

Attachment 1. Draft Conditions of Consent

Ryde Council Reference: LDA2020/229

Panel Reference: PPSNH - 117

Address: 11-17 Khartoum Road, Macquarie Park

Condition A. Amending Development Application.

Part 1 of Local Development Application No. LDA2017/0547 approved on 4 December 2019 is to be modified under the provisions of Section 4.17(1)(b) of the Environmental Planning and Assessment Act 1979 by:

- (a) The modification of the following consent conditions as outlined in this notice of determination:
 - Condition 2 Approved Plans/Documents - Concept Plan'
 - Condition 4 – Floor space ratio for total site
 - Condition 5 – Building Height
 - Condition 8 Development in Macquarie park – Access network (Pedestrian Link)
 - Condition 9 – Bochetto Park
 - Condition 10 – Car Parking Spaces and Dimensions
 - Condition 11 – Traffic Impact Assessment Report,
 - Condition 12 – Water Sustainable Urban Design Strategy Plan
 - Condition 17 – Stormwater Details
 - Condition 25 – Public Art
 - Condition 30 – Transport for NSW requirements
- (b) The inclusion of the following new conditions as outlined in this notice of determination:
 - Condition 31 – Loading Bay / Service Delivery Management Plan
 - Condition 32 – Parking Capacity and Allocation
 - Condition 33 – Land Dedications – Road No. 22 and Pedestrian Link
 - Condition 34 – Tree retention
 - Condition 35 – Open Space Design
 - Condition 36 – Sydney Water Requirements.

The conditions outlined in this consent supersede conditions under Part 1 of LDA2017/0547 (to the extent of any inconsistencies).

Note. All conditions per the modified Part 1 of LDA2017/0547 are shown within this notice of determination for clarity and context.

Condition 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 1 in DP 633221. Subsequent development application(s) are required for any work on the site for Stages 2, 3 and 4.

Condition 2. Approved Plans/Documents – Concept 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):

<i>Document Description</i>	<i>Prepared by</i>	<i>Plan Ref</i>	<i>Issue</i>	<i>Date</i>
Site Location Plan	3XN	DA-003	A	09/03/2020
Staging Plan	3XN	DA-015	L	02/10/2020
Staging Plan with Stage 1	3XN	DA-016	L	02/10/2020
Concept Basement Plan	3XN	DA-017	F	02/10/2020
Access + Staging	3XN	DA-018	I	01/10/2020
Massing Diagram - Proposal	3XN	DA-019	D	01/10/2020
Masterplan Section A	3XN	DA-020	E	01/10/2020
Masterplan Section B	3XN	DA-021	D	01/10/2020
Shadow Diagram	3XN	DA-022	D	01/10/2020
M Park Landscape Concept Proposal	Site Image Landscape Architects	002-0012	I	29/09/2020
Civil Engineering Plans (REF:171708-07)	Northrop	SKC321.00 SKC321.01 SKC321.02 SKC321.12	1	01/10/2020

And as amended by the conditions of this consent.

Condition 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. elevations and materials of buildings;
- g. the precise quantum of floor space for each building.

Condition 4. Floor space ratio for total site.

The following applies to Floor Space Ratio:

- (a) Precise details of the distribution of floor space shall be provided with the future development application/s for Stages 2, 3 and 4.
- (b) The total gross floor area approved as part of this application is 55,129sqm. This figure is inclusive of Stage 01. The gross floor area is to be calculated in accordance with the provisions of Clause 4.4 and 4.5 of the Ryde Local Environmental Plan 2014.

Condition 5. Building Height.

- (a) The height of the buildings must not exceed the following heights to the top of the building:
 - Building A: 45m
 - Building B: 45m
 - Building C: 36m
 - Building D: 39m
- (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.

Condition 6. Deleted.**Condition 7. 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.

Condition 8. Development in Macquarie Park – Access network (Pedestrian Link).

A 6m wide pedestrian link incorporating a 4m wide accessible paved footpath plus 2m landscape strip adjacent to it shall be provided connecting Talavera Road and future Road 1, with the layout to be generally in accordance with Ryde Development Control Plan 2014 Part 4.5 Macquarie Park Corridor.

The detailed design of the Pedestrian Link shall follow the concept design by 3XN, especially Drawing No DA-009 (Revision A). Full construction details demonstrating compliance with the City of Ryde Public Domain Technical Manual PDTM Chapter 6 – Macquarie Park Corridor are to be submitted with the stage in which the pedestrian link is to be delivered, being prior to the Building A (Stage 01) Construction Certificate, and Building C (Stage 03) Construction Certificate and Building D (Stage 04) Construction Certificate and shall include the following details:

- (a) The design must provide a clear delineation as a pedestrian-only zone as well as sufficient design variation/articulation to create an experience of high amenity for users moving through the site. Landscape variation and features to relieve the gun-barrel style design should be incorporated to distinguish the pedestrian link from the new internal roadways;
- (b) The through-site link must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances, without prior approval from Council.
- (c) Fully dimensioned plans showing the width of the pedestrian link, footpath, transitions and landscaping areas along the footpath;

- (d) Selection of paving type, colour and dimensions in accordance with Council's requirements;
- (e) Fencing in consultation with Council is to be provided along the eastern boundary of the pedestrian link;
- (f) 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;
- (g) 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. The pedestrian link shall be constructed by the developer/ owner with the Building A, C and D development, at no cost to Council and full public access will be required to be available at all times over the pedestrian link.

Condition 9. Bochetto Park.

Detailed Landscape Plans are to be submitted for Bochetto Park with the future Stage 04 Development Application which have been prepared by a suitably qualified landscape architect with demonstrated experience in the design of public open spaces. The plans are to be consistent with the approved plans in condition 1 Part 1.

Condition 10. 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 all forms of vehicle access (loading bay, garage, etc) demonstrating safe and clear vehicle access may be attained in crucial areas of the proposed development parking areas.

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.

Condition 11. Traffic Impact Assessment Report.

A Traffic Impact Assessment Report shall be submitted to Council for future Development Applications associated with each future stage of the Masterplan development. This study is to be undertaken by a suitably qualified traffic consultant to ensure the traffic and parking impacts generated by each stage of development are addressed.

Condition 12. Water Sustainable Urban Design Strategy Plan.

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

The WSUDSP must be prepared by a suitably qualified drainage engineer, in collaboration with a landscape architect, to implement WSUD components in the stormwater management system for the development. The plan must generally be in accordance with the WSUD concept detailed in the Stormwater Management report by Northrop Pty Ltd, reference SY171708, dated 30th November 2017, and Councils DCP Part 8.2 (Stormwater and Floodplain Management) and comply with the following;

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

The WSUDSP must be submitted with the first Development Application for any above ground development works. The approved WSUDSP is to be implemented for every following development application.

Condition 13. Loading Bay.

To ensure the service requirements of the commercial floor area are satisfied at each stage of the development, a Loading Bay / Service Delivery Management Plan is to be submitted with each future Development Application. The Plan must specify the location of service bay areas / loading bay docks, analyse the number and frequency of service vehicle movements for the existing and proposed commercial floor area and demonstrate that such service requirements can be satisfied on the site.

Condition 14. Public Domain Works.

All works in the public domain including future roads that will be dedicated as public roads, shall be undertaken in accordance with Council's standards and specifications, and City of Ryde Development Control Plan DCP 2014 Part 4.5 Macquarie Park Corridor, and the City of Ryde Public Domain Technical Manual (PDTM) Chapter 6 – Macquarie Park Corridor.

A public domain plan must be prepared by a suitably qualified architect, urban designer, landscape architect or engineer and must be lodged with the development applications relating to Stages 2, 3 and 4. The public infrastructure works along Khartoum Road and

Talavera Road are to be in accordance with City of Ryde Development Control Plan 2014 Part 4.5 Macquarie Park Corridor and the City of Ryde Public Domain Technical Manual Section 6 – Macquarie Park.

Condition 15. Private Roads.

The new 14.5 metre wide private roads are to be paved to the satisfaction of Council's landscape architect and public domain team. These roads are to reinforce the pedestrian nature of the site. Details are to be consistent with the approved material in the Stage 1 development application.

Condition 16. Ausgrid.

Consultation is required with Ausgrid to ensure that technical and statutory requirements in regard to the safe and reliable operation and maintenance of the Ausgrid's network is maintained.

Condition 17. Stormwater Management.

Stormwater runoff from the development shall be collected and piped by gravity flow to the public inground drainage infrastructure in roadways adjoining the site, 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 subsequent development application must be prepared by a suitably qualified Civil Engineer and is to be submitted to the consent authority for approval. The stormwater management system must comply with the following;

- (a) Each stormwater management plan shall be generally in accordance with the Stormwater Management report by Northrop Pty Ltd, reference SY171708, dated 14th May 2020 and the associated plan "*Stormwater Management and Indicative Services Plan*" (Project No. 171708 Drawing number DA04.04, revision 04 dated 15th May 2020).
- (b) 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.
- (c) The submitted design is consistent with the submitted architectural and landscape plan.
- (d) 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.
- (e) 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.

Condition 18. Crime Prevention Through Environmental Design.

Development Applications for Stages 2, 3 and 4 are to comply with the principles of Crime Prevention Through Environmental Design.

Condition 19. Framework Travel Plan.

Framework Travel Plan. 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 Part 4.5 Macquarie Park Corridor DCP 2014 and include (but not be limited to):

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

Condition 20. Waste Collection.

The Stage 2, 3 and 4 Development Applications shall demonstrate compliance with Council's requirements for waste collection and Part 7.2 of DCP 2014 Waste Minimisation and Management. This is to include the submission of a Waste Management Plan and detailed architectural plans which address Council's requirements.

Condition 21. Landscaping.

A detailed landscape plan is to be submitted with Stages 2, 3 and 4 Development Applications respectively. The landscaping plan is to comply with the numerical site coverage, deep soil areas and open space requirements in addition to the design requirements under Section 8.0 of Part 4.2 of Ryde DCP 2014. The landscaping plan should also include rainwater capture and include details on where/how and for what purpose the water will be used and demonstrate water efficiency and effective stormwater management.

Condition 22. Ground floor interface.

All sides of each building are to be provided with ground floor uses that promote pedestrian interaction and activity. Where possible, service areas are not to be situated along ground floor façades.

Condition 23. Noise impact assessment report.

A noise impact assessment report is to be submitted with any relevant Stage 2 Development Application. The report must be prepared by a suitably qualified acoustical consultant and demonstrate that the noise levels emitted from the premises will comply with the noise criteria specified in the New South Wales Industrial Noise Policy (EPA, 2000).

The report must include the following information:

- (a) details of the site and the surrounding locality;

- (b) a description of the proposed use;
- (c) the proposed times of operation;
- (d) the existing background noise and ambient industrial noise levels;
- (e) the project-specific noise levels for the proposed use;
- (f) details of all potential noise sources associated with the proposed use;
- (g) details of any measures proposed to control or mitigate noise;
- (h) sound pressure levels at a preferred measurement distance or sound power levels, in dBA, for all major noise sources;
- (i) the predicted cumulative noise levels at all nearby affected residential premises; and
- (j) an assessment of the noise impact.

Condition 24. Construction Noise Management Plan.

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

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

Condition 25. Public Art

A detailed public art strategy is to be developed for the site/development in accordance with Part 4.5 Macquarie Park Corridor DCP 2014 and the Arts Plan (Public Art Strategy) prepared by Site Image Public Art Consultants dated 22 May 2020. The new plan is to address the following:

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

The requirement to accommodate public art as part of the redevelopment of the site must be included as part of a Stage 4 Development Application-

Condition 26. Wind

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

Condition 27. Bicycle Parking.

Bicycle parking is to be provided for any development involving an increase in the floor space for retail, commercial or residential land uses.

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

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

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

Condition 28. Draft Construction Pedestrian and Traffic Management Plan.

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

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

Condition 29. An Environmental Sustainability Design Report must be submitted with any Stage 2 Development Application. The report is to verify that the subsequent buildings are capable of achieving a base building of:

- 4- Star Green Star Design and As-Built v1.2 rating
- 4.5- Star NABERS Energy base building rating.

Condition 30. Prior to the submission of the Stage 2 development application, the applicant is to:

- (a) Undertake detailed traffic modelling using an appropriate modelling tool to assess road network performance within the area of influence of the site. The traffic model is to be prepared to the satisfaction of Ryde City Council and ~~RMS TfNSW~~ **RMS TfNSW**; and
- (b) Identify local and regional impacts using traffic modelling and propose mitigation measures to ameliorate the impacts identified as a result of the development proposed in further stages of the Concept Plan.

If the traffic modelling identifies that road improvement works and/or mitigation measures are required to the intersections in the vicinity of the development to ameliorate the traffic impacts arising from the development proposed in subsequent stages of the Concept Plan, the applicant is to consult with **RMS TfNSW** in relation to entering into a further Transport Infrastructure Contributions Deed (Further Stages Deed) for the payment for road improvement works and/or mitigation measures to be carried out to, or within the vicinity of the intersection of Khartoum Road and Talavera Road, Macquarie Park.

The Further Stages Deed is to include provision for the timing of payment of any further monetary contributions in stages, prior to issue of a construction certificate that authorises the construction of the building in the relevant stage in the Concept Plan that is identified in the traffic modelling as triggering the need for road improvement works and/or mitigation measures to ameliorate the identified traffic impacts.

Any monetary contributions determined by Roads and Maritime to be required as part of any subsequent stage of the Concept Plan must consider the equitable apportionment of works to reflect the cumulative impact of traffic generated by the relevant stage of the Concept Plan development within the wider Macquarie Park precinct.

Condition 31. Loading Bay / Service Delivery Management Plan.

To ensure the service requirements of the commercial floor area are satisfied at each stage of the development, a Loading Bay / Service Delivery Management Plan is to be submitted with each future Development Application. The Plan must specify the location of service bay areas / loading bay docks, analyse the number and frequency of service vehicle movements for the existing and proposed commercial floor area and demonstrate that such service requirements can be satisfied on the site. The use of onstreet parking to accommodate this aspect of any development on the site will not be supported.

Condition 32. Parking Capacity and Allocation.

Each development must comply with the following parking allocation requirements, as specified in accordance with the Council 2014 DCP Part 9.3 (*Parking Controls*), approved Traffic Report and any other associated conditions in this consent, listed as follows;

- (a) Commercial (office) use areas must be allocated no more than 1 parking space per 60m² GFA.
- (b) Retail, restaurant and café use must be allocated a minimum of 1 parking space per 25m² GFA. Variation to this rate will be considered subsequent to submission a parking demand analysis for the proposed use.
- (c) Each building must provide no less than 2 loading bays capable of accommodating at least an MRV vehicle (as per AS 2890.2). Any variation seeking less than this will need to demonstrate that such services do not rely on the Public Domain for standing or access to service vehicles.
- (d) Each building must have a dedicated waste loading area capable of accommodating the largest Council waste vehicle (dimensions available from Council's Waste Department).
- (e) Each Building in the development site must be allocated no more than the following number of spaces;

Building	Maximum Spaces	Parking
A	304	
B	51	
C	264	
D	261	

- (f) Car share spaces to be provided for each Building in accordance with the Ryde DCP 2014 requirements.

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.

Condition 33. Land Dedications - Road No. 22 and Pedestrian Link.

In accordance with the future access network plan depicted in the Council 2014 DCP Part 4.5 (*Macquarie Park Corridor*) Figure 4.1.1 (Access Network) and the VPA agreement made between the Council of the City of Ryde and Stockland Trust Management and subject to any variations to this agreement, the following encumbrances will be required on the land for public benefit ;

- (a) The dedication of land for the purpose of implementing the future public road (Road 22). The road dedication is to be located as shown on the approved plans (adjoining the eastern boundary of the subject lot), must be a minimum 14.5m in width and the containing assets must be designed in accordance with Council's Public Domain standards and approved plans. The road must be dedicated to Council within 6 months of the date the occupation certificate is issued for Building B.
- (b) A Public Access – Right of Way must be created over the constructed pedestrian access links constructed through the land. The ROW must be no less than 6m wide and incorporate a min 4m wide pedestrian path and 2m of adjoining landscaping. The terms of the instrument must be in accordance with Council's standard terms for the public access instrument and any variations subject to approval by Council. The right of way may be registered in parts (as per the VPA staging) however each part must be registered prior to the occupation of the relevant stage in which the works are completed.

All costs associated with the registration and assessment of these encumbrances must be borne by the applicant, at no cost to Council. Council's acceptance of the road dedication and endorsement of the encumbrances will generally be subject to the works being completed to Council's satisfaction, warranting CCTV inspections for the constructed drainage network and rectification of any defects. Any further particulars concerning this matter may be included in subsequent Development Consents.

Condition 34. Tree retention.

All existing trees as nominated for retention within the Arboricultural Impact Assessment prepared by Birds Tree Consultancy dated 5 November 2020 are to be retained as part of any future Development Application associated with this Concept Masterplan.

Condition 35. Open Space Design.

The design of open space areas to be represented within future landscape documentation is to be prepared in consultation with a suitably qualified AQF Level 5 Arborist to ensure those trees nominated for retention under the Concept Masterplan are not adversely impacted and are capable of retention in the long-term. All built structures within the open space are to be located as far away from existing trees as practical to limit the level of root severance and canopy pruning required.

Condition 36. Sydney Water.

Prior to the submission of the Stage 2 development application, the applicant is to undertake the following with regard to Sydney Water requirements:

Water and Wastewater Servicing

- Sydney Water has no objection to the proposal, however, we request that the proponent lodges a Feasibility study with Sydney Water for the proposed development.
- The proponent should contact a Water Servicing Coordinator to lodge this study on their behalf.
- Any potential upsizing of our local assets or limitations in our system will be defined with the Feasibility process.
- Recycled water opportunities should be considered within the feasibility.

Trade wastewater requirement

- If this proposal will generate trade wastewater, the developer must submit an application requesting permission to discharge trade wastewater to Sydney Water's wastewater system. Applicant must wait for approval and issue of a permit before any business activities can commence.
- The permit application can be made on Sydney Water's web page through Sydney Water Tap In. <http://www.sydneywater.com.au/tapin/index.htm>