

DEFERRED COMMENCEMENT CONDITION RE VPA

Part A – Deferred Commencement Conditions

The following are the Deferred Commencement condition(s) imposed pursuant to Section 80(3) of the Environmental Planning & Assessment Act 1979.

1. Pursuant to Section 80(3) of the Environmental Planning and Assessment Act 1979, the Applicant must satisfy the following deferred commencement condition of consent prior to this development consent becoming operative:
 - (a) The Applicant is to enter into a Planning Agreement (as defined pursuant to Section 93F of the Environmental Planning and Assessment Act 1979) with Council for the delivery of the public benefits as identified and generally within the terms specified in the letter of offer to enter into a planning agreement from AMP Capital, dated 14 October 2016.
2. Evidence that will sufficiently enable Council to be satisfied as to the compliance of those matters in deferred commencement condition 1(a) above, must be submitted to Council within **eighteen (18) months** of the date of determination of this deferred commencement consent, failing which, this deferred development consent **will lapse** pursuant to Section 95(6) of the Environmental Planning and Assessment Act 1979.
3. This development consent will not become operative until such time that the Council notifies the Applicant in writing that the requirements of deferred commencement consent condition 1(a) above have been satisfied.
4. Upon Council giving written notification to the Applicant that the deferred commencement condition has been satisfied, the development consent will become operative from the date of that written notification, subject to the following conditions of consent.

Part B – Conditions of Consent

Once operative the consent is subject to the following conditions:

1. **Staged Development Application.** Pursuant to Clause 100 of the Environmental Planning and Assessment Regulation 2000, this Notice of determination relates to a Stage 1 development application and a subsequent development application (Stage 2) or applications are required for any work on the site.

2. **Approved Stage 1 Development.** Development consent is limited to a Stage 1 Concept Plan building envelope and indicative land uses within this envelope, in accordance with Development Application No. LDA2015/655 and the following drawings:

Plan Detail	Plan Reference number
Envelopes for Approval - Plan	DA0500 Issue 8
Envelopes for Approval - Elevations	DA0501 Issue 7
Vehicle Access Points - Plan	DA0502 Issue 3

3. **Consistency of future development applications.** While this consent remains in force, the determination of any further development application in respect of the site cannot be inconsistent with this consent.
4. **Lapsing of the Consent.** This development consent will lapse 5 years after the date that Council advises that the consent is activated unless consent is granted to a further development application in respect of the site to carry out development on the site that is consistent with the consent and the development authorized by that consent has commenced on the site.
5. **Matters not Approved.** The following items are not approved and do not form part of this Stage 1 development consent:
- Any demolition, excavation and/or construction;
 - The final arrangement of land uses;
 - The layout and number of apartments;
 - The layout of the retail space;
 - The number of car parking spaces, bicycle spaces, car share or loading spaces/areas;
 - The design of the building exteriors including facades and roofs;
 - Public domain and landscape design
 - The configuration of the basement car parking levels;
 - The precise quantum of floor space.
6. **Building Envelopes.** Subject to the other conditions of this consent, the building envelope is only approved on the basis that the ultimate building design, including services, balconies, shading devices, lifts, stairs, open space circulation space and the like will be entirely within the approved envelopes.
7. **Building Height.** The maximum height of the buildings must not exceed the maximum permissible, and shall be calculated in accordance with Clause 4.3 and 4.3A of the Ryde Local Environmental Plan 2014.

8. **Floor Space Ratio.** The Floor Space Ratio of the proposal must not exceed the maximum permissible, and shall be calculated in accordance with the provisions of Clauses 4.4 and 4.5 of the Ryde Local Environmental Plan 2014.
9. **Contamination.** A Detailed Environmental Site Assessment (DESA) must be submitted for Council's consideration with any relevant Stage 2 development application. The DESA must comply with the Guidelines for Consultants Reporting on Contaminated Sites (EPA, 1997) and demonstrate that the site is suitable for the proposed use, or that the site can be remediated to the extent necessary for the proposed use.

If remediation is required, the report should also set out the remediation options available for the site and whether the work is considered to be category 1 or category 2 remediation work.

If requested by Council, the proponent must submit a site audit statement and a site audit summary report from an accredited site auditor under the Contamination Land Management Act 1997, verifying the information contained in the DESA.

10. **BASIX.** A BASIX Certificate in accordance with the requirements of State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 must be submitted with any relevant Stage 2 Development Application.
11. **Road and Rail noise and vibration impact assessment report** - A road and rail noise and rail vibration impact assessment report is to be submitted with any relevant Stage 2 Development Application. The report must be prepared by a suitably qualified acoustical consultant. The report shall demonstrate that:
 - a. the road noise levels inside the building(s) and
 - b. that the rail noise and vibration levels inside the building(s) will comply with the noise criteria specified in *Development Near Rail Corridors and Busy Roads — Interim Guideline* (Department of Planning, 2008).
12. **Noise impact assessment report** - A noise impact assessment report is to be submitted with any relevant Stage 2 Development Application. The report must be prepared by a suitably qualified acoustical consultant and demonstrate that the noise levels emitted from the premises will comply with the noise criteria specified in the *New South Wales Industrial Noise Policy* (EPA, 2000).
The report must include the following information:
 - a. details of the site and the surrounding locality;
 - b. a description of the proposed use;
 - c. the proposed times of operation;
 - d. the existing background noise and ambient industrial noise levels;
 - e. the project-specific noise levels for the proposed use;
 - f. details of all potential noise sources associated with the proposed use;

- g. details of any measures proposed to control or mitigate noise;
- h. sound pressure levels at a preferred measurement distance or sound power levels, in dBA, for all major noise sources;
- i. the predicted cumulative noise levels at all nearby affected residential premises; and
- j. an assessment of the noise impact.

13. Construction Noise Management Plan. A Construction Noise Management Plan must be prepared and submitted with any Stage 2 Development Application. This Plan must be prepared by a suitably qualified acoustic consultant and must detail, but not be limited to, the following:

- a. The equipment to be used during the construction on site, the quantity of all equipment and a plan of how equipment will be operated on site cumulatively;
- b. The type of work that will be conducted during the construction process;
- c. Details of any respite periods and any noise mitigation measures required;
- d. Details of any work proposed to occur outside of Council's standard construction hours;
- e. Details of any community consultation to be undertaken.

14. SEPP 65. The residential components of the development must be designed to comply with the principles of "State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development" and the accompanying Apartment Design Guide.

15. Screening along Waterloo Road. Any Stage 2 development application that proposes an increase of retail GFA is to provide documentation which demonstrates how the existing vehicle ramp/entry points and service entries adjacent to Waterloo Road can be enhanced. The treatment could include built elements such as screening to the existing car park structures, walls, roofing/pergola as well as landscaping.

16. Public Art. A detailed public art strategy is to be developed for the site/development in accordance with Part 4.5 Macquarie Park Corridor DCP 2014 and the following:

- a. Public art concept/s illustrated in such a way that the form, dimensions, materials and locations of the proposed artwork/s are developed and clearly communicated.
- b. Brief statement explaining how the artwork themes developed for each of the four sites/interventions identified in the preliminary public art strategy.
- c. Site plans (ie architectural and landscape drawings) that show how the artwork is integrated with the site. The plans must clearly present a public art space (eg the surface or 3D envelope that will contain the artwork/s).
- d. Program for detailed design documentation, fabrication and installation; and

e. Details of the artist/s developing the documentation and artwork.

The requirement to accommodate public art as part of the redevelopment of the site must be included as part of a Stage 2 Development Application involving an increase in retail, commercial or residential GFA.

17. Retail Landuse and Provision of Station Plaza. Any increase of retail GFA must include the following design details:

- a. A network of interconnected public open space and publicly accessible spaces including Station Plaza, Herring Road entry and The Atrium as identified in the illustrative plans and urban design report which accompanied the Stage 1 Development Application.
- b. All paving, lighting, bins and other street furniture in Station Plaza is to be in accordance with Macquarie Park Public Domain Technical Manual. A minimum of 10 park benches and 10 bicycle parking spaces are to be provided.
- c. Station Plaza is to be provided with infrastructure such as gas, power, water supply and wireless internet.
- d. All landscaping within Station Plaza is to be endemic species.
- e. Retail uses are to be located within the buildings adjacent to the Station Plaza.
- f. Continuous ground level active uses as defined by Part 4.5 Macquarie Park Corridor of DCP 2014 must be provided along the Herring Road frontage. Buildings must address the street or public domain and front doors are to be located on the primary frontage.

Details demonstrating compliance with this requirement is to be submitted with any Stage 2 Development Application.

18. Wind. Prior to the lodgement of a Stage 2 Development Application for the podium or tower component, the detailed design shall be subject to wind tunnel testing to ascertain the impacts of the development on the wind environment and conditions within the publicly accessible space, the surrounding streets, communal external areas and bus interchange area. Any recommendations of this wind tunnel testing and wind assessment report shall be incorporated into the final detailed design lodged as a Stage 2 Development Application.

19. Tower 4. The detailed design for Tower 4 of the development is to incorporate the following requirements:

- a. The pedestrian and vehicular access are to be separated and distinguishable for any residential development.

20. Access to 101 Waterloo Road. Prior to or as part of the submission of a Stage 2 Development Application involving an increase in retail GFA, the applicant is to provide the following:

- a. The design of the proposed pedestrian link from the existing centre to the eastern site boundary adjacent to 101 Waterloo Road.
- b. The link is to have a maximum width of 4 metres.
- c. The proposed timing for the delivery of this link.
- d. The proposed operational and management requirements of the through-site link.

21. Framework Travel Plan. A Framework Travel Plan is to be submitted with any Stage 2 Development Application that involves a 10,000m² increase in GFA. The Framework Travel Plan is to be prepared in accordance with the requirements of Part 4.5 Macquarie Park Corridor DCP 2014 and include (but not be limited to):

- a. Details of the car sharing scheme on the site (in accordance with the conditions of this consent),
- b. Measures/ incentives to encourage occupants to enter into the car sharing scheme to be located on the site
- c. Measures/ incentives for public transport usage,
- d. Extension of the current parking management plan in effect at the centre, addressing the resident parking component.
- e. Measures incentives to encourage cycling, including detailing end of trip facilities, bicycle parking facilities, signage and notification to residents and patrons to the centre.

22. Car Parking Spaces and Dimensions.

- a. The permissible number of car parking spaces is to be established as part of the a Stage 2 development application. To ensure the parking demands of the development are satisfied whilst in balance with the limitations of the surrounding road network, Stage 2 development applications are not to exceed the following parking demand rates:
 - Retail – 3.5 parking spaces per 100m² of gross leaseable floor area
 - Commercial – Maximum of 1 parking space per 160m² of GFA
 - Serviced apartments – 0.4 spaces per studio/serviced apartment dwelling
 - Residential – as per DCP 2014 requirements.
- b. All parking areas are to be designed in accordance with AS 2890, Council's DCP and relevant standards (eg AusRoads, RMS Guidelines, etc). To ensure this, future development applications which include the expansion or creation of parking areas are to submit detailed plans of the parking areas, clearly depicting dimensions of any ramps (width, grade, radii, etc), parking aisle widths, space widths and lengths and overhead clearances. The plans are also to detail traffic calming measures and full details of traffic control points (eg boom operation, ticket processing and parking restriction hours).

Future detailed development applications to be submitted under this approval may consider DCP parking rates that are applicable at the time of the application subject to a traffic assessment to the satisfaction of the consent authority.

23. **Driveway Profiles.** To ensure all vehicle access ramps proposed in the development are compliant with AS 2890, in terms of driveway grade limitations, changes in grade and height clearances, a driveway profile must be prepared and submitted with any Stage 2 Development Application involving any works in the basement. The driveway profile is to be at a suitable scale to analyse potential vehicle scraping problems and is to accurately depict height clearances, giving respect to potential overhead services and structural elements.
24. **Car Share Spaces.** A minimum of 1 car space per 50 spaces allocated for the residential use are to be provided for the exclusive use of car share scheme vehicles. Details of the location of these spaces and the car share provider are to be submitted for any Stage 2 Development application that involves residential use. All car share spaces are to be located together and be readily accessible from any residential tower.
25. **Bicycle Parking.** Bicycle parking is to be provided for any development involving an increase in the floor space for retail, commercial or residential land uses.

Details of the location, number and class of bicycle parking must be included in the Stage 2 Development Applications.

At a minimum the number of bicycle parking is to be consistent with Council's requirements in DCP 2014.

End of trip facilities are to be provided for any retail and commercial development. These facilities are to be located in close proximity to the bicycle parking.

26. Loading Within Site.

- a. All loading and unloading operations associated with servicing the site must be carried out within the confines of the site, at all times, and must not obstruct other properties or the public way.
- b. To ensure the service requirements of increased retail or commercial floor area are satisfied at each stage of the development, a Loading Bay / Service Delivery Management Plan is to be submitted with the relevant Stage 2 Development Application. The Plan must specify the location of service bay areas / loading bay docks, analyse the number and frequency of service vehicle movements for the existing and proposed retail/ commercial floor area and demonstrate that such service requirements can be satisfied on the site.

27. **Signage.** Any Stage 2 development application that proposes an increase of retail GFA must include a full signage plan within the development and within the public domain. At a minimum the signage plan must include:
- Pedestrian safety (all around the perimeter of the shopping centre)
 - Way finding for pedestrians (all around the perimeter of the shopping centre and within 10 minute walking distance to the shopping centre).
 - Digital signage that directs vehicles to parking. This is to be located at key decision points (eg Waterloo Road/Lane Cove Road intersection) and should be able to be added to by Council in future to direct vehicles to parking within other facilities.
 - Signage for cyclists that directs them to the facility to be located within the centre.

28. **Water Sustainable Urban Design Strategy Plan.** To ensure that the development's stormwater management system integrates the principles of water sustainable urban design (WSUD) as required by Council's DCP and policies, as well as best practise design approach to urban stormwater management, a Water Sustainable Urban Design Strategic Plan (WSUDSP) must be prepared detailing WSUD components to be implemented throughout each stage of the development.

The WSUDSP must be prepared by a suitably qualified drainage engineer, in collaboration with a landscape architect, to implement WSUD components in the stormwater management system for the development. The plan must generally be in accordance with the WSUD concept detailed in the Flooding and Stormwater Management report by Mott MacDonald (Rev D dated 9 December 2015) and Councils DCP Part 8.2 (Stormwater and Floodplain Management) and comply with the following;

- To encourage stormwater treatments which are aesthetically pleasing, at least half of the WSUD components must be integrated into the landscape plans for the site. The use of any proprietary / mechanical products is discouraged.
- Rainwater storage is to be provided which will meet at least 50% of the non-potable water demand of the development and 80% of water use in open space areas (eg irrigation, ponds, water features). To demonstrate this, the WSUDSP will be required to present a water balance model analysing such uses respective of rainfall statistics.
- Satisfy the requirements of a WSUD management plan as specified in the DCP Part 8.2 (Stormwater and Floodplain Management)

The WSUDSP must be submitted with the relevant Stage 2 Development Application for any above ground development works.

29. **Flooding and Overland Flow.** Stage 2 Development Applications for each stage of the development shall include a detailed Flood Impact Statement, prepared in accordance with the requirements of the DCP Part 8.2 (Stormwater and Floodplain

Management). The Stage 2 Development Application encompassing the loading bay area located adjacent Talavera Road and Link Road, must be extended to include a Risk Assessment Matrix. This Statement is to include recommendations and measures which are to be implemented in the plans submitted with the Development Application.

30. **Waste Collection.** The Stage 2 Development Application shall demonstrate compliance with Council's requirements for waste collection and Part 7.2 of DCP 2014 Waste Minimisation and Management. This is to include the submission of a Waste Management Plan and detailed architectural plans which address Council's requirements.

31. **Access.** An access report shall be submitted with any Stage 2 Development Application to demonstrate that the building has been designed and is capable of being constructed to provide access and facilities for people with a disability in accordance with the Disability Discrimination Act and Access to Premises Standards.

32. **Ecological Sustainable Development.** An ecologically sustainable development report is to be submitted with the Stage 2 Development Applications involving an increase in retail, commercial or residential GFA. This report is to demonstrate that the following targets are to be achieved:

- a. Office/commercial A 5 Star Green Star – Design and As Built rating for the office; and
A 5 Star base building NABERS Office Energy rating.
- b. Retail A Green Star – Retail v1 – 4 Star design equivalency rating with an aspiration to 5 stars.
- c. Residential A Green Star – Multi-unit Residential v1 – 4 Star design equivalency rating with an aspiration to 5 stars.

33. **Landscaping.** A detailed landscape plan is to be submitted with the Stage 2 Development Applications involving an increase in retail, commercial or residential GFA. The landscaping plan is to demonstrate consideration of biodiversity from the Shrimpton's Creek area and Lane Cove National Park by prioritizing the use of native and endemic species.

The landscaping plan should also demonstrate rainwater capture and include details on where/how and for what purpose the water will be used.

Consideration should also be given to the use of green walls.

The landscape plan is to demonstrate planting for all rooftop and podium levels.

34. **Public Domain.** A public domain plan must be prepared by a suitably qualified architect, urban designer, landscape architect or engineer and must be lodged with any Stage 2 development application for the site involving an increase in retail, commercial or residential GFA.. The public infrastructure works along Herring Road, Talavera Road and Waterloo Road are to be in accordance with City of Ryde Development Control Plan 2014 Part 4.5 Macquarie Park Corridor and the City of Ryde Public Domain Technical Manual Section 6 – Macquarie Park.

35. **Revised Transport and Accessibility Plan.** A revised Transport Management and Accessibility Plan (TMAP) is to be submitted with the Stage 2 Development Application. The revised TMAP is to be consistent with the methodology outlined in the *Draft Interim Guidelines on Transport Management and Accessibility Plans*, NSW Department of Transport, Roads and Traffic Authority of NSW. The revised TMAP needs to address, but not limited to, the following:

- a) Existing and future public transport demand generated by the proposed development
- b) Existing and future pedestrian and cyclists demand generated by the proposed redevelopment
- c) Details of public transport facilities in particular at the bus interchange and pedestrian facilities along Herring Road proposed by the applicant to service existing and future demand from the Macquarie Centre.

36. **Ausgrid.** Consultation is required with Ausgrid to ensure that technical and statutory requirements in regard to the safe and reliable operation and maintenance of the Ausgrid's network is maintained. Details of the consultation undertaken are to be provided with the relevant Stage 2 Development Application.

37. **Crime Prevention Through Environmental Design.** All Stage 2 Development Applications are to comply with the principles of Crime Prevention Through Environmental Design.

38. **Impacts on Road Networks and Bus Operations.** Prior to the submission of any Stage 2 development application, the proponent shall:

- Undertake detailed traffic modelling using an appropriate modelling tool to assess road network performance within the area of influence of the site. The traffic model is to be prepared to the satisfaction of Ryde City Council, Roads and Maritime Services and TfNSW.
- Identify local and regional impacts using traffic modelling and propose mitigation measures to ameliorate the identified impacts;
- In the event that mitigation measures are identified as being required, the proponent shall make contributions or works in kind for regional road and

signalised intersections infrastructure works, but only when such works are specifically required as a result of traffic generated by additional retail floor space approved as part of the development; and

- Any contributions determined to be required as part of this development consent must consider the equitable apportionment of works to reflect the cumulative impact of traffic generated by development within the wider precinct.

This condition does not prevent the determination of any development application for changes to car parking to maintain the total number of car parking at the centre and loading bay access arrangements, excavation and early works which does not approve additional retail, residential or commercial floor area.

39. Herring Road Bus Interchange. Prior to the submission of any Stage 2 development application, the proponent shall:

- Examine opportunities, in consultation with TfNSW, to increase bus stand capacity to align with future growth as identified in Table 17 of the TMAP as the proposed changes to the bus interchange present an opportunity to accommodate future bus services at the interchange.
- Undertake a safety assessment of the proposed interchange arrangement and capacity assessment of the Herring Road/Waterloo Road/University Avenue intersection with the proposed bus stands along Herring Road; and
- Investigate the issues associated with existing facilities for kiss and ride and taxis and improve these facilities to meet future demand as the proposed changes to the bus interchange present an opportunity to improve these facilities at the interchange.

This condition does not prevent the determination of any development application for changes to car parking and loading bay access arrangements, excavation and early works which does not approve additional retail, residential or commercial floor space.

40. Development near Sydney Metro Corridor. TfNSW requests the proponent be conditioned to the following in relation to the Sydney Metro Corridor:

- The proponent shall design and construct the development in accordance with the “Development Near Rail Corridors and Busy Roads – Interim Guideline” (2008) prepared by Department of Planning and Environment. This guideline includes requirements for excavation within proximity to rail lines, safety and other requirements to be incorporated into design.
- As part of the relevant Stage 2 Development Application, the proponent shall address a range of technical issues in consultation with TfNSW in relation to the following:
 - Noise and vibration
 - Electrolysis
 - Cranes

- Geotechnical
- Structural
- Station and services building protection, including chiller units to be installed as part of the ECRL conversion works to Sydney Metro
- Station and services building access – impacts on customers and operations
- Rock anchors
- Signage around station hoardings.

41. Agreement with TfNSW for the Proposed Pedestrian Connection. Prior to the submission of a Stage 2 development application for the proposed pedestrian connection, the proponent shall enter into an agreement on the following matters:

- Design of the new pedestrian connection to the Macquarie Park Station
- Construction impacts and programming
- Commercial arrangement for the pedestrian connection
- Pedestrian modelling
- Operational issues (DDA compliance, security hours of operation, insurance, BCA and fire and life safety).

42. Epping to Chatswood Rail Line (ECRL) Conversion Works. As part of a Stage 2 development application, the proponent shall:

- Provide the details of design and construction stages, an indicative timeframe and program or works and liaise with TfNSW and Sydney Metro's contractor NRT to clarify timeframes and program
- Consult with Sydney Metro Delivery team within TfNSW and address interface issues between the Macquarie Shopping Centre Development and the rail replacement bus services that are to be provided under the Temporary Transport Project (TTP). The TTP includes rail replacement bus services from late 2018 for approximately 6-7 months in order to convert the existing Epping to Chatswood Rail Line (ECRL) to metro operations. The rail replacement bus services are required to continue public transport connections for customers travelling to destinations on the ECR corridor.

43. Draft Construction Pedestrian and Traffic Management Plan. As part of a Stage 2 development application, the proponent shall prepare a draft Construction Pedestrian and Traffic Management Plan (CPTMP). The CPTMP needs to specify, but not be limited to, the following:

- Location of all proposed work zones.
- Proposed crane locations and methods of erection and dismantling.
- Haulage routes.
- Construction vehicle access arrangements.
- Proposed construction hours.

- Details of any required hoardings.
- Estimated number and type of construction vehicle movements including morning and afternoon peak and off peak movements.
- Construction program highlighting details of peak construction activities and proposed construction 'staging'.
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works.
- Cumulative construction impacts of projects, including ECRL conversion works to Sydney Metro. Should any impacts be identified, details are to be provided in respect to the duration of the impacts.
- Measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.

The CPTMP is to be approved by Council, Transport for NSW and RMS.

44. RailCorp. Prior to the submittal of a Stage 2 development application, the applicant shall liaise and obtain agreement on the following (but not limited) items:

- New connection design
- Construction impacts and programming
- Commercial arrangement for the breakthrough
- Operational issues (such as DDA compliance, security, hours of operations, insurance, BCA and fire life saving compliance etc)
- Pedestrian modelling.

45. Sydney Trains Concurrence Conditions

Sydney Trains has provided the following concurrence conditions under the provisions of Clause 86 of State Environmental Planning Policy (Infrastructure) 2007:

- a. The relevant Stage 2 Development Application shall include the following documentation/details to enable the issuing of concurrence by the relevant rail authority in accordance with Clause 86 of State Environmental Planning Policy (Infrastructure) 2007:
 - Detailed geotechnical and structural report and drawings.
 - Groundwater assessment report.
 - Construction methodology with construction details pertaining to structural support during excavation. The Applicant is to be aware that rock anchors/bolts (whether temporary or permanent) or physical intrusion of piers/piles/foundations within the rail corridor land or easement/stratum will not be permitted.

- An assessment in the impact or any movement on the rail tunnel that may result from the proposed development. This report is to be based on the Final Geotechnical and Structural Report.
 - Final cross sectional drawings showing the tunnel location, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the rail tunnel. All measurements are to be verified by a Registered Surveyor.
 - Detailed Survey plan showing the relationship of the proposed development with respect to the rail corridor (IE tunnel, land/easement/stratum).
 - If required by the rail authority, a numerical analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the rail corridor.
 - A detailed report as to how the proposed works will comply with the ECRL Underground Infrastructure Protection Guidelines prepared by the Transport Infrastructure Development Corporation, dated 16 May 2008.
 - Details on the construction stages, timeframe and program of works.
 - Fruin analysis that consider pedestrian circulation and directions of movements and pedestrian modelling.
 - A report address DDA issues regarding access to the station at the lower level as proposed, and fire and life safety, security, hours of operations and BCA compliance.
- b. It should be noted that any connection to the Station proposed as part of the Stage 2 application will also require land owner's consent from RailCorp (or the owner of the rail corridor at that time), and will requiring the entering into a legal agreement and commercial arrangement for the connection to occur.