

**ATTACHMENT 4 – Compliance with Concept DA (LDA2018/0172)
Building D – 45-61 Waterloo Road (LDA2020/0218)**

Condition under Concept DA	Building D – Compliance with Concept DA condition
<p>Condition 1. Concept Development Application.</p> <p>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.</p>	<p>Noted. This application relates to Stage 3.</p>
<p>Condition 2. Approved Plans/Documents – Concept DA Plan.</p>	<p>This application is consistent with the approved plans detailed in Condition 2 of LDA2018/172 (and as modified by MOD2021/0115).</p>
<p>Condition 3. Matters Not Approved – Concept DA Plan.</p>	<p>Noted. This application seeks detailed design of Building D.</p>
<p>Condition 4. Consistency of Future Development Applications.</p> <p>While this consent remains in force, the determination of any further development application in respect of the site cannot be inconsistent with this consent.</p>	<p>The proposal is consistent with the Concept DA.</p>
<p>Condition 5. Lapsing of the consent.</p> <p>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.</p>	<p>The Concept DA has a lapsing date of 2 December 2025 and is still valid. Furthermore, Buildings C and AB have been approved.</p>

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<p>Condition 6. Floor Space Ratio and Gross Floor Area.</p> <p>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.</p> <p>The maximum total gross floor area for the development is 117,070m² and is to be distributed as follows:</p> <p>Building AB and D: 52,470m²</p> <p>Building C: 38,500m²</p> <p>Building E: 10,350m²</p> <p>Building F: 15,750m²</p> <p>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.</p>	<p>The proposed mixed use development is permissible with consent under the Ryde Local Environmental Plan 2014 (RLEP 2014). The proposal has a total GFA of 20,830m² which exceeds the permissible combined GFA (52,470m²) for the subject building and Building AB by 1,336m², given that Building AB has a proposed GFA of 33,045m².</p> <p>Notwithstanding the exceedance in GFA, the proposal is within the permissible variation of +/- 10% of the GFA under the Concept Plan approval and is acceptable subject to the cumulative GFA for all stages not exceeding the maximum GFA of 117,070m². The proposal will result in a remainder of 24,695m² to be distributed between Buildings E and F for Stage 4 works as part of the Concept Plan approval.</p>
<p>Condition 5.</p> <p>(a) The height of the buildings must not exceed the following heights to the top of the building:</p> <p>Building A: 45m</p> <p>Building B: 45m</p> <p>Building C: 36m</p> <p>Building D: 39m</p> <p>(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.</p>	<p>Building C has a maximum building height of 34.55, complying with the maximum height specified under Condition 5 of 36m.</p>
<p>Condition 7. Building Height.</p> <p>(a) The height of the buildings must not exceed the following heights to the top of the building:</p> <ul style="list-style-type: none"> • Building AB: RL 107.35 (AHD) • Building C: RL103.00 (AHD) • Building D: RL 118.70 (AHD) • Building E: RL 83.35 (AHD) 	<p>Proposed Building D has a maximum building height of RL 117.9 and therefore complies with this condition.</p>

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<ul style="list-style-type: none"> • Building F: RL 94.75 (AHD) <p>(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.</p>	
<p>Condition 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.</p>	<p>Building D is within the maximum building envelopes approved by LDA2018/0172 (and modified by MOD2021/0115).</p>
<p>Condition 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.</p>	<p>The proposal includes the construction of Pedestrian Link 02, which is between Roads 14 and 16. The pedestrian link has been designed in accordance with the Ryde Development Control Plan Part 4.5.</p>
<p>Condition 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.</p>	<p>The pedestrian link is DDA accessible, as a lift has been incorporated to resolve the level difference between Road 14 and Road 16.</p>
<p>Condition 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).</p>	<p>Noted – no shared zones proposed.</p>
<p>Condition 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).</p>	<p>N/A – Linear Park only required for Building AB and Building F.</p>
<p>Condition 13. Waterloo Road Upgrades.</p>	<p>Not applicable until Stage 4.</p>

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<p>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.</p> <p>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.</p> <p>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.</p>	

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Condition 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.

It is noted that applications for the detailed design of Buildings E and F are yet to be submitted to Council. However, the proposed car parking numbers are consistent with the maximum rate applied in Condition 14. A Condition of consent has been imposed to ensure adequate allocation of retail parking is provided. Sufficient parking numbers (i.e. to meet a maximum number of 1,170 spaces) is left for Buildings E and F.

A suitable waste loading area has been provided.

Condition 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 architectural and civil plans provided demonstrate compliance with the relevant Australian Standards subject to conditions of consent.

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the relevant development applications for Buildings AB, D, E and F.	
Condition 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.	Vehicle access is proposed from Road 1.
Condition 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.	A suitable Traffic Management Plan has been submitted. The applicant has demonstrated that the design allows for adequate manoeuvring for waste vehicles.
Condition 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, with the exception of the Building D Basement setback to Road 1, which encroaches into the front setback area by 1.2m as per the approved plans in Condition 2.	The setbacks of the Building D basement are consistent with this condition.
Condition 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	A DESA has been provided specific to Building D. Council's Environmental Health Officer is satisfied the site is suitable for the development subject to conditions of consent.

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1997, verifying the information contained in the DESA.	
<p>Condition 20. Public Art. 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.</p>	A Public Art Plan has been submitted with the Building D application. The locations indicated on the plan for the public art are suitable. Conditions of consent have been imposed that a public art plan is to be submitted to Council prior to Construction Certificate.
<p>Condition 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.</p>	A suitable Traffic Impact Assessment has been submitted with the application. Council's Traffic Engineer and Development Engineer have raised no issues in this regard.
<p>Condition 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.</p> <p>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</p>	Civil plans have been provided for the section of Road 1 applicable to Building D, as well as sections for the proposed pedestrian link. Conditions of consent have been imposed by Council's Public Domain Engineers requiring further details of the civil plans at Construction Certificate stage.

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F. The detailed public domain plans are to be include any longitudinal and cross sectional details of the new roads.	
<p>Condition 23. Public Domain Construction Staging.</p> <p>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:</p> <p>(a) Include traffic management measures associated with each stage of the Masterplan.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(e) Any further matters that may arise in the detailed assessment of the PDCSP).</p> <p>(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.</p>	<p>The design of Road 1 has allowed for a temporary turning area near the intersection of Road 16. Council's Public Domain Engineer has raised no issues with the proposed design subject to conditions.</p> <p>A suitable drainage design has been submitted and is consistent with this condition.</p>

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<p>Condition 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.</p>	No bus stops are required for this application.
<p>Condition 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.</p> <p>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</p>	The public domain works outlined in this condition are not required for Stage 3.
<p>Condition 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.</p>	Noted. Conditions of consent have been imposed requiring detailed civil plans for Road 1.

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<p>Condition 27. Stormwater - Council Drainage Easement.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Noted. These works are required at Stage 4.</p>
<p>Condition 28. Flooding - Flood and Overland Flow Protection.</p> <p>A detailed Flood Statement must be prepared in accordance with Section 2.2.2 of Council's Stormwater and Floodplain Management Technical Manual.</p> <p>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:</p> <p>(a) The analysis must be consistent with any proposed public drainage infrastructure under Road 16 and Road 1.</p> <p>(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</p>	<p>A Flood report was submitted with this application and assessed as being satisfactory by Council's Drainage Engineer.</p>

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<p>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.</p> <p>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).</p>	
<p>Condition 29. Framework Travel Plan.</p> <p>(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.</p> <p>(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.</p> <p>(c) On plans show:</p> <ul style="list-style-type: none"> • 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. 	<p>A preliminary Framework Travel Plan has been submitted with the application. A condition has been imposed that a final FTP is required to be submitted prior to Occupation Certificate.</p>
<p>Condition 30. Water Sustainable Urban Design Strategy Plan.</p> <p>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.</p> <p>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</p>	<p>The proposed drainage design has been assessed by Council's Development Engineer against the relevant sections of the Ryde DCP 2014. No issues have been raised in this regard.</p>

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<p>(Stormwater and Floodplain Management) and comply with the following.</p> <p>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.</p>	
<p>Condition 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.</p>	<p>A suitable Waste Management Plan has been submitted. No issues have been raised by Council's Waste Officer.</p>
<p>Condition 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.</p>	<p>Council's Public Domain Engineer has imposed suitable conditions to allow for the splay to be provided for the intersection of Road 1 and Road 16.</p>
<p>Condition 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.</p> <p>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).</p>	<p>Not applicable to Stage 3.</p>
<p>Condition 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.</p>	<p>Council's Senior Development Engineer has raised no issues with the proposed basement and access design. The proposal is consistent with the relevant standards and DCP requirements.</p>

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<p>Condition 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.</p> <p>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.</p>	<p>A suitable stormwater plan has been submitted with the application and assessed as being satisfactory by Council's Senior Development Engineer.</p>
<p>Condition 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).</p> <p>The report must include the following information:</p> <ul style="list-style-type: none"> (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. 	<p>A Noise Impact Assessment report has been submitted with the application. It is noted that the proposed ground floor retail fitout are subject to separate applications. The recommendations in the report address the criteria in Condition 36.</p>
<p>Condition 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</p>	<p>A Wind Assessment report has been submitted with the application. A condition of consent has been imposed that the</p>

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<p>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.</p>	<p>recommendations of this report be implemented.</p>
<p>Condition 38.</p> <p>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.</p>	<p>The Statement of Environmental Effects submitted addresses the Crime Prevention Through Environmental Design provisions.</p>
<p>Condition 39. Ecological Sustainable Development.</p> <p>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:</p> <ul style="list-style-type: none"> (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. 	<p>An ESD report has been submitted with the application.</p>
<p>Condition 40. Access Report.</p> <p>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.</p>	<p>An Access Report has been submitted with the application.</p>
<p>Condition 41. Landscaping.</p> <p>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.</p>	<p>Detailed landscape plans have been submitted with the application. These plans have been assessed as being satisfactory by Council's Landscape Architect.</p>