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Item	Commitment	Timing
1. Construction Management	The proponent will ensure that a Construction Management Plan is prepared including, but not limited to the methods of soil and sedimentation protection, restriction of public access, vegetation protection, construction, traffic management, crane height and location details and the like.	A Construction Management Plan will be prepared prior to the issue of any Construction Certificate for work on the site.
2. BCA Compliance	All buildings will be designed in accordance with the Building Code of Australia.	BCA compliance will be documented at the Development Application stage of the project
3. Augmentation of Utilities	The approval for connection to existing utility service will be obtained, and any required augmentation works will be undertaken.	Any required augmentation of utility services will be detailed at the Project Application or Development Application stage of the proposal.
4. Section 94 Contributions	Section 94 Contributions relevant to the proposal will be made in accordance with the Section 94 Contribution Plans for Ashfield and Marrickville Council as applicable, consistent with the rates detailed in the Environmental Assessment.	Any required Section 94 Contributions will be paid prior to the issue of any Construction Certificates for the erection or conversion of buildings that generate a demand for services.
5. Public Domain	Public Domain: Public access will be provided through the site providing access over and through the open space from Smith Street affording access to the Lewisham West light rail stop. The access will include the use and enjoyment of the open landscaped areas off Smith Street and the proposed urban plazas around the reused buildings that are to provide ground floor active uses.	The treatment of these public domain areas consistent with the Landscape Open Space and landscape Concept themes in the Concept Plan will be documented at the Project Application or Development Application stage of the proposal and will be implemented prior to occupation of the relevant stage.
6. Remediation of Land	If necessary a Remedial Action Plan will be prepared and audited upon implementation for each relevant stage.	If required, details of remediation of the site will be detailed at the Project Application or Development Application stage of the proposal.



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7. Transport Management	The relevant intersection and traffic management upgrades identified in the Traffic and Transport assessment prepared by ARUP (Attachment 4 to the PPR) attributable to the development will be implemented as required by detailed staging assessment	<p>Traffic management and upgrade measures will be implemented and be documented at the Project Application or Development Application stage of the proposal. Each stage will determine the staging of the implementation of the traffic management measures to be undertaken.</p> <p>Specifically the new internal street connecting Edward and Smith Streets and associated left in left out traffic measures and the new roundabout at Edward and Smith Street will be provided as part of stage 1.</p> <p>The Pedestrian upgrades in the surrounding area will also be provided as part of stage 1 facilitating access to the new light rail stop.</p> <p>Prior to the lodgement of any Development Application for Stage 3, a TMP will be prepared addressing the proposed design and installation of the traffic lights and intersection upgrades for the Edward Street and Old Canterbury Road intersection.</p> <p>Prior to the occupation of stage 3 the new lights to the Edward Street and Old Canterbury Road intersection will be provided.</p>
8. Car Share	At least two parking spaces will be made available for use by car share scheme vehicles.	Any car share space will be identified in the Project Application or Development Application drawings for Stage 1 and will be noted on the title.
9. Bicycle Facilities	Bicycle facilities and storage in accordance with Council's standards will be provided on-site.	Bicycle facilities will be documented at the Project Application or Development Application stage of the proposal.
10. Ecologically Sustainable Development (ESD)	ESD principles and strategies will be implemented for the project consistent with the ESD Strategy prepared	ESD principles and measures will be documented at the Project Application or Development Application



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	by ARUP (Attachment 10 of EA).	stage of the proposal.
11. Water Sensitive Urban Design (WSUD)	WSUD measures will be implemented in accordance within the Drainage/Water Management/Flooding/ Utilities report prepared by APP (Attachment 6 of the EA and Attachment 6 of the PPR).	WSUD measures will be documented within each Development Application for each stage of the proposal.
12. Flood Management	<p>The flood management measures will be implemented in accordance with the Drainage/Water Management/Flooding/ Utilities report prepared by APP (Attachment 6 EA).</p> <p>The flood management measures will be based upon reviews of, and where necessary, updates of flood study results that account for works approved or undertaken in the adjoining light rail corridor, on the McGill street Masterplan site and within the subject site.</p> <p>All residential buildings will be provided with floor levels above the 100 year ARI level with appropriate allowances for climate change, blockages and freeboard, identified in the required flood study/ies.</p> <p>Any non-residential buildings and open spaces that include floor levels or ground levels below the 100 year ARI level will be subject to an emergency response plan to appropriately manage the risk to personal safety during severe flood events.</p>	Flood management measures will be documented within each Development Application for each stage of the proposal.



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	<p>Any non-residential building with floor levels below the 100 year ARI level will be flood proofed up to the 100 year ARI level plus 0.5m freeboard to minimise potential flood damage and be provided with appropriate evacuation connections.</p> <p>The objective of all proposed measures and strategies will be to manage and where possible minimise the potential flood hazard posed by flood waters from the Sydney Water culvert that traverses beneath the adjoining light rail corridor.</p> <p>The detailed design of Building 1A foundation space will incorporate allowance for the inclusion of a 3.0m wide x 1.5m high box culvert or equivalent to be concrete encased (no maintenance or replacement required) from the southern boundary of the site to the Sydney Water Corporation channel at the eastern end of the building.</p> <p>The wall height on the rail corridor boundary to the west of Building 2A will be adjusted at the detailed design stage to prevent the potential inflow of floodwaters from the rail corridor into the site.</p> <p>During detailed design stage of the proposed development, liaison with Transport NSW will be undertaken to ensure that the proposed site design complements the design aspects of the light rail</p>	



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	project which will address and manage flooding issues form within the light rail corridor.	
13. Noise Mitigation	Noise and vibration mitigation measures will be implemented in accordance with the Noise and Vibration Assessment undertaken by Atkins Acoustics (Attachment 9 of the EA)	Noise and vibration mitigation measures will be detailed at the Project Application or Development Application stage of the proposal.
14. Aboriginal Archaeology	The recommendations and requirements of the Aboriginal Archaeology assessment undertaken by AHMS (Attachment 14 of the EA) will be implemented.	Any required permits or approvals relating to Aboriginal Archaeology will be obtained prior to the commencement of work on the site that requires the issue of a Construction Certificate.