measurements (mm): 850 (d) 1370 (w) 1250 (h)

26. Construction of Bulky Goods Store

All work involving construction of the bulky goods store must comply with the requirements below. The store must have standard ceiling heights and a minimum floor area of 18m².

1. The walls of the room must be constructed of concrete.
2. The floor of the room must be constructed of concrete with a smooth non-slip finish, graded and drained to sewer.
3. The room must have an access door, with a minimum clear floor width of 1.5m. Acceptable access doors are single or double swinging doors.
4. All door/s of the room, when fully opened, must be flush with the **outside wall**, and must not block or obstruct car park aisles or footways. All door/s must be able to be fixed in position when fully opened.
5. The rooms must have an internal light (automatic sensor light recommended).
6. Finishes and colours of the rooms are to compliment the overall design of the development.

27. Roads and Maritime Services (RMS) Requirements

- a. The U-turn facility and the required modifications to the traffic control signals on Rouse Hill Drive shall be in accordance with the attached approved plan.
- b. The design and construction of the proposed U-turn facility on Rouse Hill Drive shall be in accordance with AUSTROADS and Roads and Maritime requirements, and endorsed by a suitably qualified practitioner.

The certified copies of the civil design plans and swept path analysis shall be submitted to Roads and Maritime for consideration and approval prior to release of the Construction Certificate and commencement of road works.
- c. There should be adequate storage for cars between the car park exit boom gates and the stop line at the U-turn facility. Boom gates within the carpark should be a minimum of 50m (2 lanes of traffic) from the stop line at the U-Turn facility.
- d. The required modification to the existing Traffic Control Signal (TCS) plans (certified copies of the civil and TCS plans, drawn by a suitably qualified practitioner) as a result of the proposed development should be submitted to Roads and Maritime for review and approval prior to commencement of any road works.
- e. The proponent should consult with TfNSW and Sydney Metro with regard to the proposed development and comply with their requirements. The access to T-Way and Tempus Street shall not be compromised as a result of the proposed development and U-turn facility. Coordination with Sydney Metro is required to ensure Operational Traffic of the NWRL is considered (i.e. Kiss and ride traffic, etc.).
- f. A Traffic Management Plan (TMP) is to be prepared and submitted to Roads and Maritime and Council for approval for any permanent or temporary road closures.
- g. Detailed design plans and hydraulic calculations of any changes to the Roads and Maritime's stormwater drainage system are to be submitted to Roads and Maritime for approval, prior to the commencement of any works.

A plan checking fee will be payable and a performance bond may be required before Roads and Maritime approval is issued.

- h. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
- i. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Windsor Road.
- j. A Road Occupancy Licence should be obtained from Transport Management Centre for any works that may impact on traffic flows on Windsor Road during construction activities.
- k. All vehicles are to enter and exit the site in a forward direction. Provision for vehicles to turn around must be provided within the property boundary.
- l. All works/regulatory signposting associated with the proposed development are to be at no cost to Roads and Maritime.

PRIOR TO THE ISSUE OF A CONSTRUCTION CERTIFICATE

28. Section 7.12 Contribution

Pursuant to section 4.17 (1) of the Environmental Planning and Assessment Act 1979, and The Hills Section 7.12 Contributions Plan, a contribution of **\$443,064.52** shall be paid to Council. This amount is to be adjusted at the time of the actual payment in accordance with the provisions of the Hills Section 7.12 Contributions Plan.

The contribution is to be paid prior to the issue of the Construction Certificate.

You are advised that the maximum percentage of the levy for development under section 7.12 of the Act having a proposed construction cost is within the range specified in the table below;

Proposed cost of the development	Maximum percentage of the levy
Up to \$100,000	Nil
\$100,001 - \$200,000	0.5 %
More than \$200,000	1%

29. Security Bond – Road Pavement and Public Asset Protection

In accordance with Section 4.17(6) of the Environmental Planning and Assessment Act 1979, a security bond of \$250,000.00 is required to be submitted to Council to guarantee the protection of the road pavement and other public assets in the vicinity of the site during construction works. The above amount is calculated at the rate of \$88.00 per square metre based on the road frontage of the subject site plus an additional 50m on either side multiplied by the width of the road; reduced though so as to be commensurate with the scope/ scale of the approved works.

The same bond can be paid/ relied upon for both this development and 1897/2016/HA if there is crossover in the timing of works across both consents.

The bond must be lodged with Council before a Construction Certificate is issued.

The bond is refundable upon written application to Council and is subject to all work being restored to Council's satisfaction. Should the cost of restoring any damage exceed the value of the bond, Council will undertake the works and issue an invoice for the recovery of these costs.

30. Engineering Works and Design

The design and construction of the engineering works listed below must be provided for in accordance with Council's Design Guidelines Subdivisions/ Developments and Works Specifications Subdivisions/ Developments.

Engineering works can be classified as either "subdivision works" or "building works". Works within an existing or proposed public road, or works within an existing or proposed public reserve can only be approved, inspected and certified by Council in accordance with the Roads Act 1993 and the Local Government Act 1993 respectively.

The following engineering works are required:

- New roundabout and car park entry exit at West Gate.
- New car park entry exit at East Gate.
- New trunk drainage system connecting West Gate to East Gate where Rouse Hill Drive exists now as described in the separate condition titled "Waterways and Stormwater Requirements" included above.
- Raingardens/ temporary sediment basins as described in the separate condition titled "Stormwater Management/ Water Quality – Overall Strategy" included above.
- Two levels of basement car park over/ incorporating the new trunk drainage system.

The approved subdivision works plans and associated reports relating to the above engineering works are those listed here:

- Proposed Carpark Civil Works Report Revision C dated 25/05/2018 prepared by Arcadis
- Carpark Civil Works Issue 04 dated 04/05/2018 prepared by Arcadis

The following additional requirements apply:

a) Service Conduits

Service conduits laid in strict accordance with the relevant service authority's requirements are required. Services must be shown on the engineering drawings.

b) Earthworks/ Site Regrading

Earthworks are limited to that shown on the approved plans. Where earthworks are not shown on the approved plan the topsoil within lots must not be disturbed.

c) Water Sensitive Urban Design Elements

The water sensitive urban design elements are to be located generally in accordance with the plans and information submitted with the application.

Detailed plans for the water sensitive urban design elements must be submitted for approval. The detailed plans must be suitable for construction, and include detailed and representative longitudinal and cross sections of the proposed infrastructure. The design must be accompanied, informed and supported by detailed water quality and quantity modelling. The modelling must demonstrate a reduction in annual average pollution export loads from the development site in line with the following environmental targets:

- 90% reduction in the annual average load of gross pollutants
- 85% reduction in the annual average load of total suspended solids
- 65% reduction in the annual average load of total phosphorous
- 45% reduction in the annual average load of total nitrogen

All model parameters and data outputs are to be provided.

31. Security Bond Requirements

A security bond may be submitted in lieu of a cash bond. The security bond must:

- Be in favour of The Hills Shire Council;
- Be issued by a financial institution or other accredited underwriter approved by, and in a format acceptable to, Council (for example, a bank guarantee or unconditional insurance undertaking);

- Have no expiry date;
- Reference the development application, condition and matter to which it relates;
- Be equal to the amount required to be paid in accordance with the relevant condition;
- Be itemised, if a single security bond is used for multiple items.

Should Council need to uplift the security bond, notice in writing will be forwarded to the applicant 14 days prior.

32. Erosion and Sediment Control/ Soil and Water Management Plan

The detailed design must be accompanied by an Erosion and Sediment Control Plan (ESCP) or a Soil and Water Management Plan (SWMP) prepared in accordance with the Blue Book and Council's Works Specification Subdivision/ Developments.

A SWMP is required where the overall extent of disturbed area is greater than 2,500 square metres, otherwise an ESCP is required.

An ESCP must include the following standard measures along with notes relating to stabilisation and maintenance:

- Sediment fencing.
- Barrier fencing and no-go zones.
- Stabilised access.
- Waste receptacles.
- Stockpile site/s.

A SWMP requires both drawings and accompanying commentary (including calculations) addressing erosion controls, sediment controls, maintenance notes, stabilisation requirements and standard drawings from the Blue Book.

A SWMP is required for this development.

33. Erosion & Sediment Control Plan

Submission of an Erosion and Sediment Control Plan to the Principal Certifying Authority, including details of:

- Allotment boundaries
- Location of the adjoining roads
- Contours
- Existing vegetation
- Existing site drainage
- Critical natural areas
- Location of stockpiles
- Erosion control practices
- Sediment control practices
- Outline of a maintenance program for the erosion and sediment controls

(NOTE: For guidance on the preparation of the Plan refer to 'Managing Urban Stormwater Soils & Construction' produced by the NSW Department of Housing).

34. Acoustic – Mechanical Plant

As per the section 5.5 of the *Carpark and Loading Dock Noise Impact Assessment* prepared by Acoustic Logic, project number 20161279.1, dated 29 September 2016 and submitted as part of the development application a detailed acoustic review of all mechanical plant items is to occur prior to the Construction Certificate being issued. The

acoustic report is to consider all mechanical plant items and a cumulative assessment is to occur. The acoustic report is to be submitted to Council's Manager – Environment and Health for review and if satisfactory, written approval will be provided in support of the Construction Certificate being issued.

PRIOR TO WORK COMMENCING ON THE SITE

35. Details and Signage - Principal Contractor and Principal Certifying Authority

Details

Prior to work commencing, submit to the Principal Certifying Authority (PCA) notification in writing of the principal contractor's (builder) name, address, phone number, email address and licence number.

No later than two days before work commences, Council is to have received written details of the PCA in accordance with Clause 103 of the Environmental Planning and Assessment Regulations 2000.

Signage

A sign is to be erected in accordance with Clause 98A(2) of the Environmental Planning and Assessment Regulations 2000. The sign is to be erected in a prominent position and show –

- a) the name, address and phone number of the PCA for the work,
- b) the name and out of working hours contact phone number of the principal contractor/person responsible for the work.

The sign must state that unauthorised entry to the work site is prohibited.

36. Management of Building Sites

The erection of suitable fencing or other measures to restrict public access to the site and building works, materials or equipment when the building work is not in progress or the site is otherwise unoccupied.

The erection of a sign, in a prominent position, stating that unauthorised entry to the site is not permitted and giving an after hours contact name and telephone number.

37. Consultation with Service Authorities

Applicants are advised to consult with Telstra, NBN Co and Australia Post regarding the installation of telephone conduits, broadband connections and letterboxes as required.

Unimpeded access must be available to the electricity supply authority, during and after building, to the electricity meters and metering equipment.

38. Approved Temporary Closet

An approved temporary closet connected to the sewers of Sydney Water, or alternatively an approved chemical closet is to be provided on the land, prior to building operations being commenced.

39. Property Condition Report – Public Assets

A property condition report must be prepared and submitted to Council recording the condition of all public assets in the direct vicinity of the development site. This includes, but is not limited to, the road fronting the site along with any access route used by heavy vehicles. If uncertainty exists with respect to the necessary scope of this report, it must be clarified with Council before works commence. The report must include:

- Planned construction access and delivery routes; and
- Dated photographic evidence of the condition of all public assets.

40. Traffic Control Plan

A Traffic Control Plan is required to be prepared and approved. The person preparing and approving the plan must have the relevant accreditation to do so. A copy of the approved plan must be submitted to Council before being implemented. Where

amendments to the plan are made, they must be submitted to Council before being implemented.

A plan that includes full (detour) or partial (temporary traffic signals) width road closure requires separate specific approval from Council. Sufficient time should be allowed for this to occur.

41. Erosion and Sedimentation Controls

Erosion and sedimentation controls shall be in place prior to the commencement of site works and maintained throughout construction activities, until the site is landscaped and/or suitably revegetated. These requirements shall be in accordance with *Managing Urban Stormwater – Soils and Construction (Blue Book)* produced by the NSW Department of Housing.

This will include, but not be limited to a stabilised access point and appropriately locating stockpiles of topsoil, sand, aggregate or other material capable of being moved by water being stored clear of any drainage line, easement, natural watercourse, footpath, kerb or roadside.

42. Erosion & Sediment Control Plan Kept on Site

A copy of the Erosion and Sediment Control Plan must be kept on site at all times during construction and available to Council on request.

43. Demolition Works and Asbestos Management

The demolition of any structure is to be carried out in accordance with the Work Health and Safety Act 2011. All vehicles transporting demolition materials offsite are to have covered loads and are not to track any soil or waste materials on the road. Should demolition works obstruct or inconvenience pedestrian or vehicular traffic on adjoining public road or reserve, a separate application is to be made to Council to enclose the public place with a hoard or fence. All demolition works involving the removal and disposal of asbestos must only be undertaken by a licenced asbestos removalist who is licenced to carry out the work. Asbestos removal must be carried out in accordance with the SafeWork NSW, Environment Protection Authority and Office of Environment and Heritage requirements. Asbestos to be disposed of must only be transported to waste facilities licenced to accept asbestos. No asbestos products are to be reused on the site.

44. Demolition Waste Management Plan Required

Prior to the commencement of works, a Waste Management Plan for the c demolition phase of the development must be submitted to and approved by the Principal Certifying Authority. The plan should be prepared in accordance with The Hills Development Control Plan 2012 Appendix A. The plan must comply with the waste minimisation requirements in the relevant Development Control Plan. All requirements of the approved plan must be implemented during the demolition phase of the development.

DURING CONSTRUCTION

45. Critical Stage Inspections and Inspections Nominated by the PCA

Section 6.5 of the Environmental Planning and Assessment Act 1979 requires critical stage inspections to be carried out for building work as prescribed by Clause 162A of the Environmental Planning and Assessment Regulation 2000. Prior to allowing building works to commence the PCA must give notice of these inspections pursuant to Clause 103A of the Environmental Planning and Assessment Regulation 2000.

An Occupation Certificate cannot be issued and the building may not be able to be used or occupied where any mandatory critical stage inspection or other inspection required by the PCA is not carried out. Inspections can only be carried out by the PCA unless agreed to by the PCA beforehand and subject to that person being an accredited certifier.

46. Dust Control

The emission of dust must be controlled to minimise nuisance to the occupants of the surrounding premises. In the absence of any alternative measures, the following measures must be taken to control the emission of dust:

- Dust screens must be erected around the perimeter of the site and be kept in good repair for the duration of the construction work;
- All dusty surfaces must be wet down and suppressed by means of a fine water spray. Water used for dust suppression must not cause water pollution; and
- All stockpiles of materials that are likely to generate dust must be kept damp or covered.

47. Rock Breaking Noise

Upon receipt of a justified complaint in relation to noise pollution emanating from rock breaking as part of the excavation and construction processes, rock breaking will be restricted to between the hours of 9am to 3pm, Monday to Friday.

Details of noise mitigation measures and likely duration of the activity will also be required to be submitted to Council's Manager – Environment and Health within seven (7) days of receiving notice from Council.

48. Construction Noise

The emission of noise from the construction of the development shall comply with the *Interim Construction Noise Guideline published by the Department of Environment and Climate Change (July 2009)*.

49. Contamination

Ground conditions are to be monitored and should evidence such as, but not limited to, imported fill and/or inappropriate waste disposal indicate the likely presence of contamination on site, works are to cease, Council's Manager- Environment and Health is to be notified and a site contamination investigation is to be carried out in accordance with *State Environmental Planning Policy 55 – Remediation of Land*.

The report is to be submitted to Council's Manager – Environment and Health for review prior to works recommencing on site.

PRIOR TO ISSUE OF AN OCCUPATION CERTIFICATE

50. Completion of Engineering Works

An Occupation Certificate must not be issued prior to the completion of all engineering works covered by this consent, in accordance with this consent.

51. Property Condition Report – Public Assets

Before an Occupation Certificate is issued, an updated property condition report must be prepared and submitted to Council. The updated report must identify any damage to public assets and the means of rectification for the approval of Council.

52. Drainage Easement/ Deed of Agreement

A drainage easement must be created over the trunk drainage system under the car park connecting West Gate to East Gate. The drainage easement terms and extent on the easement plan needs to reflect the "non-standard" nature of the trunk drainage system under the car park connecting West Gate to East Gate.

In addition to the easement a deed of agreement acceptable to, and in favour of, Council preserving Council's right of access to pipelines and overland flow along the trunk drainage system under the car park connecting West Gate to East Gate is required too. This deed of agreement must be registered on the title of the property via a positive covenant.

The deed of agreement must be submitted to Council for checking along with payment of the applicable fee from Council's Schedule of Fees and Charges. As this process includes

the preparation of a report and the execution of the documents by Council, sufficient time should be allowed.

A copy of the registered easement plan and associated documents must be submitted to Council.

53. Water Sensitive Urban Design Certification

An Occupation Certificate must not be issued prior to the completion of the WSUD elements conditioned earlier in this consent. The following documentation must be submitted in order to obtain an Occupation Certificate:

- WAE drawings and any required engineering certifications;
- Records of inspections;
- An approved operations and maintenance plan; and
- A certificate of structural adequacy from a suitably qualified structural engineer verifying that any structural element of the WSUD system are structurally adequate and capable of withstanding all loads likely to be imposed on them during their lifetime.

Where Council is not the PCA a copy of the above documentation must be submitted to Council.

54. Confirmation of Pipe Locations

A letter from a registered surveyor must be provided with the works as executed plans certifying that all pipes and drainage structures are located within the proposed drainage easements.

55. Final Inspection of Waste and Recycling Rooms

Prior to an Occupation Certificate being issued, a final inspection of the waste and recycling rooms must be undertaken by Council. This is to ensure design compliance with other conditions of this consent. Additionally, the car space for the bin tractor and trailer will be checked that it has been allocated (required prior to signoff). The time for the inspection should be arranged with Council at least 48 hours prior to the suggested appointment time.

THE USE OF THE SITE

56. Offensive Noise - Acoustic Report

The use of the premises and/or machinery equipment installed must not create offensive noise so as to interfere with the amenity of the neighbouring properties.

Should an offensive noise complaint be received and verified by Council staff, an acoustic assessment is to be undertaken (by an appropriately qualified consultant) and an acoustic report is to be submitted to Council's Manager – Environment and Health for review. Any noise attenuation measures directed by Council's Manager - Environment and Health must be implemented.

57. Acoustic – Project Specific

Measured at the boundary of the subject premises the project specific noise criteria is:

- 55dB(A)_{Leq(15 minutes)} during the day (7am – 6pm);
- 50dB(A)_{Leq(15 minutes)} during the evening (6pm – 10pm);
- 45dB(A)_{Leq(15 minutes)} during the night (10pm -7am).

58. Operational Waste Management

All operational conditions relating to waste management and collection applicable to the premises (apartments above) under DA 1007/2019/JP apply to this application and are to be complied with at all times.

ATTACHMENTS

1. Locality Plan
2. Aerial Photograph
3. Location of Works
4. Basement Carpark Level 1
5. Basement Carpark Level 2
6. Sections
7. Roundabout Design
8. General Arrangement Plan showing Civil Works Approved under DA 1897/2016/HA

ATTACHMENT 1 – LOCALITY PLAN



SUBJECT SITE



PROPERTIES NOTIFIED

THE HILLS
Sydney's Garden Shire


THE HILLS SHIRE COUNCIL

THE HILLS SHIRE COUNCIL DOES NOT GIVE ANY GUARANTEES CONCERNING THE ACCURACY, COMPLETENESS OR CURRENCY OF THE TEXTUAL INFORMATION HELD IN OR GENERATED FROM ITS DATABASE

BASE CADASTRE COPYRIGHT LAND & PROPERTY INFORMATION NSW (LPI). CADASTRE UPDATE INCLUDING COUNCIL GENERATED DATA IS SUBJECT TO THSC COPYRIGHT.

ATTACHMENT 2 – AERIAL PLAN



 SUBJECT SITE

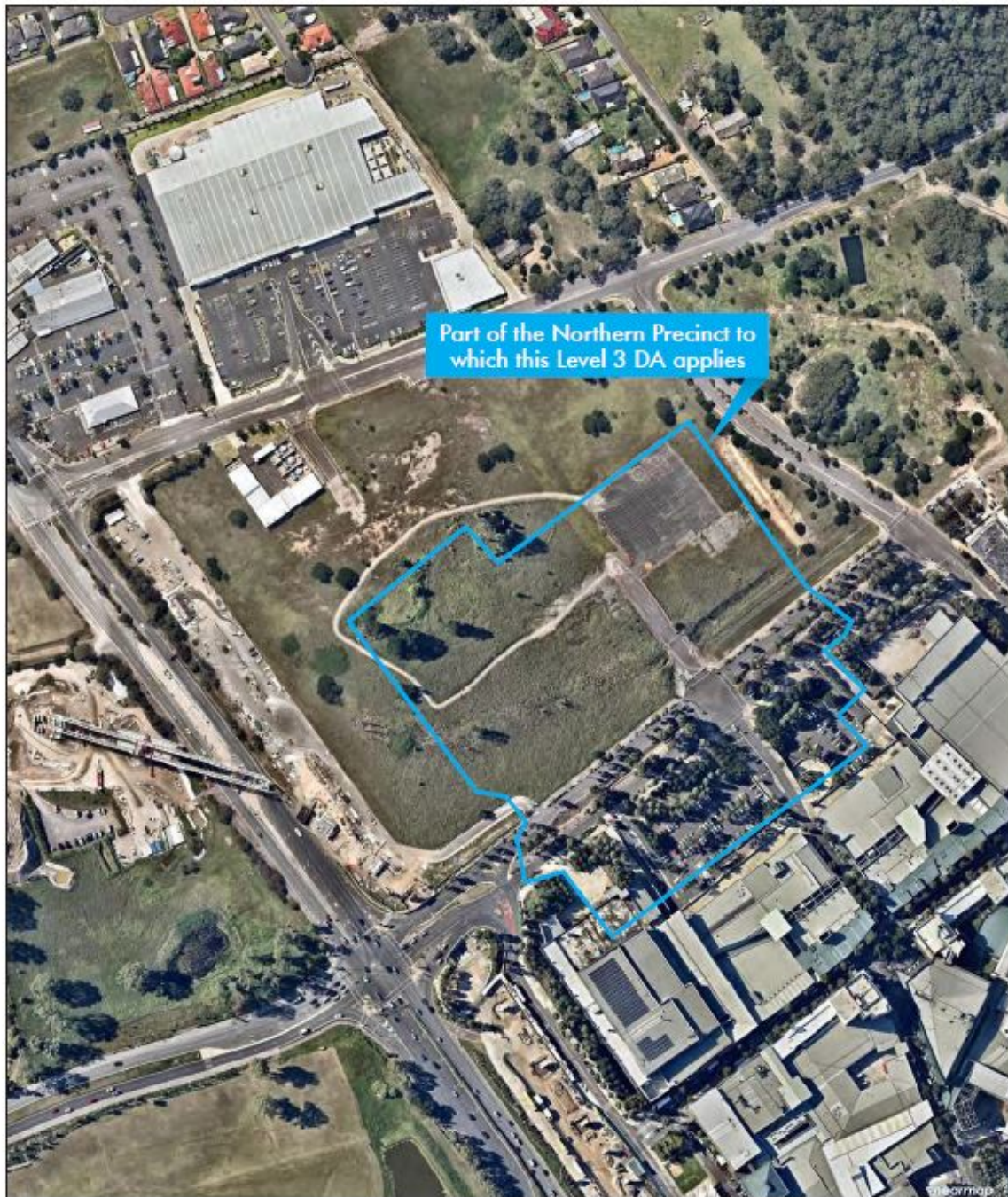
THE HILLS
Sydney's Garden Shire

THE HILLS SHIRE COUNCIL

THE HILLS SHIRE COUNCIL DOES NOT GIVE ANY GUARANTEES CONCERNING THE ACCURACY, COMPLETENESS OR CURRENCY OF THE TEXTUAL INFORMATION HELD IN OR GENERATED FROM ITS DATABASE

BASE CADASTRE COPYRIGHT LAND & PROPERTY INFORMATION NSW (LP1). CADASTRE UPDATE INCLUDING COUNCIL GENERATED DATA IS SUBJECT TO THSC COPYRIGHT.

ATTACHMENT 3 – LOCATION OF WORKS



Source: NearMap July 2016

STATEMENT OF ENVIRONMENTAL EFFECTS
Basement Carpark DA, Northern Precinct, Rouse Hill Town Centre

FIGURE 3A
Aerial Photo - Detail

Prepared For - The OPT Group



LEGEND

- EXISTING CARPARK
- PROPOSED CARPARK
- ENTRY TO CARPARK
- EXISTING ROUSE HILL DRIVE
- EXISTING CARPARK

PROPOSED CARPARK

EXISTING ROUSE HILL DRIVE

EXISTING CARPARK

ENTRY TO CARPARK

Basement Plan Level 1

CA 2 - STAGE 2 CARPARK EXTENSION

Rouse Hill Town Centre Northern Expansion Stage 2

GPT

COE

Basement Plan Level 1

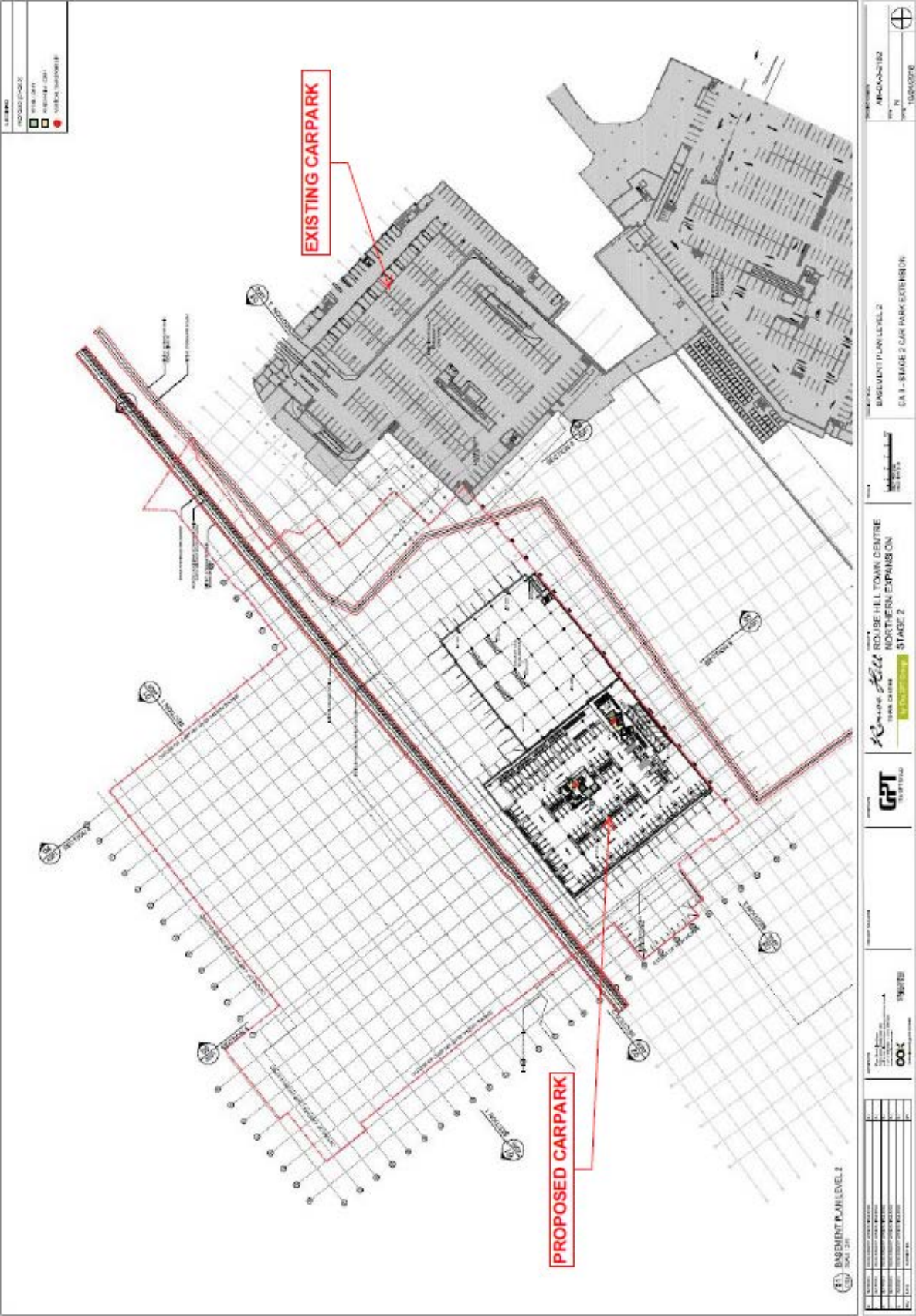
CA 2 - STAGE 2 CARPARK EXTENSION

Rouse Hill Town Centre Northern Expansion Stage 2

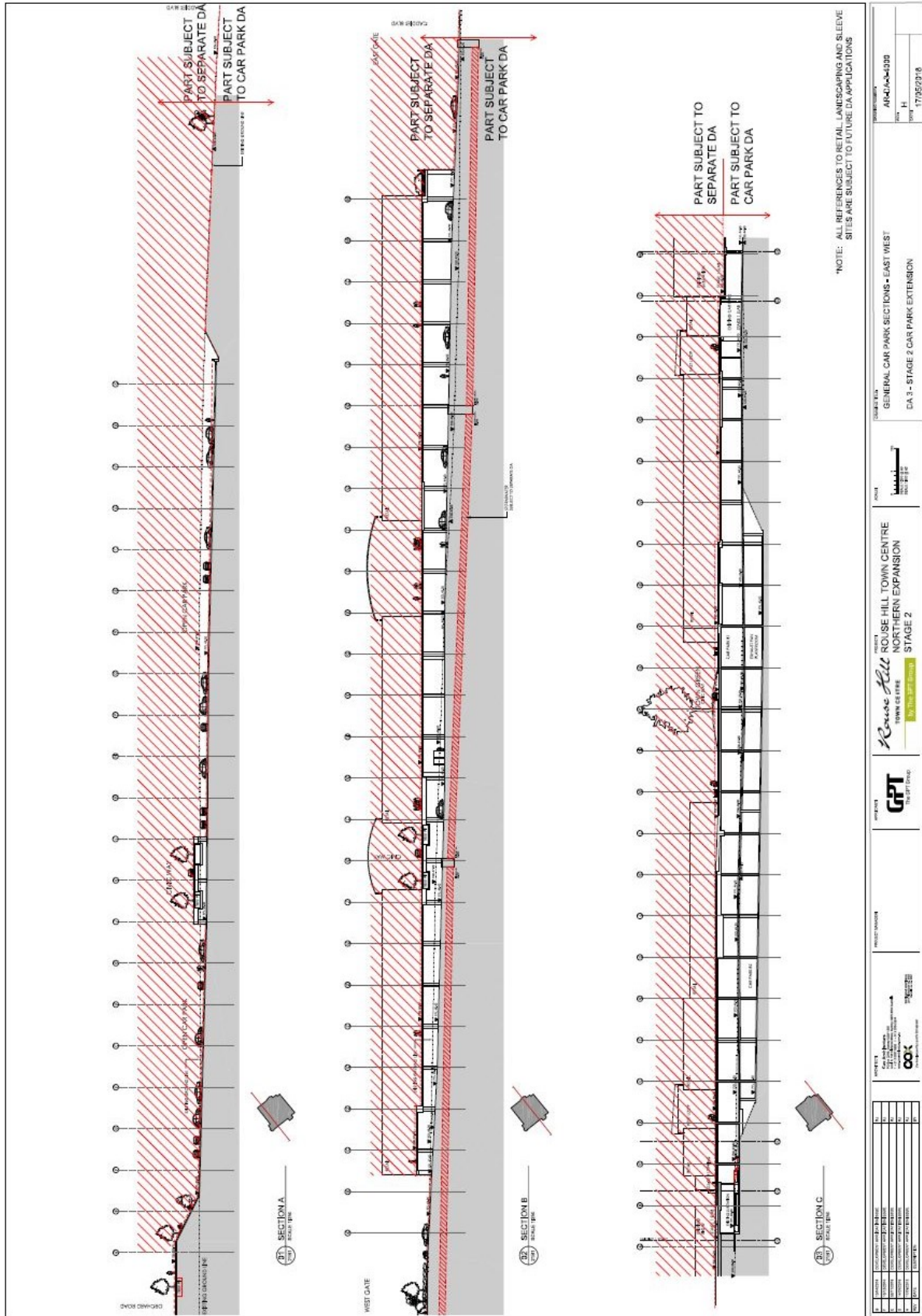
GPT

COE

ATTACHMENT 5 – BASEMENT CARPARK LEVEL 2



ATTACHMENT 6 – SECTIONS



ATTACHMENT 7 – ROUNDABOUT DESIGN

