

MEMO

To: Chair, Sydney North Planning Panel
From: Consultant Planner, Peter Wells
Date: 2 February 2022 (6.15pm)
Address: 452 - 460 Willoughby Road & 1A - 27 Walter Street WILLOUGHBY NSW 2068
Ref/File No.: Sydney North Planning Panel - PPSSNH-264 - Willoughby - Public meeting DA-2021/300
Subject: Post SNPP meeting - changes to conditions

Further consideration has been given to the draft conditions of consent and it is recommended the following changes are made:

- (i) That condition 4 is amended as highlighted in red ink to read as follows:

4. Amendments

Prior to the issue of any relevant Construction Certificate, the following must be shown on the Construction Certificate plans:

- (a) Building F - A privacy screen achieving an adequate level of privacy to western neighbours to be erected along the western edge of the west-facing balcony serving the living room in unit 303. The privacy screen must be minimum 1.6m in height and be comprised of a material having a lightweight, textured appearance (eg vertical louvres or the like).
- (b) A 1:20 scale drawing of privacy screens serving all west-facing windows in Building F must accompany the Construction Certificate, and demonstrate that these privacy screens offer an acceptable level of privacy to western neighbours.
- (c) The Construction Certificate plans and Landscaping plans must show that planting to front setback areas will satisfactorily maintain clear sight lines between the entrances and the street and within planted areas.
- (d) The location of Electric car charge points required by Part F Control 5 of the Site Specific DCP must be shown in each basement car park.
- (e) Building D - The planting incorporated within the northern extremity of the north-facing balconies at Levels 1 to 4 inclusive must achieve planting that provides an effective privacy screen to the Castle Vale development at 2 Artarmon Road, Willoughby.
- (f) Details of all front fencing demonstrating compliance with Willoughby Development Control Plan.



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- (g) Prior to the issue of the relevant Construction Certificate, the Certifying Authority is to be provided with plans indicating that all fire hydrant and sprinkler booster valves and the like are enclosed in accordance with the requirements of AS 2419.1 2021.
- (h) Building D – The planting incorporated into the rooftop garden as shown on Drawing A.111/ST1, plot dated 08.12.2021 prepared by Architecture Urbaneia, must be fully detailed on the Landscape Plans, prior to the issue of the Construction Certificate for Stage 1. Details shall include species selection, location and spacing of planting, depth of planter beds and any irrigation method.
- (i) The Construction Certificate drawings must clearly notate that all trees located upon 462 Willoughby Road Willoughby are to be retained and unaffected by the development that is the subject of this development consent.
- (j) All external building material shall be in colours and materials which are compatible with the character of the locality. The schedule of materials and colours indicated on elevations submitted with the application satisfy this requirement. A schedule of colours and materials shall be submitted for approval by the Certifier with the Construction Certificate for each Stage of development.
- (k) The architectural drawings must clearly identify Stage 1 as all those works on 1A-13A Walter Street and 452-460 Willoughby Road, and Stage 2 as all those works on 15-27 Walter Street, Willoughby.

Plans detailing these amendments are required to be shown on the relevant Construction Certificate plans.

(Reason: To maintain amenity)

- (ii) That condition 40 is amended as highlighted in red ink to read as follows:

40. Design of Works in Public Road (Roads Act Approval) – Stage 1

Prior to issue of any Construction Certificate for Stage 1 works, the applicant must submit, for approval by Council as a road authority, full design engineering plans and specifications prepared by a suitably qualified and experienced civil engineer for the following infrastructure works:

- (a) Construction of 3.0 metres wide shared path, or narrower width as agreed with Council's Engineers, (max. 2.5% crossfall) towards the kerb for the full



- Stage 1** frontage of the development site on the north side of Walter Street in accordance with Council's specification and Standard Drawings SD105 and SD100. All adjustments to public utility services and associated construction works in the nature strip are to be at the full cost to the applicant. Detailed long section and cross sections at 5 metres interval shall be provided.
- (b) Construction of 1.5 metres wide footpath (max. 2.5% crossfall) towards the kerb for the full **Stage 1** frontage of the development site on the south side of Walter Street in accordance with Council's specification and Standard Drawings SD105 and SD100. All adjustments to public utility services and associated construction works in the nature strip are to be at the full cost to the applicant. Detailed long section and cross sections at 5 metres interval shall be provided.
 - (c) Reconstruction of existing kerb and gutter on both sides of the roadway for the full **Stage 1** frontage of the development site in Walter Street in accordance with Council's specifications and Standard Drawing SD105.
 - (d) Reconstruction of the full width of the existing road pavement for the full **Stage 1** frontage of the development site in Walter Street in accordance with Council's specifications. The width of the road pavement between kerbs shall be as agreed with Council's Engineering Design Team.
 - (e) Construction of a 6.6 metres wide vehicular crossing in Walter Street in accordance with Council's specification and Standard Drawings SD105
 - (f) Construction of up to 2 new raised threshold speed humps, in accordance with Council's requirements and any recommendations from the Traffic Committee. The location and number are to be as agreed with Council's Traffic Engineers and Design Engineers
 - (g) Construction of new landscape bays / blisters in Walter Street, in accordance with the requirements of Council's Engineering Design Team. The final locations are to be determined in consultation with the Design Team, with the maximum number to be as detailed on the DA approved drawings. The bays are to be constructed with kerb line running around the outer edge, and not as an island with the gutter separating the landscape bay from the nature strip.
 - (h) Construction of new stormwater pits and pipes along the northern side of Walter Street, generally in accordance with the stormwater drawings approved in this consent. Final layout of the connection to the Council system at the intersection of Willoughby Road and Walter Street, including possible removal of pits and replacement of pipes, shall be as agreed with Council's Engineering Design and Asset Team and TfNSW requirements. Minimum pipe size is to be 375mm diameter RCP. Detailed longitudinal sections are to be provided for all new pipes.
 - (i) Construction of 1.5 metres wide footpath (max. 2.5% crossfall) towards the kerb for the full frontage of the development site in Willoughby Road in accordance with Council's specification and Standard Drawings SD105 and SD100. All adjustments to public utility services and associated construction



works in the nature strip are to be at the full cost to the applicant. Detailed long section and cross sections at 5 metres interval shall be provided.

- (j) Construction of any kerb ramps required to replace existing or connect new crossings to the new paths. Kerb ramps in Walter Street are to be in accordance with Council standard drawing SD100 and at the intersection with Willoughby Road in accordance with TfNSW requirements.
- (k) Construction of works to prevent vehicles turning right out of Walter Street into Willoughby Road. The extent of any such works are to be agreed with Council's Traffic Engineers and may require a median to direct vehicles to the left.
- (l) Construction of up to 2 pedestrian refuges along Walter Street. The number and location are to be as agreed with Council's Traffic Engineers.
- (m) Any adjustments required to street lighting to suit the new development, including lighting required for the pedestrian refuges to meet current lighting standards for crossings.
- (n) Removal of redundant vehicle crossings in Willoughby Road and construction of new kerb and gutter in accordance with TfNSW requirements
- (o) Any signage and linemarking required by Council's Traffic Engineers or statutory requirements.

The required plans must be designed in accordance with Council's specifications (AUS-SPEC). A minimum of three (3) weeks will be required for Council to assess the *Roads Act* submissions. Following assessment by Council Officers and agreement that the plans are acceptable, approval will be required from the Traffic Committee, which only meets every 1-2 months. Early submission is recommended to avoid delays in obtaining a Construction Certificate. For the purpose of inspections carried out by Council Engineers, the corresponding fees set out in Council's current Fees and Charges Schedule are payable to Council prior to issue of the approved plans. Separate approval / concurrence is to be obtained from TfNSW for the removal of laybacks and construction of new kerb and gutter for the redundant vehicle crossings in Willoughby Road and for any works located at the intersection of Willoughby Road and Walter St, including changes to the stormwater drainage system. Final approval from Council will not be obtained until concurrence is obtained from TfNSW.

Approval must be obtained from Willoughby City Council as the road authority under the *Roads Act 1993* for any proposed works in the public road prior to the issue of any Construction Certificate.

(Reason: Ensure compliance)

- (iii) That condition 41 is amended as highlighted in red ink to read as follows:

41. Design of Works in Public Road (Roads Act Approval) – Stage 2



Prior to issue of any Construction Certificate **for Stage 2**, the applicant must submit, for approval by Council as a road authority, full design engineering plans and specifications prepared by a suitably qualified and experienced civil engineer for the following infrastructure works:

- (a) Construction of 3.0metres wide shared path (or narrower width as agreed with Council's Engineers) (max. 2.5% crossfall) towards the kerb the north side of Walter Street from the junction with the Stage 1 works to the connection point with the future link to the Gore Hill Freeway shared path, just to the west of 18 Walter Street in accordance with Council's specification and Standard Drawings SD105 and SD100. All adjustments to public utility services and associated construction works in the nature strip are to be at the full cost to the applicant. Detailed long section and cross sections at 5 metres interval shall be provided.
- (b) Construction of 1.5 metres wide footpath (max. 2.5% crossfall) towards the kerb on the south side of Walter Street from the junction with the Stage 1 works to the connection point with the future link to the Gore Hill Freeway shared path in accordance with Council's specification and Standard Drawings SD105 and SD100. All adjustments to public utility services and associated construction works in the nature strip are to be at the full cost to the applicant. Detailed long section and cross sections at 5 metres interval shall be provided.
- (c) Construction of 1.5 metres wide footpath (max. 2.5% crossfall) towards the kerb on the northern side of Walter Street from the shared path to the western end Walter Street in accordance with Council's specification and Standard Drawings SD105 and SD100. All adjustments to public utility services and associated construction works in the nature strip are to be at the full cost to the applicant. Detailed long section and cross sections at 5 metres interval shall be provided.
- (d) Reconstruction of existing kerb and gutter on both sides of the roadway for the full frontage of the development site in Walter Street in accordance with Council's specifications and Standard Drawing SD105. The reconstruction shall include the turning circle at the end of the street, with the adopted radius to be in accordance with the requirements of Council's Traffic Engineers
- (e) Reconstruction of the full width of the existing road pavement for the full frontage of the development site in Walter Street in accordance with Council's specifications. The width of the road pavement between kerbs shall be as agreed with Council's Engineering Design Team.
- (f) Construction of a 7.0 metres wide vehicular crossing in Walter Street in accordance with Council's specification and Standard Drawings SD105
- (g) Reconstruction of the existing vehicle crossings on the south side of Walter Street, to suit the new works.
- (g) Construction of new landscape bays in Walter Street, in accordance with the



requirements of Council's Engineering Assets Team. The final locations are to be determined in consultation with the Assets Team, with the maximum number to be as detailed on the DA approved drawings. The bays are to be constructed with kerb line running around the outer edge, and not as an island with the gutter separating the landscape bay from the nature strip.

- (i) Construction of new stormwater pits and pipes along the northern side of Walter Street, generally in accordance with the stormwater drawings approved in this consent. Minimum pipe size is to be 375mm diameter RCP. Detailed longitudinal sections are to be provided for all new pipes.
- (j) If required by Council's Traffic Engineers, construction of 1 new raised threshold speed hump, in accordance with Council's requirements and any recommendations from the Traffic Committee. The location and need are to be as agreed with Council's Traffic Engineers and Design Engineers
- (k) Construction of 1 pedestrian refuges along Walter Street. The location is to be as agreed with Council's Traffic Engineers, but will be in line with the connection point for the future shared path link to the Gore Hill Freeway shared path.
- (l) Construction of new kerb ramps as required to suit new pedestrian refuges and path links. Kerb ramps are to be in accordance with Council standard drawing SD100
- (m) Any signage and linemarking required by Council's Traffic Engineers or statutory requirements.
- (n) Any adjustments required to street lighting to suit the new development, including for an new pedestrian refuges.

The required plans must be designed in accordance with Council's specifications (AUS-SPEC). A minimum of three (3) weeks will be required for Council to assess the *Roads Act* submissions. Following assessment by Council Officers and agreement that the plans are acceptable, approval will be required from the Traffic Committee, which only meets every 1-2 months. Early submission is recommended to avoid delays in obtaining a Construction Certificate. For the purpose of inspections carried out by Council Engineers, the corresponding fees set out in Council's current Fees and Charges Schedule are payable to Council prior to issue of the approved plans.

Approval must be obtained from Willoughby City Council as the road authority under the *Roads Act 1993* for any proposed works in the public road prior to the issue of any Construction Certificate.

(Reason: Ensure compliance)

- (iv) That condition 46 is amended as highlighted in red ink to read as follows:

46. Building Ventilation

To ensure that adequate provision is made for ventilation of the building, mechanical and/or natural ventilation shall be provided. These shall be designed in accordance with the provisions of:

- (a) The National Construction Code:
 - (i) AS1668.1, AS1668.2 and AS3666.1 as applicable; and/or
 - (ii) Alternative solution using an appropriate assessment method

Details of all mechanical ventilation and exhaust systems, and certification provided by an appropriately qualified person verifying compliance with these requirements, shall be submitted to the Certifier prior to the issue of the Construction Certificate **for each Stage of development**.

(Reason: Health and compliance)

- (v) That condition 50 is amended as highlighted in red ink to read as follows:

50. Construction Traffic and Transport Management Plan

Prior to issue of the Construction Certificate **for each Stage of development**, a detailed Construction Traffic and Transport Management Plan (CTMP) shall be prepared to ensure safe and efficient movement to/ from the construction site (site) and the closest State Road by motor vehicles including buses, cars, motor bikes, emergency vehicles, trucks and heavy vehicles; and for pedestrians and bicycles moving to/ from and past the site (collectively referred to as traffic). The CTMP must be approved by the Principal Certifier and submitted to Council for registration. The CTMP shall: -

- (a) Be prepared by a suitably qualified and experienced traffic engineering consultancy. The traffic consultancy should hold, or contract a traffic control company with, a valid *Prepare Work Zone Traffic Management Plans* (PWZTMP) traffic control qualification in TfNSW's Traffic Control at Work Site Technical Manual. The personnel used must have undertaken refresher training in PWZTMP competency in the preceding two years from the date of qualification.
- (b) Be prepared in accordance with the current version of Austroads Guide to Traffic Management, Austroads Guide to Road Safety, Austroads Guide to Temporary Traffic Management, Australian Standard AS1742 Manual of Uniform Traffic Control Devices, TfNSW's Supplement to Australian Standard, TfNSW's Traffic Control at Work Site Technical Manual and TfNSW Traffic Modelling Guideline.
- (c) Identify and demonstrate that the pedestrian, bicycle and motor vehicle ingress and egress locations at the site are designed / managed/ operated in accordance with relevant standards, policies and guidelines and eliminate and minimise hazards and risks to maximise safety, amenity and mobility to site users and those moving past the site on the adjacent road and pathways.
- (d) Identify and describe the Council and TfNSW managed road network (road network) to be used by motor vehicles and pathway network to be used by pedestrians and bicycles generated by the site. Document and explain the administrative and functional classifications, interchanges i.e. bus stops, rail stations



etc, types of user and management of the existing road and pathway networks.

- (e) Provide information on the existing operational performance of the road network including level of service, delays, queues for weekday morning and afternoon peak periods and, when requested by Council, other times of high traffic demand. The performance information should be sourced using industry standard and accepted data collection techniques and systems and traffic modelling tools such as SIDRA.
- (f) Identify and explain all construction methodology with a focus on site operation, generation and distribution of traffic on the road and pathway network. In situations where the construction methodology involves a subdivision of the site, this arrangement should be explained. The start/ end dates for each stage should be provided. Staging of each location and overlap of works across locations including duration and traffic demands should be explained. In circumstances where additional operational arrangements are also occurring on the site, this situation should also be explained and the pedestrian, bicycle and motor vehicle generation and movement determined.
- (g) Identify and explain all construction related motor vehicle generation, type, times of movement and routes to/ from the site for all construction phases including spoil removal, materials delivery and suppliers/ workers visiting and working on the site. The route chosen for heavy vehicle movement between the site and the State Road network should be the safest, least impact on the amenity of residents and most direct to the nearest intersection with a State Road.
- (h) Provide information on the forecast operational performance of the road network including level of service, delays, queues for weekday morning and afternoon peak periods and, where necessary, other times of high traffic demand during the construction period based on the construction methodology. The performance information should be sourced using industry standard and accepted data collection techniques and traffic modelling tools such as SIDRA.
- (i) Analyse, compare and assess the existing and forecast operational performance during the construction period. Identify and explain the change in operational performance including those intersections that have a worsening in operational performance during the construction period and stages therein.
- (j) Demonstrate that all heavy vehicles generated by the site will travel on the road network safely and in compliance with the NSW road rules.
- (k) Identify and explain management arrangements so that all construction related motor vehicles park on the site or in designated approved locations on the public roads adjacent to the site i.e. approved Work Zone. Identify and explain operational and mitigation measures to be implemented so that no or minimal construction related vehicles such as worker motor cars park or queue on the public road network.
- (l) Detail and explain all proposed changes to the public road network that will be in place for the duration, or for a significant period of time, during the construction period to support the construction methodology including, if desired, Work Zone provision, and to maintain a safe road and pathway network with an acceptable operational performance. Short term changes involving implementation and removal of a temporary change for one day only are addressed elsewhere in the CTMP. All

regulatory parking, traffic control and traffic management changes to the road and pathways will require Council approval.

- (m) Detail and explain all construction related impacts to pathways including pedestrian footpaths and bicycle facilities such as bicycle lanes and shared paths. Identify and explain mitigation measures to maintain a safe and continuous connection for these vulnerable road users. All regulatory parking, traffic control and traffic management changes to the road and pathways will require Council approval.
- (n) Provide a schedule of short term temporary traffic changes (changes typically implemented and removed in one day only), relevant Council permit, times and dates of changes and accompanying *Work Zone Traffic Management Plan*. Road closures shall be the subject of approval from Council.
- (o) Public information and campaigns to be used to inform road users, residents, businesses, emergency services, public transport operators of any long term changes or temporary full road closures on the local road network well in advance of each change.
- (p) Nominate a contact person who is the owner of the CTMP and has authority without reference to other persons to change the CTMP to comply with instructions issued by Council's Safe City or the NSW Police.

(Reason: Public safety and amenity)

- (vi) That condition 55 is amended as highlighted in red ink to read as follows:

55. Site Management

A site Management Plan **for each Stage of development** shall be submitted to and approved by the Certifier prior to commencement of work. The site management plan shall include the following measures as applicable.

- (a) Details and contact telephone numbers of the owner, builder and developer;
- (b) Location and construction details of protective fencing to the perimeter of the site;
- (c) Location of site storage areas, sheds and equipment;
- (d) Location of stored building materials for construction;
- (e) Provisions for public safety;
- (f) Dust control measures;
- (g) Site access location and construction;
- (h) Details of methods of disposal of demolition materials;
- (i) Protective measures for tree preservation;



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- (j) Provisions for temporary sanitary facilities;
- (k) Location and size of waste containers and bulk bins;
- (l) Soil and Water Management Plans (SWMP); comprising a site plan indicating the slope of land, access controls, location and type of sediment controls and storage/control methods for material stockpiles;
- (m) Construction noise and vibration management.

The site management measures shall be implemented prior to the commencement of any site works and maintained during the construction period. A copy of the approved Site Management Plan shall be conspicuously displayed, maintained on site and be made available to the Certifier/Council officers upon request.

(Reason: Environment protection, public health and safety)

(vii) That condition 72 is amended as highlighted in red ink to read as follows:

72. Direct waste collection from basement

A design certificate and detailed plans are to accompany the Construction Certificate application **for each Stage of development** that confirms that the waste can be directly collected from the basement as detailed in the Waste Management Plan. The design certificate is to be in accordance with the Waste Management Guide and specifically confirm that the:

- (a) Waste collection vehicle is able to access the basement, adequately manoeuvre into position, load bins and exit the basement
- (b) Adequate vertical clearance is provided along the route of travel to/from external entry/exit points to collection area
- (c) The collection vehicle must be able to manoeuvre in the basement with limited need for reversing
- (d) The grades of entry/exit must not exceed the capabilities waste collection vehicle
- (e) The floor of the basement has been designed to carry the load of the vehicle.

(Reason: Environmental protection/waste reduction/public health and safety)

(viii) That condition 86 is amended as highlighted in red ink to read as follows:

86. Survey Certificate

Certification of the following **at each Stage of the development shall** be submitted to the Certifier by a registered surveyor:

- (a) Prior to the construction of footings or first completed floor slab (i.e. prior to

pouring of concrete) showing the area of the land, building under construction and boundary setbacks;

- (b) At each level indicating the level of that floor to Australian Height Datum;
- (c) Upon completion of the roof framing, before the roofing is laid, indicating the ridge height to Australian Height Datum;
- (d) At roof slab level indicating the level of that slab to Australian Height Datum;
- (e) At completion indicating the relation of the building and any projections to the boundaries, and that the building has been erected to the levels approved in the Development Application.

(Reason: Ensure compliance)

- (ix) That condition 90 is amended as highlighted in red ink to read as follows:

90. Arborist Report

The Arborist Report (Ref: 4544.1), dated 24 September 2021 prepared by Redgum Horticultural, must be fully complied with. **All trees located upon 462 Willoughby Road shall be retained and unaffected by the proposal.**

(Reason: Compliance)

- (x) That condition 91 is amended as highlighted in red ink to read as follows:

91. Geotechnical Report

The Geotechnical Report (Ref: GR1302.1J), dated 8 December 2021 prepared by JC Geotechnics, must be fully complied with. **Rock sawing method as opposed to hammering shall be used near the site boundaries to minimise vibration impacts to surrounding properties.**

(Reason: Compliance)

- (xi) That condition 115A is added as highlighted in red ink to read as follows:

115A. Easements – Neighbouring sites

Prior to the issue of an Occupation Certificate for Stage 1, the Principal Certifying Authority must be provided with evidence that:

- a) **An easement for vehicular access in favour of the parcels of land to be accessed, being the neighbouring property 462 Willoughby Road Willoughby, has been created within the site of the proposed development over the full length of the path of travel for a B99 design vehicle to/from the Walter Street frontage from/to the benefited property.**
- b) **An easement for pedestrian access and transfer of waste in favour of the neighbouring property 462 Willoughby Road Willoughby, has been created within the site of the proposed**



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development over the full length of the path of travel to/from the benefited property to the waste room of the proposed development.

c) Certification from a qualified practising Structural and Geotechnical Engineer(s) that:

i. The walls at the boundary with the neighbouring property 462 Willoughby Road Willoughby have been suitably constructed to enable the wall to be removed in future to provide a connection/opening to the neighbouring property for vehicular access at the northern property boundary of Basement Level 1.

ii. The walls at the boundary with the neighbouring property 462 Willoughby Road Willoughby have been suitably constructed to enable the wall to be removed in future to provide a connection/opening to the neighbouring property for pedestrian access and transfer of waste bins to the Residential Waste Collection Area at Basement Level 1.

d) The Easements must be shown on the Certificate and Plan, together with the relevant rights of the benefited properties and Works as Executed plans at the points of connection between the properties. The rights must be consistent with the vehicular ingress/egress requirements for the proposed development.

e) Proof of registration of the easements including on all relevant titles.

(xii) That condition 119 is amended as highlighted in red ink to read as follows:

119. Certification of Gross Floor Area - Post Construction

Prior to the issue of ~~an~~ **the** Occupation Certificate **for Stage 2 works**, an Architect, Engineer, Registered Surveyor or Accredited Architectural Draftsperson shall provide certification, for approval by the Principal Certifier, that the gross floor area of all buildings on the site does not exceed 16,871m² in area.

(Reason: Bulk and scale control/compliance)

(xiii) That condition 133 is amended as highlighted in red ink to read as follows:

133. Identification of Car Parking Spaces

Prior to the issue of any Occupation Certificate **for each Stage of development**, the ~~177~~ **approved** car parking spaces shall be physically identified on site and maintained free of obstruction. Under no circumstances are these spaces to be used for the storage of goods or waste products.

(Reason: Amenity)

(xiv) That condition 168 is amended as highlighted in red ink to read as follows:

168. Public Domain Works – Stage 1



Prior to the issue of any Occupation Certificate for Stage 1, construct the following works in the public domain:

- a) New raised thresholds as detailed on the Section 138 approved drawings
- b) New kerb ramps as detailed on the Section 138 approved drawings
- c) New landscape blisters as detailed on the Section 138 approved drawings
- d) New pedestrian refuges as detailed on the Section 138 approved drawings
- e) Replacement of existing vehicle crossings on the southern side of Walter Street.
- f) Signage and linemarking required to comply with Council, TfNSW and regulatory requirements.
- g) Paths, kerb and gutter and pavement reconstruction as required elsewhere in these conditions.
- h) Construction of all road and traffic management works as outlined in conditions 52 and 53 must be completed to the satisfaction of Council. Operation of the road and traffic management works must be to the satisfaction of Council.**

(Reason: Ensure Compliance)

(xv) That condition 175 is amended as highlighted in red ink to read as follows:

175. Tree Planting

Prior to the issue of a ~~Whole~~ the Occupation Certificate **for each Stage of the development**, trees are to be planted and certified by the Project Arborist in accordance with the following table:

No. Required	Species	Location	Min Pot Size
All trees	As indicated on the approved Landscape Plans prepared by John Lock and Associates	As indicated within the subject site and on adjoining road reserves and lands on the approved Landscape Plans	As indicated on the approved Landscape Plans

This does not apply to any tree removal or landscaping works proposed on property 462 Willoughby Road.

(Reason: Landscape amenity)

(xvi) That condition 189 is amended as highlighted in red ink to read as follows:

189. On-site Car Parking



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The on-site car parking provision of 218 car parking spaces, 12 motorbike spaces and 32 bike spaces are to be permanently available for the life of the development in the locations shown on the approved plans.

The car parking spaces shall be distributed as follows:

177 residential car spaces (of which 55 are adaptable car spaces)

41 residential visitor car spaces

A minimum of 17 adaptable units are to be provided with one adaptable car parking space.

1 car space is to be allocated to every 1- and 2- bedroom unit.

A maximum of 2 spaces are to be allocated to every 3-bedroom unit.

2 car spaces are to be dedicated as car share (1 space in each basement carpark).

All spaces must be clearly and visibly marked on site for their intended use as parking for residents, visitors, disabled, office and retail or loading bay.

The basement level/level car parking comprising of residential car parking spaces must only be accessible to residents at all times.

(Reason: Ensure Compliance)

Peter Wells
Consultant Planner