

ATTACHMENT 1 – Conditions of Consent

LDA2018/0172 - 45-61 Waterloo Road, Macquarie Park

CONCEPT PLAN APPROVAL

The following conditions of consent included in this Part identify the requirements, terms and limitations imposed on the Concept Plan Approval for the site

1. Concept Development Application.

Pursuant to Clause 100 of the *Environmental Planning and Assessment Regulation 2000*, this Notice of Determination relates to a concept development application applying to Lot 2 in DP 1255496. Subsequent development application(s) are required for any work on the site for Stages 2, 3 and 4.

2. Approved Plans/Documents – Concept DA Plan.

Pursuant to Clause 4.22 of the *Environmental Planning and Assessment Act 1979* this Notice of Determination approves the concept proposal for the development of the site in accordance with the following plans (stamped by Council):

Drawing Title	Drawing Number	Date	Issue
Building Envelope Plan	MPM-TUR-DRW-ARC-150-001	22.05.2020	G
Indicative Basement Footprint Plan	MPM-TUR-DRW-ARC-150-002	15.08.2019	E
Soft landscape & Deep Soil Zones	MPM-TUR-DRW-ARC-150-003	22.05.2020	G
Indicative Staging Diagrams	MPM-TUR-DRW-ARC-120-005	27.09.2019	F
Site Lots Existing and Proposed	MPM-TUR-DRW-ARC-120-006	15.08.2019	E
Summary of amendments – Sheet 01	MPM-TUR-DRW-ARC-120-007	15.08.2019	E
Summary of amendments – Sheet 02	MPM-TUR-DRW-ARC-120-008	15.08.2019	E
Summary of amendments – Sheet 03	MPM-TUR-DRW-ARC-120-009	15.08.2019	E
South Context Elevation	MPM-TUR-DRW-ARC-200-001	15.08.2019	E
North Context Elevation	MPM-TUR-DRW-ARC-200-002	15.08.2019	E
East Context Elevation	MPM-TUR-DRW-ARC-200-003	15.08.2019	E

West Context Elevation	MPM-TUR-DRW-ARC-200-004	15.08.2019	E
Deep Soil Landscape Plan	MPM-MGC-DRW-LAN-0002	4.07.2019	G

and as amended by the conditions of this consent.

3. Matters Not Approved – Concept DA Plan.

The following items are not approved and do not form part of this concept development consent for Stages 2, 3 and 4:

- (a) any demolition, excavation and/or construction;
- (b) any tree removal;
- (c) the layout of each level;
- (d) the configuration and layout of the basement car parking level/s;
- (e) public domain and landscape design;
- (f) the final number of car parking spaces, bicycle spaces, car share or loading spaces/zones;
- (g) the number of storeys contained within each envelope;
- (h) elevations and materials of buildings;

4. 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.

5. Lapsing of the Consent. This development consent will lapse 5 years after the date of approval 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 authorised by that consent has commenced on the site.

6. Floor Space Ratio and Gross Floor Area

The Floor Space Ratio of the development must not exceed the maximum permissible and shall be calculated in accordance with Clause 4.4 and 4.5 of the Ryde Local Environmental Plan 2014.

The maximum total gross floor area for the development is 117,070m² and is to be distributed as follows:

- Building AB and D: 52,470m²
- Building C: 38,500m²
- Building E: 10,350m²
- Building F: 15,750m²

The maximum gross floor area for each building is subject to separate development applications for each stage. The GFA distribution between the different buildings can vary +/- 10%, however, the cumulative gross floor area for all stages must not exceed the maximum total gross floor area of the site.

7. Building Height.

(a) The height of the buildings must not exceed the following heights to the top of the building:

- Building AB: RL 1078.35 (AHD)
- Building C: RL103.00 (AHD)
- Building D: RL 118.70 (AHD)
- Building E: RL 83.35 (AHD)
- Building F: RL 94.75 (AHD)

(b) Building Height shall be calculated in accordance with Clause 4.3 and 4.3A of the Ryde Local Environmental Plan 2014, applicable at the time of development consent.

8. 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 and the like will be entirely within the approved envelopes and provide an appropriate relationship with neighbouring buildings.

9. Development in Macquarie Park - Access Network (Pedestrian Link).

To meet the provisions of Clause 6.9 of Ryde Local Environmental Plan 2014, three pedestrian links are to be provided between Buildings AB and C, Buildings D and the public park, and between Buildings E and F. The pedestrian links are to have a minimum width of 6m incorporating a 4m wide accessible paved footpath and a 2m landscape strip, with the layout to be generally in accordance with the Ryde Development Control Plan 2014 Part 4.5 - Macquarie Park Corridor.

The detailed design of the pedestrian links shall demonstrate compliance with the City of Ryde Public Domain Technical Manual PDTM Chapter 6 – Macquarie Park Corridor and be submitted with the future development applications for Stages 2, 3 and 4, and shall include details as follows:

- (a) Fully dimensioned plans showing the width of the pedestrian link, footpath, transitions and landscaping areas along the footpath;
- (b) Selection of paving type, colour and dimensions in accordance with Council's requirements;
- (c) Provision of adequate lighting (category P2 according to Australian Standards AS/NZS 1158 Set: 2010 Lighting for Roads and Public Spaces) for illumination of the footpath to ensure safety and security of the users during night time;
- (d) The pedestrian link shall be accessible for people with disabilities. Adequate details and certification demonstrating compliance with Disability Discrimination Act and applicable accessibility legislation is to be submitted for approval by Council.

Full public access will be required to be available at all times over the pedestrian link.

10. Pedestrian Link – Building D. The pedestrian link between Building D and Catherine Hamlin Park is to provide accessible access from the pedestrian link

to the northern boundary of Catherine Hamlin Park for people with disabilities. Adequate details and certification demonstrating compliance with Disability Discrimination Act and applicable accessibility legislation is to be submitted for approval by Council.

11. **Shared Zone.** Any shared zone shall be designed in accordance with TfNSW Technical Directions TTD2016/001 and any other relevant design standard that may apply (e.g. Austroads).
12. **Linear Park.** A Linear Park is to be provided along the site frontage to Waterloo Road adjacent to Building AB and Building F. Concept Landscape Plans for the proposed Linear Park are to be submitted with the relevant development applications for Building AB (Stage 2) and Building F (Stage 4).

The Concept Landscape Plans are to be prepared to align with the desired future character and follow the design guidance of the Waterloo Road Active Street Master Plan for the Linear Park.

The Concept Landscape Plans must include:

- (a) Ensuring the general landscape character is consistent with the intended character defined by the Waterloo Road Active Street Master Plan.
- (b) Developing material and planting palettes which are consistent with the recommendations in the Waterloo Road Active Street Master Plan.
- (c) Good pedestrian circulation and access to Waterloo Road frontage complying with AS1428 (all parts as relevant).
- (d) Retaining existing trees within the linear park where feasible.
- (e) Providing supplementary lighting that improves night time activity and are consistent with the recommendations in the Waterloo Road Active Street Master Plan.
- (f) Place markers through the use of public art as way finding and the like.
- (g) Providing Wi-Fi and power outlets which are integrated with bench seating or seating walls.

13. Waterloo Road Upgrades.

- (a) The Applicant must deliver as part of the Stage 4 works, signalised traffic control infrastructure at the intersection of Road 16 and Waterloo Road that is also to provide for a pedestrian crossing across Waterloo Road.
- (b) Prior to the submission of any development application relating to Stage 4, the applicant shall obtain approval from TfNSW and the Council of the City of Ryde as to the design and operation of the signalised traffic control infrastructure referred to in condition 13(a) above.
- (c) In accordance with Item 1.4(f)(ii) in Schedule 4 of the Planning Agreement entered into on 31 August 2018 between the Council of the City of Ryde and John Holland Macquarie Park Lane Custodians Pty Ltd, all costs associated with the design and delivery of the signalised traffic control

infrastructure in accordance with condition 13(a) above, are to be borne by the Applicant.

14. Car Parking Capacity.

- (a) The development site must not provide more than 1,170 parking spaces on the site in total, excluding on street parking.
- (b) To ensure the parking demands of the development are satisfied whilst in balance with the limitations of the surrounding road network, future development applications for Stages 2, 3 and 4 (Buildings AB, D, E and F) are not to exceed the following parking demand rates in accordance with Part 9.3 – Parking Controls in Ryde Development Control Plan 2014:

Use	Parking Demand Rate
Commercial	Maximum of 1 parking space per 100 m ² GFA
Retail	Minimum 1 parking space per 25m ²
Loading Bays	Minimum 2 loading bays per building, accommodating a MRV vehicle (as per AS 2890.2 dimensions)

The above parking rates are subject to variation (reduced) pending on the outcome of the traffic modelling recommendations submitted with the relevant development applications for Stages 2, 3 and 4 of the concept plan.

- (c) Each Stage must have a dedicated waste loading area capable of accommodating the largest Council waste vehicle (dimensions available from Council's Waste Department).
- (d) The provision of carparking must be staged relative to the level of development being undertaken such to ensure there will never be an oversupply of parking on the development site.

15. Car Parking Spaces and Dimensions. The design, layout, signage, line marking, lighting and physical controls of all off-street parking facilities must comply with the minimum requirements of Australian Standard AS/NZS 2890.1 - 2004 Parking facilities Part 1: Off-street car parking and Council's Development Control Plan. The details must be submitted with the relevant development applications for Buildings AB, D, E and F.

16. Vehicle Access to Buildings. No vehicular access to basement car parking and/or servicing areas of buildings are to be provided directly from Waterloo Road, Road 14 or Road 16.

17. Loading Bay and Waste Service Areas. To ensure there is no imposition on the public footpath and road areas adjoining the development site, each development application must submit a traffic management plan detailing the manoeuvring of loading and waste service vehicles, as well as the provision of parking spaces for service vehicles, inside the confines of the development site. The use of on street parking to accommodate this aspect of any development on the site will not be supported.

- 18. Basement Setbacks.** Basement car park structures are not to encroach into the front setback of each building in accordance with Clause 7.4 in Part 4.5 – Macquarie Park Corridor of the Ryde DCP 2014.
- 19. 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.

- 20. Public Art.** A detailed public art strategy is to be developed for each stage of development and submitted with development applications for Buildings AB, D, E and F in accordance with Part 4.5 - Macquarie Park Corridor in the Ryde DCP 2014.

The public art shall be equal to approximately 0.1% of the estimated total construction cost and is to be prepared by an arts and cultural planner and will be required to address the following:

- (a) Identify opportunities for the integration of public art in the proposed development;
- (b) Identify themes for public art consistent with Part 4.2 of Ryde DCP 2014 & options considered;
- (c) 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;
- (d) Brief statement explaining how the artwork themes developed for each of the four sites/interventions identified in the preliminary public art strategy.
- (e) 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).
- (f) Program for detailed design documentation, fabrication and installation; and
- (g) Details of the artist/s developing the documentation and artwork;
- (h) The proposal should provide a program for installation and integration with the construction program for the development. Construction must be completed prior to the issue of any Occupation Certificate associated with the DA.

- 21. Traffic Impact Assessment Report.** Traffic Impact Assessment Report shall be submitted to Council for each development application associated with the different stages of the development. The report and studies are to be undertaken by a suitably qualified traffic consultant and must be in accordance with Council's *Traffic Impact Assessment Guidelines* to ensure the traffic and parking impacts generated by each stage of development are appropriately addressed.
- 22. Public Domain Design and Construction Staging.** The Applicant shall be responsible for the design and construction of all public domain improvement and infrastructure works for each stage. All engineering civil works shall be carried out in accordance with the requirements as outlined in the Ryde DCP 2014 Part 8.5 *Public Civil Works*, and the City of Ryde Public Domain Technical Manual Section 6 – Macquarie Park Corridor. Council has full control to implement and impose any necessary condition to coordinate staging of the public domain work throughout the assessment phase of the relevant development applications. All design and construction to public domain and utilities services as a consequence of the development and associated construction works shall be at the full cost to the applicant.

A detailed public domain plan including road and footpath paving, installation of multifunction light poles, street furniture and plantings is to be submitted with each stage of the development. The plan is to be consistent with the Indicative Staging Diagrams numbered MPM-TURN-DRW-ARG-120-005 DATED 27 September 2019, Issue F. The detailed public domain plans are to include any longitudinal and cross sectional details of the new roads.

- 23. Public Domain Construction Staging.** The staging of the development works and associated Public Domain will require the preparation and implementation of a Public Domain Construction Staging Plan (PDCSP). The PDCSP must be submitted to Council with the submission of any development application for the works associated with the Concept Plan and must address the following matters:
- (a) Include traffic management measures associated with each stage of the Masterplan.
 - (b) Detail the decommissioning and transitioning of drainage infrastructure, particular management of the temporary drainage line emanating from Road 1 currently servicing the drainage requirements of Building C.
 - (c) A temporary turning head must be provided if there is a terminated end of Road 16 adjoining the western side of Building D (Stage 3). The turning head, which may be in the form of a turning circle or T-head, must be of sufficient dimensions to accommodate an HRV vehicle via a multi-point turn. Concept plans of the proposed measure must be incorporated in the public domain plans to be submitted with the development application.
 - (d) The augmented drainage line under the northern portion of Road 16 must be constructed at Stage 3 in association with the construction of that portion of Road 16 and any temporary configuration of the infrastructure to

- allow it to discharge to public drainage infrastructure prior to the registration of the easement over the neighbouring lot must be detailed.
- (e) Any further matters that may arise in the detailed assessment of the PDCSP).
 - (f) The PDCSP must nominate the scope of works to be undertaken for each respective Stage and these works must be in accordance with the approved Masterplan staging.

The PDCSP must be submitted with any future development application for Council review and approval. Any subsequent development applications must be undertaken / prepared in accordance with the requirements of the currently approved PDCSP.

- 24. Bus Stops and Shelters.** The applicant shall provide details of any proposed bus stops and provide illuminated bus shelters to meet *Disability Discrimination Act* and Disability Standards for Accessible Public Transport 2002. Bus stops and bus shelters shall be provided at no cost to Council.

25. Public Domain Improvements – Waterloo Road.

The works are to include the following:

- (a) Upgrade of the existing shared user path (bicycles and pedestrians) in front of Building AB (Stage 2) and Building F (Stage 4) as part of the Regional Bicycles Network along Waterloo Road;
- (b) Construction of new intersection at Road No. 14 and Waterloo Road as part of Stage 1;
- (c) Construction of new granite footway area between Road 14 and Road 16 as part of Stage 4; and
- (d) Construction of new intersection at Road No. 16 and Waterloo Road as part of Stage 4; and
- (e) Multifunction light poles, street furniture and plantings.

The works must be completed to Council's satisfaction, at no cost to Council, prior to the issue of any Occupation Certificate for each stage for the development.

- 26. Stormwater - Council Pipe Relocation.** The existing 1500mm diameter stormwater pipe is to be upgraded to a 2100mm diameter pipe and shall be located along the Road 16 alignment north from the new culvert at Pit K1, along Road 1 and discharging to the public drainage infrastructure in the neighbouring lot.

Detailed Civil Plans based upon the plans prepared by Enstruct Consulting Engineers (Project No. 5443 Revision I, dated 22.05.20) must be prepared depicting the augmented drainage line under Road 16, commencing from the new culvert north of Pit K1 and extending north to Road 1 and west to the proposed easement on the adjacent site.

The plans must be submitted to Council, for review and approval, no later than the development application for any building works, proposed in the site, that needs to connect to the upgraded 2100mm diameter pipe to drain. The

approved works are to be incorporated before the handover of Road 16 and Road 1.

- 27. Stormwater - Council Drainage Easement.** A Public Drainage Easement in favour of Council shall be created over the proposed new alignment of drainage service traversing the adjacent site to the west (No. 63 to 71 Waterloo Road - TPG Site) for the purpose of constructing and maintaining stormwater drainage structures. The width of the easement shall be in accordance with Part 8.2 (*Stormwater and Floodplain Management*) and Part 8.4 (*Title Encumbrances*) in the Ryde DCP 2014, and Council's Stormwater Technical Manual. The proposed easement must be centrally located over the future drainage service alignment eventuating from the projection of Road 1 and must extend to the existing public drainage infrastructure traversing the neighbouring lot.

The wording of the dedication shall be submitted to, and approved by Council's City Works Directorate prior to lodgement at the NSW Land Registry Services.

The easement must be registered prior to the activation of any Development Consent relating to works for the construction of Buildings E or F (Stage 4) or any works which result in the extension of Road 1 to the western boundary.

- 28. Flooding - Flood and Overland Flow Protection.** A detailed Flood Statement must be prepared in accordance with Section 2.2.2 of Council's Stormwater and Floodplain Management Technical Manual.

The Flood Statement must be prepared by a suitably qualified and practising Civil Engineer (registered on the NER Australia) and based on the Flood Report prepared by Stellen Consulting, Ref No. P170649-RP-FL-001-5, dated 18 October 2019, must incorporate the following amendments:

- (a) The analysis must be consistent with any proposed public drainage infrastructure under Road 16 and Road 1.
- (b) The proposed rip-rap treatment along the southern and western perimeter of Building F shall be revised to incorporate extensive planting to enhance the aesthetic appearance of the development from Waterloo Road. The treatment is to be undertaken in liaison with a Landscape Architect and must be consistent with the Landscape Plan to be submitted with the subject development application.

The detailed Flood Statement must be submitted to Council, no later than the development application for building works associated with Buildings E and F (Stage 4).

- 29. Framework Travel Plan.**

- (a) A Framework Travel Plan is to be submitted with any future development application for Stages 2, 3 and 4. The Framework Travel Plan is to be prepared in accordance with the requirements of Par 4.5 Macquarie Park Corridor DCP 2014.
- (b) The Framework Travel Plan is to include an Action Table which outlines specific actions to be implemented, including timing and responsibility for

implementing each action. The Action Table must also highlight how the action will be implemented and any resources required.

(c) On plans show:

- Location and design of end of trip facilities including number of bicycle parking spaces, and storage, change and shower facilities.
- Number and location of Car Share spaces including evidence of kerbside parking on internal roadways for exclusive use by car share vehicles.
- Number and location of any electric vehicle car charging spaces.

- 30. 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 WSUDSP must be in accordance with Council's DCP Part 8.2 (Stormwater and Floodplain Management) and comply with the following.

The WSUDSP must be submitted with the development applications for Stages 2, 3 and 4 for any above ground development works. The approved WSUDSP is to be implemented for every following development application.

- 31. Waste Management.** Future Development Applications for Stages 2, 3 and 4 must demonstrate compliance with Council's requirements for waste collection in Part 7.2 Waste Minimisation and Management of the Ryde DCP 2014. This is to include the submission of a Waste Management Plan and detailed architectural plans which address Council's requirements.
- 32. Corner Splays - Public Access and Right of Way.** The corners of all private lots which are to adjoin public roadways must incorporate triangular corner splays of 3 metres(s), extending perpendicular to and 3 metres(s) parallel to the adjoining roads. The instrument terms must be in accordance with Council's standard terms and are to be submitted to and approved by Council City Works Directorate prior to the lodgement at the NSW Land registry Services.
- 33. Positive Covenant - Overland Flow.** A Restrictive Covenant shall be created between the Buildings E & F so as to cater for the failure mode (overland flow path) through the site emanating from the low spot in Road 16 prior to the receipt of an Occupation Certificate for Buildings E & F.

The instrument must be in accordance with Council's standard terms and the extent of the Restriction, of sufficient width to accommodate potential overland

flow, must be defined on a plan for Council review and submitted with the development applications for construction of Buildings E and F (Stage 4).

- 34. Vehicle Access & Parking.** All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Offstreet Parking standards) AND Council's DCP sections relevant to vehicle access.

To ensure this, the following documentation must be provided with any future development application for works on the site:

- (a) All internal driveways and vehicle access ramps must have ramp grades, transitions and height clearances complying with AS 2890 for all types of vehicles accessing the parking area. To demonstrate compliance with this Australian Standard, the plans to be prepared for the Construction Certificate must include a driveway profile, showing ramp lengths, grades, surface RL's and overhead clearances taken along the vehicle path of travel from the crest of the ramp to the basement. The driveway profile must be taken along the steepest grade of travel or sections having significant changes in grades, where scraping or height restrictions could potentially occur and is to demonstrate compliance with AS 2890 for the respective type of vehicle.
- (b) To ensure that service vehicles have sufficient headroom clearance when accessing loading bay areas, an accessway / ramp profile must be produced along the vehicle path of travel for all service vehicles. The plan must detail all levels and overhead clearances (allowing for services) along the vehicle path of travel from the vehicle entry at the boundary to the loading bay area and must demonstrate that the required overhead clearance (SRV – 3.5m / MRV & HRV – 4.5m) is achieved along this path.
- (c) A vehicle swept path analysis must be prepared for crucial locations of vehicle access (loading bay, garage, etc) demonstrating safe and clear vehicle access may be attained throughout the proposed development parking areas.
- (d) Any basement parking entries (vehicle and pedestrian) must be elevated above the estimated PMF flood event approved by Council, as per the development controls contained in Council's DCP Part 8.2 (*Stormwater and Floodplain Management*).

This documentation must be submitted with any future development application for the proposed works encompassed under this Concept Approval, for the approval by the consent authority.

- 35. Stormwater Management.** Stormwater runoff from each of the development lots shall be collected and piped by gravity flow to the downstream public drainage infrastructure constructed in the new road network, in accordance with Council's DCP Part 8.2 (*Stormwater and Floodplain Management*) and associated documentation.

The detailed plans and documentation of the drainage system for each building must be prepared by a suitably qualified Civil Engineer and is to be submitted for any future Development Application related to the commencement of construction works under this Concept Approval.

The stormwater management system must comply with the following:

- (a) Incorporate onsite detention having design parameters compliant with detailed design methodology in Council's Development Controls. *NOTE:* As per the DCP, the development sites elected PSD (Permissible Site Discharge) must be based on the maximum level of stormwater discharge from the post-development impervious area, arising from the 20% AEP storm event.
- (b) The submitted design is consistent with the submitted architectural and landscape plan.
- (c) The stormwater system must incorporate WSUD (water sustainable urban design) components integrated into the landscaped open space areas where possible. This is to ensure such features are easily maintained and not reliant on a manufactured, proprietary product.
- (d) The subsurface drainage system must be designed to preserve the pre-developed groundwater table so as to prevent constant, ongoing discharge of groundwater to the public drainage network, as well as avoid long term impacts related to the support of structures on neighbouring properties. Any pump-sump systems provided must discharge directly to the inground public drainage network so as to avoid the nuisance discharge of stormwater runoff on road surfaces.

- 36. Noise Impact Assessment Report.** A noise impact assessment report is to be submitted with any relevant development application for each stage of development. 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.

- 37. Wind.** Prior to the lodgement of any development application for Buildings AB, D, E and F, 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 and communal external areas. Any recommendations of this wind tunnel testing and wind assessment report shall be incorporated into the final detailed design lodged with the development applications for each stage of development.

- 38. Crime Prevention Through Environmental Design.** All development applications for each stage of development are to comply with the principles of Crime Prevention Through Environmental Design.
- 39. Ecological Sustainable Development.** An Ecologically sustainable development report is to be submitted with development applications for each stage of development. This report is to demonstrate that the following sustainability ratings targets are to be achieved:
- (a) A 5 Star NABERS Energy rating for the commercial office component of the development;
 - (b) A minimum of 4 Green Star rating with a target of 5 Star Green Star rating for the commercial office component of the development; and
 - (c) 3 Star NABERS Water rating for the commercial office component of the development.
- 40. Access Report.** An Access Report is to be submitted with any future development application for each stage of the development to demonstrate that the relevant 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.
- 41. Landscaping.** A detailed landscape plan is to be submitted with a development application for each stage of the development. The landscaping plan is required to address relevant provisions in Section 8.0 of Part 4.5 – Macquarie Park Corridor of the Ryde Development Control Plan 2014.