

Jeremy Bath
Chief Executive Officer
Newcastle City Council
PO Box 489
Newcastle NSW 2300

Attention: David Paine, Senior Development Officer

Dear Mr. Bath,

10 Dangar Street Wickham NSW - DA2018/01197

Thank you for your letter dated 29 October 2018 inviting Transport for NSW (TfNSW) to review and comment on the subject Development Application (DA). This letter and the subsequent conditions of concurrence in **TAB A** and **TAB B** are predicated on the additional documentation supplied on 8 February 2019 in support of the development application.

The proposed development is located within 25m of the Newcastle Light Rail and includes excavation deeper than 2m, which requires concurrence from TfNSW in accordance with Clause 86 of the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP). Clause 86 of the ISEPP requires TfNSW to take into consideration:

- (a) the potential effects of the development (whether alone or cumulatively with other development or proposed development) on:
 - i. the safety or structural integrity of existing or proposed rail infrastructure facilities in the rail corridor, and
 - ii. the safe and effective operation of existing or proposed rail infrastructure facilities in the rail corridor, and
- (b) what measures are proposed, or could reasonably be taken, to avoid or minimise those potential effects.

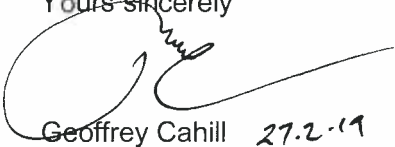
TfNSW has undertaken an assessment of the information provided in accordance with the provisions outlined in the ISEPP and has decided to grant concurrence to the subject development. This concurrence is subject to Council imposing the deferred commencement conditions provided in **TAB A** and operational conditions provided in **TAB B**.

Should Council choose not to impose the deferred commencement conditions in **TAB A** and the operational conditions provided in **TAB B**, then concurrence from Transport for NSW has not been granted to the proposed development.

There is some concern regarding the close separation between the Newcastle Interchange and proposed development. The development should make provision for easy and ongoing access by rail vehicles, plant and equipment to support maintenance and emergency activities. The applicant should also demonstrate that the proposed development can be maintained without encroaching onto TfNSW and RailCorp property and easements. As such, TfNSW provides concurrence in conjunction with Sydney Trains.

Should you have any questions or require additional information, please contact Mr Robert Rutledge on 0478 486 393 or email development@transport.nsw.gov.au.

Yours sincerely



Geoffrey Cahill 27.2.19
Director, Corridor Preservation
Freight, Strategy & Planning

CD18/11697

TAB A –Deferred Commencement Conditions of Consent for DA2018/01197

Deferred Commencement

This consent is not to operate until the Applicant satisfies the Council, within 12 months of the date of this consent, that it has obtained written approval/certification from Transport for NSW as to the following matters and the approval/certification has been forwarded to the Council:

Information Required from the Applicant

The applicant shall provide the following written information to TfNSW for review and approval:

- Final geo-technical and structural report / drawings in adherence to relevant Transport ASA standards, including:
 - Must be a section within the report detailing any potential impacts
- Details of a vibration and movement system that will be in place before excavation commences;
- Final construction methodology with construction details pertaining to structural support during excavation or ground penetration;
- Final cross sectional drawings showing ground surface, rail tracks and interchange facilities, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor. All measurements (horizontal and RL depths) are to be verified by a Registered Surveyor; and
- Detailed survey plan.

TAB B – Operational Conditions of Consent for DA2018/01197

Construction Certificate

The Principal Certifying Authority (PCA) shall not issue the relevant Construction Certificate until written confirmation has been received from TfNSW confirming that the following conditions have been satisfied.

Acoustic Assessment

The final acoustic assessment is to be submitted to the PCA prior to the issue of the relevant Construction Certificate demonstrating how the proposed development, if applicable, will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines". All recommendations of the acoustic assessment are to be incorporated in the construction documentation.

Electrolysis Assessment

Prior to any works commencing or the issuing of any Construction Certificate, the applicant is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The applicant must incorporate in the development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the PCA with the application for the relevant Construction Certificate

Lighting

The design, installation and use of lights, signs and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor must limit glare and reflectivity to the satisfaction of TfNSW. The PCA shall not issue the relevant Construction Certificate until written confirmation has been received from TfNSW confirming that this condition has been satisfied.

Insurance

Prior to the issuing of any Construction Certificates or any works commencing, the applicant must hold current public liability insurance cover for a sum to be determined by TfNSW. This insurance shall not contain any exclusion in relation to works on or near the rail corridor, rail infrastructure. The applicant is to contact TfNSW to obtain the level of insurance required for this particular proposal. Prior to issuing the relevant Construction Certificate the PCA must witness written proof of this insurance in conjunction with TfNSW's written advice to the applicant on the level of insurance required.

Interference with Rail Operations

Prior to any works commencing or any Construction Certificate being issued, the applicant shall enter into an Interface Agreement(s) with the appropriate rail authority (TfNSW, RailCorp and, if appropriate, the light rail operator). The Interface Agreement(s) shall address any applicable matters including, but not limited to:

- Pre and post construction dilapidation reports;
- TfNSW costs associated with review of plans and designs;
- The need for track possessions;
- Review of the machinery to be used during excavation/ground penetration / construction

works;

- The need for track monitoring;
- Design and installation of lights, signs and reflective material;
- Access by representatives of TfNSW to the site of the approved development and all structures on that site;
- Endorsement of Risk Assessment/Management Plan and Safe Work Method Statements (SWMS);
- Endorsement of plans regarding proposed craneage and other aerial operations;
- Erection of scaffolding/hoarding;
- Light Rail Operator's rules and procedures;
- Alteration of rail assets such as the OHW along track and associated hoarding demarcation system, if undertaken by the applicant;
- Details of balconies/window openings; and
- The developer shall demonstrate how the proposed development can be maintained without impacting on or encroaching into TfNSW and / or RailCorp property and easements. This issue specifically relates to the south side of the proposed building adjacent to the Newcastle Interchange.

The PCA is not to issue the relevant Construction Certificate until written confirmation from TfNSW has been received confirming that this condition has been complied with.

Consultation Regime

Prior to any excavation or the issuing of any Construction Certificate, a detailed regime is to be prepared for consultation with and approval by, TfNSW for the excavation of the site and the construction of the building foundations (including ground anchors) for the approved development, which may include geotechnical and structural certification in the form required by TfNSW.

Protection of TfNSW Infrastructure

Prior to the issuing of any Construction Certificate, the applicant is to liaise with TfNSW to ascertain its requirements in relation to the protection of TfNSW's infrastructure. The applicant is to submit to TfNSW all relevant documentation as requested by TfNSW and obtain TfNSW's written endorsement.

Given the possible likelihood of objects being dropped, thrown or blown onto the rail corridor from balconies, windows and other external features (e.g. roof terraces and external fire escapes) that face the rail corridor, the Applicant is required to install measures (e.g. awning windows, louvres, enclosed balconies, walls or panels etc.) which prevent the throwing of objects onto the rail corridor including the Newcastle Rail Interchange. The Principal Certifying Authority shall not issue the Construction Certificate until written approval has been obtained from TfNSW and that these measures are to be installed and have been indicated on the Construction Drawings.

General Conditions

Relocation of TfNSW Services/Infrastructure

The relocation of any TfNSW services or infrastructure is to be at the applicants cost and to TfNSW Requirements and Standards.

TfNSW / RMS Costs

All works/regulatory signage associated with the proposed development are to be at no cost to TfNSW/Roads and Maritime Services.

All TfNSW, and light rail operator's costs associated with review of plans, designs and legal must be borne by the applicant.



17 November 2018

General Manager
Newcastle City Council
PO Box 489
Newcastle NSW 2300

Attention: David Paine

HANNELL STREET (MR316): DA2018/01197, 14 STOREY MIXED USE BUILDING, LOT: 1 DP: 1197377, 10 DANGAR STREET WICKHAM

Reference is made to Council's letter dated 29 October 2018, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Clause 104 / Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007*.

Roads and Maritime understands the proposal to be for the construction of a 14 storey mixed use development.

Roads and Maritime Response

Transport for NSW and Roads and Maritime's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

Hannell Street (MR316) is a classified State road and Dangar Street is a local road. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*. Roads and Maritime has reviewed the referred information and provides the following comments to assist the consent authority in making a determination:

- Roads and Maritime request the provision of a minimum 5 metre wide footpath across the Hannell Street frontage of the site. Following proposed redevelopment of adjacent sites, this will provide a continuous 5 metre wide footpath on Hannell Street from Bishopsgate Street to Hunter Street. The 5 metre width will facilitate the high pedestrian volumes expected to and from the Newcastle Transport Interchange.
- The mechanism to provide the footpath can be discussed with Roads and Maritime, with several options available
- Roads and Maritime require further information in relation to the construction methods of the basement, in particular stabilising the basement walls which are proposed to be located on the Hannell Street property boundary.

Advice to Council

Roads and Maritime recommends that the following matters should be considered by Council in determining this development:

- On 13 June 2017, Roads and Maritime responded to Council's Wickham Project consultation with the following advice:

Roads and Maritime comment that the intensification of the Wickham catchment may impact on Hannell Street, which is a classified State road (A43), in particular between Cowper Street and Hunter Street.

It is recommended that Council undertake a corridor strategy for Hannell Street between Downie Street Maryville and Hunter Street Newcastle West. The strategy should include (but not be limited to) investigating the following intersections:

- *Hannell Street at Throsby Street,*
- *Hannell Street and Cowper Street North / Branch Street, and*
- *Hannell Street at Honeysuckle Drive.*

In addition it is considered that the intensification will increase congestion on Hannell Street.

The corridor strategy and the impact on the intersections should form the basis for a Section 7.11 plan for the Wickham catchment, which will facilitate upgrades on the corridor to accommodate the future intensification within the catchment. The corridor strategy should include the following:

- *Identify the constraints within the existing road network,*
- *Analyse the capacity of the road network in catering for the future trips associated with the intensification,*
- *Detail the impact on the State network throughout different stages of anticipated growth and ultimate estimated growth,*
- *Traffic analysis of the intersections using Sidra 7 or similar software, including submission of electronic files, be undertaken in accordance with the RMS Guide to Traffic Generating Developments. The intersection analysis shall include (but not be limited to) the following:*
 - *Current traffic counts for each intersection plus 10 year growth projects, and full development scenarios,*
 - *95th percentile back of queue lengths,*
 - *Delays and level of service on all legs for the relevant intersections,*
 - *The distribution of the trips generated by the intensified catchment, shown diagrammatically.*

Roads and Maritime comment that the catchment for this plan, if undertaken by Council, should cover the Wickham, Maryville and Islington suburbs to ensure equitable contributions by developers towards the upgrade of the Hannell Street corridor and intersections. Developments with a scale such as this development will erode any spare capacity at the existing major intersections, resulting in significant infrastructure upgrades being required earlier than anticipated.

- Council is to consult with Sydney Trains and Transport for NSW.
- Council should ensure that appropriate traffic measures are in place during the construction phase of the project to minimise the impacts of construction vehicles on traffic efficiency and road safety within the vicinity.
- Council should have consideration for appropriate sight line distances in accordance with Section 3 of the *Austroads Guide to Road Design Part 4A (Unsignalised and Signalised Intersections)* and the

relevant Australian Standards (i.e. AS2890:1:2004) and should be satisfied that the location of the proposed driveway promotes safe vehicle movements.

- Discharged stormwater from the development shall not exceed the capacity of the Hannell Street stormwater drainage system. Council shall ensure that drainage from the site is catered for appropriately and should advise Roads and Maritime of any adjustments to the existing system that are required prior to final approval of the development.
- Council should ensure that the applicant is aware of the potential for road traffic noise to impact on development on the site, in particular, noise generated Hannell Street, a classified State road. In this regard, the developer, not Roads and Maritime, is responsible for providing noise attenuation measures in accordance with the *NSW Road Noise Policy 2011*, prepared by the department previously known as the Department of Environment, Climate Change and Water.

If the external noise criteria cannot feasibly or reasonably be met, Roads and Maritime recommends that Council apply internal noise objectives for all habitable rooms with windows that comply with the Building Code of Australia.

Should you require further information please contact Marc Desmond on 0475 825 820 or by emailing development.hunter@rms.nsw.gov.au.

Yours sincerely



Peter Marler
Manager Land Use Assessment
Hunter Region

26 February 2019

The General Manager
City of Newcastle Council
PO Box 489
Newcastle NSW 2300

ATTENTION: DAVID PAINE

Dear Sir/Madam,

**STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007
DEVELOPMENT APPLICATION – DA2018/01197
Lot 1 DP 1197377
10 Dangar Street, Wickham NSW 2293
*“Demolition of existing structures and erection of
14 storey mixed use development”***

I refer to Council's letter requesting concurrence for the above development application in accordance with clause 86 of the above SEPP.

Council is advised that Sydney Trains, via Instruments of Delegation, has been delegated to act as the rail authority for the Central Coast and Newcastle line heavy rail corridor and to process the concurrence for this development application.

As such, Sydney Trains now advises that the proposed development is being assessed in accordance with the requirements of Clause 86(4) being:

- a) the potential effects of the development (whether alone or cumulatively with other development or proposed development) on:
 - i) the safety or structural integrity of existing or proposed rail infrastructure facilities in the rail corridor, and
 - ii) the safe and effective operation of existing or proposed rail infrastructure facilities in the rail corridor, and
- b) what measures are proposed, or could reasonably be taken, to avoid or minimise those potential effects.

In this regard, Sydney Trains has taken the above matters into consideration and has decided to grant its concurrence to the development proposed in development application **DA2018/01197** subject to Council imposing the deferred

commencement condition provided in Attachment A and operational conditions listed in Attachment B that will need to be complied with upon satisfaction of the Deferred Commencement Condition.

Should Council choose not to impose the deferred commencement condition in Attachment A and the operational conditions provided in Attachment B (as written), then concurrence from Sydney Trains has not been granted to the proposed development.

In the event that this development proposal is the subject of a Land and Environment Court appeal, Council's attention is drawn to Section 8.12 of the Environmental Planning and Assessment Act 1979 which requires Council to give notice of that appeal to a concurrence authority. Sydney Trains therefore requests that Council comply with this requirements should such an event occur.

Please contact Mr Jim Tsirimiagos on 8575 0780 should you wish to discuss this matter. Finally, Sydney Trains requests that a copy of the Notice of Determination and conditions of consent be forwarded to Sydney Trains.

Yours sincerely,



John Camarda
Executive Manager
Commercial Property

Deferred Commencement Condition

This consent is not to operate until the Applicant satisfies the Council, within 12 months (or 24 months depending on the Council) of the date of this consent, that it has obtained written approval/certification from Sydney Trains as to the following matters and the approval/certification has been forwarded to the Council:

A1. *The Applicant shall prepare and provide to Sydney Trains for approval/certification the following final version items in compliance with relevant Transport ASA Standards (<https://www.transport.nsw.gov.au/industry/standards-and-accreditation/standards>):*

- 1. Geotechnical and Structural report/drawings that meet Sydney Trains requirements. The Geotechnical Report must be based on actual borehole testing conducted on the site closest to the rail corridor and include a rail specific section considering any potential impacts to the Rail Corridor.*
- 2. Construction methodology with construction details pertaining to structural support during excavation. The Applicant is to be aware that Sydney Trains will not permit any rock anchors/bolts (whether temporary or permanent) within its land or easements.*
- 3. Cross sectional drawings showing the rail corridor (land, easements and assets), sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the rail corridor. All horizontal measurements and maximum RL depths are to be verified by a Registered Surveyor.*
- 4. Detailed Survey Plan showing the relationship of the proposed developed with respect to the rail corridor (land, assets and easements).*
- 5. If required by Sydney Trains, an FE analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the rail corridor.*

Any conditions issued as part of Sydney Trains approval/certification of the above documents will also form part of the consent conditions that the Applicant is required to comply with.

Attachment B

- *Copies of any certificates, drawings, approvals/certification or documents endorsed by, given to or issued by Sydney Trains or RailCorp must be submitted to Council for its records prior to the issuing of the applicable Construction Certificate or Occupation Certificate.*
- *Any conditions issued as part of Sydney Trains approval/certification of any documentation for compliance with the Sydney Trains conditions of consent, those approval/certification conditions will also form part of the consent conditions that the Applicant is required to comply with.*
- *Where a condition of consent requires Sydney Trains or Transport for NSW endorsement the Principal Certifying Authority is not to issue a Construction Certificate or Occupancy Certificate, as the case may be, until written confirmation has been received from those entities that the particular condition has been complied with. The issuing of staged Construction Certificates dealing with specific works and compliance conditions can be issued subject to written agreement from those entities to which the relevant conditions applies.*
- *Sydney Trains or Transport for NSW (TfNSW), and persons authorised by those entities for the purpose of this condition, must be permitted to inspect the site of the development and all structures to enable it to consider whether those structures have been or are being constructed and maintained in accordance with the approved plans and the requirements of this consent, on giving reasonable notice to the principal contractor for the development or the owner or occupier of the part of the site to which access is sought.*
- *The Applicant must ensure that at all times they have a representative (which has been notified to Sydney Trains in writing), who:*
 - *oversees the carrying out of the Applicant's obligations under the conditions of this consent and in accordance with correspondence issued by Sydney Trains;*
 - *acts as the authorised representative of the Applicant; and*
 - *is available (or has a delegate notified in writing to Sydney Trains that is available) on a 7 day a week basis to liaise with the representative of Sydney Trains, as notified to the Applicant.*
- *Without in any way limiting the operation of any other condition of this consent, the Applicant must, during demolition, excavation and construction works, consult in good faith with Sydney Trains in relation to the carrying out of the development works and must respond or provide documentation as soon as practicable to any queries raised by Sydney Trains in relation to the works.*

- *Where a condition of consent requires consultation with Sydney Trains, the Applicant shall forward all requests and/or documentation to the relevant Sydney Trains external party interface team. In this instance the relevant interface team is North Interface and they can be contacted via email on North_Interface@transport.nsw.gov.au.*
- *Rainwater from the roof must not be projected and/or falling into the rail corridor and must be piped down the face of the building which faces the rail corridor.*
- *The Applicant must ensure that all existing and future drainage works on the development site will be directed into the appropriate local council or approved drainage system.*
- *The Applicant must ensure that extreme care is taken during works to prevent water from collecting on or near the railway corridor. Should water be allowed to pond adjacent to rail infrastructure facilities and service is interrupted, the Applicant shall be liable for any Sydney Trains expenditure involved with restoring or maintaining alternative services.*
- *During all stages of the development the Applicant must take extreme care to prevent any form of pollution entering the railway corridor. Any form of pollution that arises as a consequence of the development activities shall remain the full responsibility of the Applicant.*
- *No metal ladders, tapes, and plant, machinery, or conductive material are to be used within 6 horizontal metres of any live electrical equipment. This applies to the train pantographs and catenary, contact and pull-off wires of the adjacent tracks, and to any aerial power supplies within or adjacent to the rail corridor.*
- *No scaffolding is to be used facing the rail corridor unless prior written approval has been obtained from Sydney Trains. To obtain approval the Applicant will be required to submit details of the scaffolding, the means of erecting and securing this scaffolding, the material to be used, and the type of screening to be installed to prevent objects falling onto the rail corridor. Unless agreed to by Sydney Trains in writing, scaffolding shall not be erected without isolation and protection panels.*
- *Prior to the commencement of works, the applicant is to prepare and provide to Sydney Trains for review and endorsement a Hydrologic Assessment report demonstrating that the dewatering during construction will not have any adverse settlement impacts on the rail corridor. No works are to commence until this report has been endorsed by Sydney Trains.*
- *Unless advised by Sydney Trains in writing, all excavation, shoring and piling works within 25m of the rail corridor are to be supervised by a geotechnical engineer experienced with such excavation projects and who holds current professional indemnity insurance.*

- *No rock anchors, rock bolts, ground anchors or rock ties, piles, foundations, rock pillars, transfer structures, basement walls, slabs, columns, beams, cut rock faces, are to be installed into RailCorp/Sydney Trains property or easements. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.*
- *Prior to the issuing of a Construction Certificate, the following rail specific items are to be submitted to Sydney Trains for review and endorsement:*
 - *Machinery to be used during excavation/construction.*
 - *Demolition, excavation and construction methodology, and staging*

The Principal Certifying Authority is not to issue the Construction Certificate until it has received written confirmation from Sydney Trains that this condition has been complied with.

- *The Applicant shall prepare an acoustic assessment demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines". The Applicant must incorporate in the development all the measures recommended in the report. A copy of the report is to be provided to the Principal Certifying Authority and Council prior to the issuing of a Construction Certificate. The Principal Certifying Authority must ensure that the recommendations of the acoustic assessment are incorporated in the construction drawings and documentation prior to the issuing of the relevant Construction Certificate.*
- *Prior to the issue of a Construction Certificate the Applicant is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The Applicant must incorporate in the development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the Principal Certifying Authority with the application for a Construction Certificate. The Principal Certifying Authority must ensure that the recommendations of the electrolysis report are incorporated in the construction drawings and documentation prior to the issuing of the relevant Construction Certificate.*
- *Given the possible likelihood of objects being dropped or thrown onto the rail corridor from balconies, windows and other external features (eg roof terraces and external fire escapes) that are within 20 metres of, and face, the rail corridor, the development must have measures installed, to the satisfaction of Sydney Trains (eg awning windows, louvres, enclosed balconies, window restrictors etc) which prevent the throwing of objects onto the rail corridor. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.*

- *The design, installation and use of lights, signs and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor must limit glare and reflectivity to the satisfaction of the light rail operator. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.*
- *If required by Sydney Trains, prior to the issue of a Construction Certificate a Risk Assessment/Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to Sydney Trains for review and comment on the impacts on rail corridor. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.*
- *Prior to the issuing of a Construction Certificate the Applicant must submit to Sydney Trains a plan showing all craneage and other aerial operations for the development and must comply with all Sydney Trains requirements. If required by Sydney Trains, the Applicant must amend the plan showing all craneage and other aerial operations to comply with all Sydney Trains requirements. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from the Sydney Trains confirming that this condition has been satisfied.*
- *No work is permitted within the rail corridor, or any easements which benefit Sydney Trains/RailCorp, at any time, unless the prior approval of, or an Agreement with, Sydney Trains/RailCorp has been obtained by the Applicant. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.*
- *If required by Sydney Trains, the Applicant must give Sydney Trains written notice at least 5 business days before any of the following events occur within 25 metres of the rail corridor land:*
 - *site investigations;*
 - *foundation, pile and anchor set out;*
 - *set out of any other structures below ground surface level or structures which will transfer any load or bearing;*
 - *foundation, pile and anchor excavation;*
 - *other excavation;*
 - *surveying of foundation, pile and anchor excavation and surveying of as-built excavations;*
 - *other concreting; or*
 - *any other event that Sydney Trains has notified to the Applicant.*

- *Prior to the issuing of any Construction Certificate the Applicant must provide to Sydney Trains for review and endorsement a plan of how future maintenance of the development facing the rail corridor is to be undertaken. The Principal Certifying Authority is not to issue any Occupation Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied. The maintenance plan must be implemented for the life of the approved development.*
- *If required, prior to the issue of a Construction Certificate the Applicant is to contact Sydney Trains Engineering Management Interfaces to determine the need for public liability insurance cover. If insurance cover is deemed necessary this insurance be for sum as determined by Sydney Trains and shall not contain any exclusion in relation to works on or near the rail corridor, rail infrastructure and must be maintained for the duration specified by Sydney Trains. The Applicant is to contact Sydney Trains Engineering Management Interfaces to obtain the level of insurance required for this particular proposal. Prior to issuing the Construction Certificate the Principal Certifying Authority must witness written proof of this insurance in conjunction with Sydney Trains written advice to the Applicant on the level of insurance required.*
- *If required, prior to the issue of a Construction Certificate the Applicant is to contact Sydney Trains Engineering Management Interfaces to determine the need for the lodgement of a Bond or Bank Guarantee for the duration of the works. The Bond/Bank Guarantee shall be for the sum determined by Sydney Trains. Prior to issuing the Construction Certificate the Principal Certifying Authority must witness written advice from Sydney Trains confirming the lodgement of this Bond/Bank Guarantee.*
- *If required by Sydney Trains, a monitoring plan (including instrumentation and the monitoring regime during excavation and construction phases) is to be submitted to Sydney Trains for review and endorsement prior to the issuing of a Construction Certificate. The Principal Certifying Authority is not to issue a Construction Certificate until written confirmation has been received from Sydney Trains advising of the need to undertake the track monitoring plan, and if required, that it has been endorsed.*
- *If required by Sydney Trains, prior to the commencement of works or at any time during the excavation and construction period deemed necessary by Sydney Trains, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from Sydney Trains and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report will be required within 10 days following the undertaking of the inspection, unless otherwise notified by Sydney Trains.*

- *If required by Sydney Trains, prior to the issue of the Occupation Certificate, or at any time during the excavation and construction period deemed necessary by Sydney Trains, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from Sydney Trains and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The Principal Certifying Authority is not to issue the final Occupation Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.*
- *Prior to the issuing of an Occupation Certificate the Applicant is to submit as-built drawings to Sydney Trains and Council. The as-built drawings are to be endorsed by a Registered Surveyor confirming that there has been no encroachment into RailCorp property or easements, unless agreed to be RailCorp. The Principal Certifying Authority is not to issue the final Occupation Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.*

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From: Hemantha DeSilva <Hemantha.DeSilva@waternsw.com.au>
Sent: Tuesday, 26 March 2019 3:23 PM
To: David Paine
Cc: Paula Douglas
Subject: RE: Water NSW
Attachments: DA2018-01197 GTA_Dewatering_Wickhm.doc

Hi David,

We received the credit card payments from the prponent today. They have to ask for a refund from DoI as we are unable to transfer funds from DoI

Attached is the final GTA.

Kind Regards
Hemantha

Hemantha De Silva
Senior Water Regulation Officer (Projects)
Water Regulation Coastal
Customer Approvals & Assessments | Customer & Community



PO Box 2157, Dangar NSW 2309
Suite 2, Level 6 No. 384 Hunter Street, Newcastle NSW 2300
Phone 02 98652880 Mob 0438638987 Email: Hemantha.Desilva@waternsw.com.au
Web page: <https://www.waternsw.com.au>

Sent from [Mail](#) for Windows 10

From: David Paine <dpaine@ncc.nsw.gov.au>
Sent: Tuesday, March 26, 2019 2:57:25 PM
To: Hemantha DeSilva
Subject: FW: Water NSW

Hi Hemantha,
Here we go

Thanks

David Paine | Senior Development Officer
City of Newcastle | Governance

Regulatory, Planning and Assessment | Development Assessment
T: +61249742747 | M: +61423026091 | E: dpaine@ncc.nsw.gov.au



Newcastle - a smart, liveable, sustainable global city.
Cooperation | Respect | Excellence | Wellbeing

**DA2018-01197 - Proposed Dewatering Bore/s for Proposed Apartment
Development
10 Dangar Street, Wickham
Part 5 of the *Water Act 1912*
General Terms of Approval**

Standard

1. The general terms of approval (GTA) is valid only if the approval holder can comply with the following:
 - A. The volume of water extracted is equal or less than 10 mega litres during the dewatering period or
 - B. The duration of the dewatering is equal or less than 5 weeks (no volumetric limit) or
 - C. The approval holder holds a groundwater licence with an entitlement equal or greater than the annual volume of water to be extracted (water year is from 1 July to 30 June)
2. GTA is related to the above development within the proposed development site.
3. The GTA do not constitute a licence under the *Water Act 1912 (WA)*.
4. If the consent authority determines to grant consent, the GTA are to form part of the development consent.
5. Any amendments to the development application may void these GTA.
6. The approval holder must submit, to Water NSW Region, a completed application form for a licence under Part 5 of the *WA* prior to the commencement of any development / works.
7. The licence application is required to accord with the GTA.

Licence Application

8. The approval holder must provide the following with the licence application:
 - (a) An accurate estimate of the volume of groundwater to be extracted
 - (b) Expected duration of the dewatering operation
 - (c) Details of the licences held by the applicant
 - (d) A copy of the development consent.
 - (e) A copy of approval from the relevant authority for discharge to surface or ground waters. under the *Protection of the Environment Operations Act 1997*
 - (f) A licence application fee

Works

9. The approval holder must ensure that bore/s are constructed and decommissioned in accordance with *Minimum Construction Requirements for Water Bores in Australia*
10. The approval holder must ensure that all drilling operations are carried out by a licensed driller.
11. The approval holder must, within two (2) months of completion or after the issue of the licence if the work is existing, furnish to Water NSW:
 - (a) Details of the work (as set out on Form "A") forms are available on request.
 - (b) A plan showing accurately the location of groundwater extraction points
 - (c) Capacities of pumps
 - (d) Details of any water analysis and/or pumping tests.

12. The approval holder must allow Water NSW, or any duly authorised officer, unrestricted access to the works either during or after construction, for the purpose of carrying out any inspection or test of the works.
13. The approval holder must carry out any work or make any alterations for the protection or proper maintenance of the works, or for the control of the water extracted or prevention of pollution of groundwater.
14. The approval holder must ensure that works for conveying, distributing or storing water are designed, constructed and operated to minimise obstruction to the passage of floodwaters flowing in, to, or from a stream, river or lake.
15. The approval holder must ensure that tailings or other materials are prevented from being washed into any stream, river or lake.

Monitoring

16. The approval holder must install meter/s to measure the quantity of water extracted from the works.
17. The approval holder must ensure that the appliance(s) is maintained in good working order and condition.
18. The approval holder must ensure that a record of all water extracted from the works is kept and supplied to water NSW upon request.
19. The approval holder must maintain water quality records for the bore and provide reports to Water NSW upon request.
20. The approval holder must undertake remedial action if monitoring results indicate that the agreed standards or performance indicator levels are not being achieved due to failure or ineffectiveness of the management strategies.

Advisory Notes

Advisory Notes

1. For the purpose of the GTA, the term approval holder refers to the applicant for the integrated development application.
2. A licence will not give the approval holder the right to use and occupy any land without the consent of the registered owner/s of the property.
3. A licence will not relieve the approval holder of any obligations or requirements of any other acts, regulations, planning instruments or Australian standards.

Planning & Assessment

Engineering Assessment Team



TO: DAVID PAINE - SENIOR DEVELOPMENT OFFICER (PLANNING)

FROM: RAJNESH PRAKASH - SENIOR DEVELOPMENT OFFICER (ENGINEERING)

DATE: 18/12/2018

DA NO: DA2018/01197

SITE: 10 DANGAR STREET, WICKHAM

RE: DA COMMENTS FOR FLOOD, STORMWATER, DRIVEWAY DESIGN, TRAFFIC AND PUBLIC DOMAIN

RECOMMENDATION: Request for Information

1.0 Assessment Scope

The following plans / details have been assessed:

Statement of Environmental Effects prepared by KDC

Report Job No. 18227	Issue -	SEE	Dated: 18/10/2018
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Architectural Drawings prepared by PBD Architects Project No. 1825

Dwg No's. DA000 - DA611	Issue A	Architectural plans as noted on Drawing List of Dwg No. DA 000 Cover Sheet	Dated: 19/10/2018
Dwg No. DA101	Issue B	Basement 1 Plan - Indicating the existing City Drainage infrastructure & Sewer pipe along the southern boundary	Dated: 29/11/2018

Stormwater Plans & Documents prepared by ACOR Consultants Project No. CC180306

Dwg No's. C1 - C10	Issue C	Stormwater Management Plans and Details as indicated on the Cover Sheet Dwg No. C1	Dated: 18/10/2018
Dwg No. C11	Issue C	Council Check Sheet	Dated: 18/10/2018
Dwg No's. C12 - C14	Issue C	Soil & Sediment Control Plan, Notes and Details	Dated: 18/10/2018

Site Survey prepared by Parker Scanlon Pty Ltd Ref No. B1802

Dwg No. B1802DET-I-A.DWG	Amendment A	Detail Plan of Lot 1 in DP1197377 at Wickham	Dated: 10/05/2018
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Landscape Plans prepared by Black Beetle Job No. BB1220

Dwg No's. LA LP 00	Rev 02	Cover Sheet	Dated: 15/10/2018
Dwg No's. LA LP 01	Rev 02	Landscape Plan - Ground Floor	Dated: 15/10/2018
Dwg No's. LA LP 02	Rev 01	Landscape Plan - Level 04 Podium	Dated: 11/10/2018
Dwg No's. LA LP 03	Rev 01	Landscape Plan - Level 13	Dated: 11/10/2018

Report Ref No. 18179	Version: Final	Traffic & Parking Impact Assessment for Proposed Mixed Use Development at 10 Dangar St, Wickham	Dated: 16/10/2018
Figure 1 - 6	Rev A	Vehicle Swept Path Analysis	Dated: 23/10/2018

Operational Waste Management Plan prepared by Elephants FOOT

Report No. 18035	Rev C	Operational Waste Management Plan	Dated: 17/10/2018
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RMS Referral Comments

Ref No. CR2018/004819 SF2014/054009	Rev -	RMS referral response letter	Dated: 17/09/2018
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Development Proposal

Development generally consists of the following:

- Basement Levels 1 & 2 - car parking
- Ground level - car parking & retail tenancies, driveway access, through link and landscaped areas
- Levels 1 - 3 - car parking & Office Space
- Level 4 - Units & Podium Communal Area
- Level 5 - 13 - Units
- Roof Top

Development Breakdown as follows:

Total Car Parking: 197
Bicycle Parking: 134
Motorbike Parking: 10
Loading Bays: 3

1 Bed Room - 19 Units
2 Bed Room - 68 Units
3 Bed Room - 10 Units
Total - 97 Units

Ground Floor Retail - 1098m²
L1 - L3 Office - 4386m²

2.0 Flood Management

Flood Planning

A flood certificate FL2018/00245 has been attained from City. The flood certificate data is the most current and has been used to set the building floor levels and car parking basement access to the recommended flood planning level FPL.

Access points to the basement from within the building or outside the building such as fire stairs will need to be designed to flood planning levels. Any other openings on the façade which may open into the basement will need to be protected to PMF levels.

The site has been identified as a flood storage area and this will need to be addressed. Flood refuge will need to be provided for the development. The development should consider using flood compatible materials and set any electrical equipment and essential infrastructure to the recommended FPL.

A flood management plan will need to be prepared for the development. This can be conditioned.

The following additional information/clarification is required:

1. Access points to the basement from within the building such as fire stairs will need to be designed to flood planning levels. The floor plans are to clearly indicate the levels. In this regards, it is noted that there are fire stairs from Charles St and on the shared pedestrian path on the south.
2. Any other openings on the façade such as vent openings or air conditioning outlets which may open/lead into the basement will need to be protected to PMF levels. The floor plans are to clearly indicate the levels.
3. The proposed substation will need to be set at the recommended flood planning level. In this regards, the applicants may need to attain consent from Ausgrid if the levels are lower than the recommended FPL.

3.0 Stormwater Management

Introduction

ACOR Consultants have been engaged by the applicants to undertake the stormwater assessment for the development. Stormwater management plans have been provided with the Development Application. The stormwater design has been carried out to current Council DCP, Technical Specifications and industry standards.

Stormwater Reuse and Retention

The submitted stormwater plan has been reviewed. The stormwater plan has indicated a stormwater reuse tank within the site with 72m³ volume which is for reuse and retention. The reuse will be generally for the retail level on the Ground Floor, commercial levels 1-3 and the podium level landscape and ground level landscaped areas.

It is noted that the proposed building is generally roofed and can be considered as 100% impervious. In this regard there is minimum area which requires stormwater treatment, which is generally at the north western corner at the driveway entry. Based on the above, the proposed Stormwater reuse proposal is acceptable.

The following features are noted in the design

- Rainwater Tanks (72 kilo litres) have been provided for reuse.
- Stormwater treatment provided via Water Treatment Chamber in the On Site retention tank. The chamber has been installed with SPEL filter cartridges, which will provide the stormwater treatment for the site.
- Discharge is proposed to be connected to the new drainage system on Charles Street.

The submitted stormwater management plan has indicated that the development achieves the targets set by City's Stormwater DCP.

Drainage Connection

Stormwater design allows the discharge from the OSR to be connected to the existing kerb inlet pit on Charles St. The proposed connection will be via a 300mm dia pipe. Recent provided survey of the City drainage pipe as indicated on Dwg No. DA101 Issue B indicates that the road drainage pipe is a 375mm dia RCP. The discharge from the development is therefore acceptable.

Maintenance & Monitoring and Safety

The proposed stormwater structures will require regular monitoring and maintenance to ensure the system is functional. A detailed monitoring and maintenance plan will need to be provided with the CC submission.

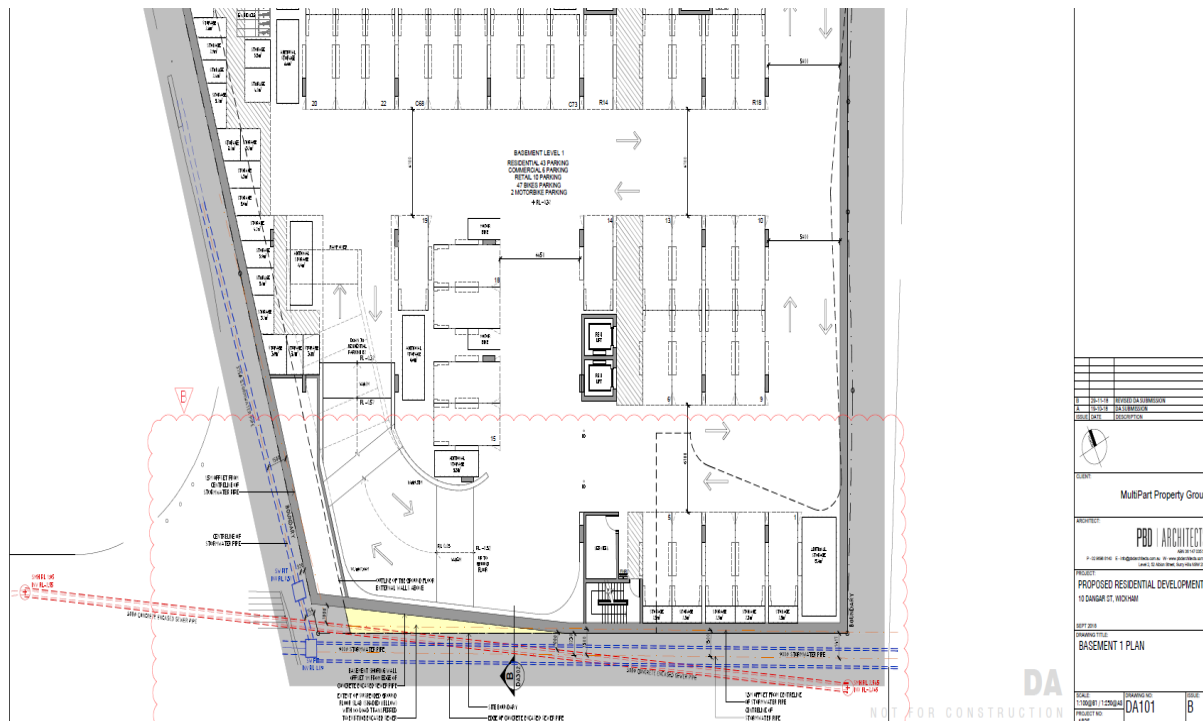
Drainage Infrastructure

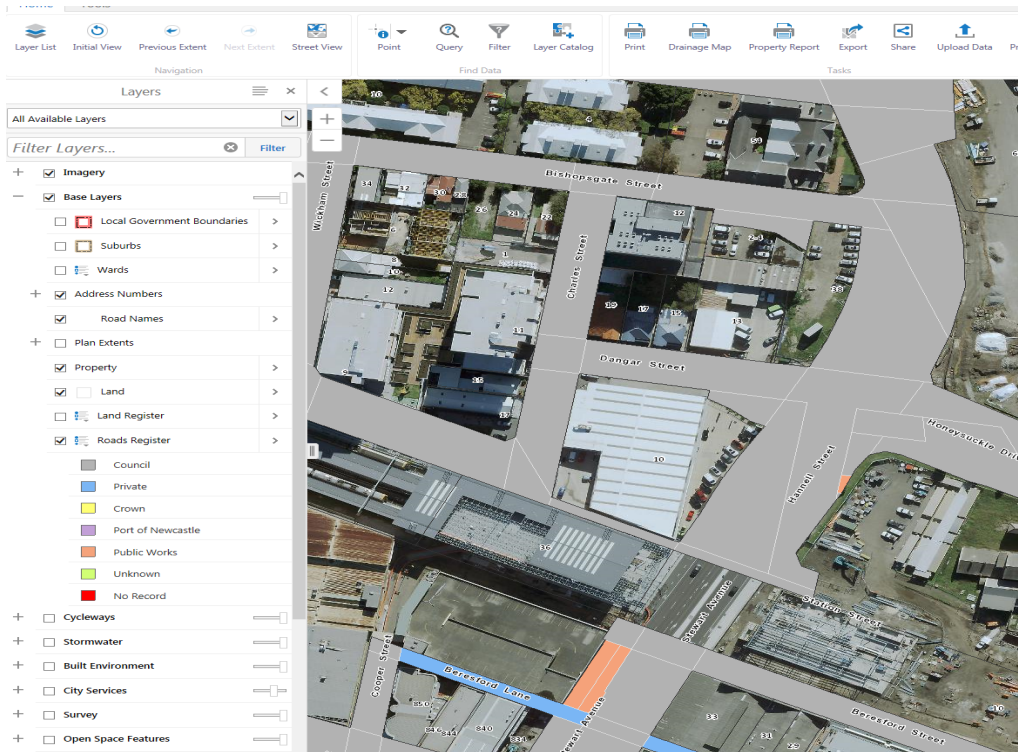
City records indicate that drainage pipes are located along the shared pedestrian pathway on the southern property boundary. The pipe seems to be very close to the property boundary (See image below). The pipe

is approx. 900mm in diameter and new junction pits have been constructed as part of the Wickham Station on Charles St.



In regards to the City's drainage and Hunter Water Sewer pipe infrastructure the applicants have undertaken a more detailed survey of the existing pipes and have nearly accurately located the drainage and sewer pipe (Plan Ref No. DA101 Issue B dated 29/11/2018). The submitted plans confirm that the pipes are within the pedestrian through link, which seems to be within a road reserve. The basement wall design has been amended to be set further within the property to accommodate for the drainage and sewer pipe.





Consultation has been done with City's Drainage Asset team and it can be confirmed that City does not require any portion of the land for drainage purposes or any drainage easements for the pipe.

Conclusion

The principles of WSUD and the requirements of the DCP have been applied to the development. The submitted stormwater plans and supporting documents have demonstrated that the development will not impact of the downstream stormwater system and can be maintained in the long term.

Request for information:

4. The submitted manoeuvring plans Figure 2 and 3 indicate that the driveway width may not be of sufficient width to support two vehicles at the boundary. In this regards, the driveway width may need to be widened. The applicants are to review the driveway design and confirm the driveway width. The impact on the drainage KIP on Charles St will need to be confirmed and changes to the proposed stormwater plans are to be confirmed.

4.0 Groundwater Management

Comments have not been received from Dept. of Primary Industries (MPI - previously known as NSW Office of Water) as part of the referral process. The proposed development will highly likely affect the groundwater table as there are two levels of basement. General terms of approval will need to be attained from MPI and in addition, a separate approval will be required to be attained from MPI (Groundwater Licence) prior to any extraction of groundwater.

The discharge of the groundwater may highly likely be done to City drainage system. If this is the case, then the applicants will need to attain a separate approval from City for the proposed discharge of any groundwater. An Environmental Engineer or consultant will need to determine the method to treat the groundwater prior to discharge to City drainage system. In this regards, the applicants will need to provide City evidence that MPI have approved the groundwater licence and evidence that a methodology for treatment for groundwater has been achieved.

Conditions can be provided to ensure that the process for groundwater discharge and approval from MPI is attained.

5.0 Traffic and Parking

The following additional information is requested in relation to traffic and parking:

5. Confirm the actual number of parking spaces within each level. The architectural plans do not match the SEE and traffic report car parking numbers.
6. The number of visitor parking for the residential units is to be confirmed and noted on the plans.
7. The submitted manoeuvring plans Figure 2 and 3 indicate that the driveway width may not be of sufficient width to support two vehicles at the boundary. In this regards, the driveway width may need to be widened. The applicants are to review the driveway design and confirm the driveway width. Revised manoeuvring plans may need to be provided to demonstrate that two vehicles can pass at the driveway.
8. In regards to Item 7 above, the location of the on-street parking and the impact on the drainage is to be noted on the plans and any impact on the existing on-street parking and drainage are to be confirmed.
9. The architectural plans have indicated a roller door at the entry of the driveway at the parking entry. Generally, City requires the roller doors to be set at least 5.5m within the property to allow for at least a car to be stacked in front of the door while the roller door opens. The roller door is to be set at least 5.5m from the property boundary.
10. In regards to Item 9 above, the applicants are to confirm the management of the opening and closing of the parking areas and the functionality of the roller door.
11. The location of the proposed roller door will likely create delay on the street as this section of Charles St is proposed to be designed as a one-way as part of the Wickham LATM masterplan. In this regards, the traffic impact from the delay in opening the roller door needs to be analysed and addressed as part of the management of the development as indicated in Item 7 above.
12. The applicants are to consider that any relocation of the proposed roller door will impact on the basement access.
13. Concern is raised that there is limited sightlines for existing vehicles making a left turn on Charles St. The vehicles exiting from the basement are further limited in sightlines. There is private footpath access in front of the roller door which interfaces with the public footpath and the exit for the Interchange. The proposal is to demonstrate compliance with AS2890.1. In this regards the proposed door and Hydrant Booster Assembly may be impacted.
14. Safety concerns are being raised in regards to the possible vehicle collision within the property just beyond the roller door. The management and movement of traffic needs to be managed at this location and line marking, traffic calming and signage will need to be provided to manage , the basement entry/exit and entry/exit for other parking areas.

6.0 Public Domain Plan

Hannell St

The submitted plans have indicated that Hannell St frontage will be provided with street trees. The alignment indicated on the plans is not correct as State Transport and RMS have recently undertaken a full widening of the Honeysuckle Dr intersection.

The overall width of the footpath along the frontage of the property has therefore been reduced by the Wickham Exchange and the Traffic signal works at Honeysuckle De/Hannell St intersection (see below plan of the intersection - a copy has been provided to KDC).

15. RMS and TNSW have requested the footpath along Hannell St frontage of the property to be widened to at least 5m along the entire Hannell St frontage of the property. In this regards, the building design will need to be amended to ensure footpath widening could be accommodated.

In this regards, City has met with RMS and the general consensus was that the widening is required for pedestrian circulation purposes. RMS seems to have hinted that the additional width is not necessary to be dedicated as a road reserve and may be done as a pedestrian right of access or private/public interface. The meeting also hinted that flexible approach can be done to allow parts of the building to be over the proposed setback area.

Through Pedestrian Link at the Station between Hannell St and Charles St and Drainage Provisions

The new Wickham Station has provided for a through link from Hannell St to Charles St. The through link seems to have been designed taking into consideration the current setback from the existing building. Generally, Through Site Links on privately owned land are generally designed to recommended DCP widths (5.0m in this case).

It is recommended that the development consider incorporating the existing through site link and designing the building with appropriate setback to accommodate for pedestrian movement and protection of infrastructure.

Can you please consider this aspect as part of your planning assessment.

Pedestrian Footpath Upgrades and Streetscape

The architectural plans have indicated that new street trees will be planted along Charles St and Dangar St frontages are supported. The building alignment along Charles St is proposed to be setback which will allow for street tree planting. In this regards, the proposed building setback along Charles St is supported. Any new street trees along Hannell St will need to be consulted with RMS due to the proximity to the traffic signal.

Public domain upgrade works including street lighting, footpath works, civil and drainage works, pedestrian ramps at closet intersections for desired pedestrian travel and Local Area Traffic Management (LATM) works will need to be undertaken. The proposed new development with approx. 197 vehicles at close proximity to the interchange will further add to the vehicular traffic. It was recommended that a raised pedestrian crossing and associated works to be installed at Charles St/Station St intersection to provide the pedestrian link to the interchange and the development and to mitigate the risks associated with the proposed driveway being close to the intersection of Charles St and Station St and pedestrian safety. Pedestrian pram links along Charles St/Dangar St will need to be provided, which will include provision of kerb extensions, rain gardens and drainage construction.

Furthermore, the design of the building should consider the principles of Universal Design to ensure that the building entries compliments the Public Domain and infrastructure upgrade which will be required for the area and items such as tactiles and handrails can be designed to be located within the site.

It is recommended that civil design for the raised pedestrian crossing and other associated public domain works be provided as part of the application for an approval under Section 138 Roads Act at the Construction Certificate stage and can be conditioned.

Garbage and Waste Collection

The Waste management plan prepared by Elephants FOOT indicates that garbage and waste collections will be done via private pick-up. There is provision of a loading area and the ground floor has been designed for Small Rigid Vehicle (SRV).

Can you please arrange the above items 1-15 to be addressed.

Please discuss with me if any issues.

Regards

Rajnesh Prakash
SENIOR DEVELOPMENT OFFICER (ENGINEERING)

Internal Memo

TO: David Paine
FROM: Roland Payne
DATE: 13 December 2018
SUBJECT: Environmental Services Unit (ESU) comments for DA 2018/01197 10 Dangar Street Wickham 14 Storey Mixed Development

Recommendation

Further detail relating to contamination is requested to support this DA as described below.

Scope of Review

- *Statement of Environmental Effects* Demolition and Construction of a 14-Storey Mixed Use Retail, Office and residential Apartments Development 10 Dangar Street Wickham Prepared by KDC Pty Ltd October 2018
- Working set of plans prepared by PBD Architects
- *10 Dangar Street, Wickham DA Acoustic Assessment* prepared by Acoustic Logic 12 October 2018
- *Report on Preliminary Site Investigation for Contamination, Desktop Geotechnical and Acid Sulfate Soil Assessment Proposed Apartment Development 10 Dangar Street, Wickham* Prepared by Douglas Partners October 2018

Comments

Contamination

A Remediation Action Plan (RAP) has been prepared and submitted to support the DA. The two contamination issues affecting the site consist of hydrocarbon impacts in the vicinity of a former underground storage tanks in the northwest of the site and elevated PAH and some asbestos materials in fill across the site. Following an assessment of the remedial options, it was determined to adopt an approach utilising the following methods.

Former UST area:

- Decommissioning and removal of any remnant fuel infrastructure
- Excavation, remediation and/or off/site disposal of identified localised hydrocarbon-impacted soils, and
- Treatment of remnant groundwater contamination

General site filling

- Off-site disposal of impacted fill

A detailed sequence of the remediation methodology is provided in section 8 of the RAP. This includes validation of all affected areas to confirm that the remediation has been completed to a suitable standard.

Recommended consent conditions will be in regard to adoption of the RAP and the preparation and submission of a validation report.

Recommended Consent Conditions

- B002 (demolition Standard)
- B003 (hazardous Substances Plan required)
- B004 (demolition Requirements)
- B062 (construction Noise)
- B064 (prevent Pollution Sign)
- B065 (removing excavated material)
- B066 (fill quality)
- B067 (recourse recovery exemption and order)
- B069 (sediment control)
- B070 (all weather access)
- C014 (acoustics) > Acoustic Logic< >12 October 2018 <
- D008 (restriction Noise)
- D009 (restriction Air Impurity)
- Prior to any site works commencing, the Developer preparing a Construction Environmental Management Plan (CEMP) such to be designed and implemented to manage all environmental aspects associated with the construction works, including off site impacts such as transport to and from the site. Two copies of the CEMP are to be provided to the Principal Certifying Authority and the CEMP is to be maintained on site during all site works and be made available to Authorised Officers upon request. The CEMP is to include but not be limited to:
 - A site management strategy, identifying and addressing issues such as environmental health and safety, site security, and traffic management.
 - A soil and water management strategy, detailing erosion and sediment control, management of soil stockpiles, control and management of surface water and groundwater. Procedures should be included to ensure that all roads adjacent to the site are kept free and clear from mud and sediment.
 - A dust management strategy, detailing procedures to minimise dust generation, with particular reference to control techniques and operational limits under adverse meteorological conditions.
 - A waste minimisation strategy that aims to avoid production of waste and maximise reuse, recycling or reprocessing of potential waste material.
 - A community relations plan that aims to inform local residents and other local stakeholders of the proposed nature and timeframes for construction activities together with contact details for site management.
 - A noise management strategy detailing measures to minimise the impact of the construction phase on the amenity of the locality, in accordance with Australian Standard AS 2436, 1981 'Guide to Noise control on Construction, Maintenance and Demolition Sites'. Noise monitoring during the construction phase should be incorporated into the program.

- The development being carried out under the provisions of an Acid Sulfate Soil Management Plan (ASSMP) prepared in accordance with the New South Wales Acid Sulfate Soil Management Advisory Committee's "Acid Sulphate Soil Manual".
- Remediation of contamination being carried out in accordance with the submitted Remediation Action Plan (RAP) prepared by Douglas Partners Pty Ltd dated December 2018.
- Prior to the issuing of the Occupation Certificate or occupation of the premises, a Validation Report confirming the site achieves the contamination remediation goals given in the report Remediation Action Plan prepared by Douglas Partners and dated December 2018 is to be submitted to the Principal Certifying Authority and Council.

If you have any queries regarding the above information, please contact me on extension 42531.

A handwritten signature in black ink that reads "Roland Payne". The script is cursive and fluid, with the first name "Roland" and last name "Payne" clearly distinguishable.

Roland Payne
SENIOR ENVIRONMENT PROTECTION OFFICER