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# ANNEXURE 2

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*Amended Statement of Commitments*

## **Construction Management**

A detailed Demolition and Construction Management Plan will be prepared and submitted as required with future Project/Development Applications or at the Construction Certificate Stage, prior to the commencement of any demolition or construction works on site.

## **Traffic Management**

A detailed Traffic Management Plan will be prepared and submitted as required with future Project/Development Applications or at the Construction Certificate Stage, prior to the commencement of any demolition or construction works on site.

Within the site, car share spaces will be prioritised in convenient locations under future Project/Development Applications.

## **RTA**

The proponent commits to complying as far as practicable with the parking, loading, construction, excavation, noise, hydraulic and road safety requirements of the RTA as described in Attachment A of their submission dated 11 January 2011 and subject to any modification as a consequence of the RTA's assessment of the preferred project.

## **Waste Management**

A detailed waste management plan (construction and operational) will be prepared and submitted with future Project/Development Applications or at the Construction Certification Stage, prior to the commencement of any works on site.

## **Noise and Vibration**

The recommendations of the Noise and Vibration Report provided at Annexure 0 of the EA will be adopted and reflected in future Project/Development Applications. In addition, future Project/Development Applications will comply with the requirements of the Sydney Airport Corporation in terms of minimising the impacts of aircraft noise on residential premises.

## Flora and Fauna

The recommendations of the Flora and Fauna Report attached at Annexure K of the EA will be adopted and reflected in future Project/Development Applications. In consideration of competing constraints on the site and adjacent GreenWay, the development will be designed where practicable to be sensitive to the needs of the fauna of the GreenWay including:

- Provision of appropriate lighting which minimises impacts on nocturnal fauna and the GreenWay generally; and
- Reinforcement of permeability between the GreenWay and the built environment for local fauna, wherever practical (e.g. raised footpath/cycle way sections at appropriate locations).

## ~~Ecologically Sustainable Development~~

~~The development commits to the consideration of sustainability measures as detailed in the ESD report provided at Annexure N of the EA. Details of adopted measures will be detailed in future Project/Development Applications.~~

## Heritage and Archaeological

The recommendations of the Heritage Impact Assessment and the Archaeological Assessment provided at respective Annexures Q and R of the EA respectively will be adopted and reflected in future Project/Development Applications.

## Geotechnical

The recommendations of the Geotechnical Report provided at Annexure P of the EA will be adopted and reflected in future Project/Development Applications and during the construction process. In addition the following reports will be updated and/or additional matters provided to reflect the following requirements of NSW RailCorp:

- Geotechnical and Structural Reports, and excavation methodology to meet RailCorp requirements; and
- Updated cross-sectional drawings providing accurate measurements and including excavation for on-site detention tank along the rail corridor boundary.

## Site Contamination

The recommendations of the Environmental Site Assessment provided at Annexure F of the EA will be adopted and reflected in future Project/Development Applications and during the construction process.

## Affordable Rental Accommodation

~~The proponent commits to include affordable housing units in the future redevelopment of the site. The quantum of units proposed will be resolved under future Project/Development Applications.~~

## Stormwater Management

The recommendations and design outcomes of the stormwater management report and the flood report (see respective annexures F & G) will be adopted and reflected in future Project/Development Applications. In addition, the requirements of Water Sensitive Urban Design will be reflected in the stormwater design, including:

- A 90% reduction in the post development mean annual load of total gross pollutant loads.
- A 85% reduction in the post development mean annual load of Total Suspended Solids.
- A 60% reduction in the post development mean annual load of Total Phosphorus.
- A 45% reduction in the post development mean annual load of Total Nitrogen.

The stormwater design will be accompanied by a Model for Urban Stormwater Improvement Conceptualisation (MUSIC) for submission and approval to Sydney Water. This model will be prepared in accordance with the NSW MUSIC Modelling Guidelines (SMCMA, August 2010).

## Building Height

~~In terms of aircraft safety, the building height inclusive of all lifts, over-runs, vents, chimneys, aerials, TV antennae, construction cranes etc. shall not exceed 79 metres above Australian Height Datum (AHD). In the event that the building does exceed this height, a new application will be submitted to Sydney Airport Corporation under the Civil Aviation Safety Authority. Should the height of any temporary structure and/or equipment be greater than 45.72 metres above existing ground height (AEGH), a new approval will be sought in accordance with the Civil Aviation (Buildings Control) Regulations Statutory Rules 1988 No. 161.~~



## Access

The proponent commits to providing pedestrian and bicycle access connections to the future light rail stop and to Lewisham Station, including a new public footbridge extending from the northern end of Brown Street (to be resolved as part of a VPA I public benefit offer). Consultation will be held with RailCorp and Marrickville Council with respect to requirements for linking the site with Lewisham Station.

## Transport Access Guide (TAG)

A TAG will be provided on the site in accordance with the requirements of the RTA. The RTA will be consulted with respect to the location and content of the TAG on the site as required.

## NSW Office of Water

The requirements of the NSW Office of Water will be met where necessary under future Project/Development Applications, including all licencing and stormwater treatment measures.

## Sydney Water

- The existing water main that traverses the site will be amplified as required to meet the demand of the new population on the subject site. Similarly, the existing sewer main that traverses the site will be diverted and amplified as required by the new population on the subject site. The proponent reserves their right to seek suitable compensation from Sydney Water, as may be necessary.
- A Section 73 Notice of Requirements will be obtained prior to the commencement of any works on site, noting that the proposal is for a Concept Plan only and no construction works will be authorised.

## Landscaping

- Landscaping and fencing within 20m of the rail corridor will be designed to meet the requirements of RailCorp.
- Landscaping will contain locally indigenous native species in areas adjacent to the GreenWay. Such landscaping will be designed to provide opportunities for compatible and appropriately varied habitats. Selection of appropriate species may be guided through the GreenWay's documentation "Bushcare Management Plan" and Missing Jigsaw Pieces: bushland plants of the Cooks River Valley by D Benson, D Ondinea and V Bear.



- Landscaping will reflect and complement the adjacent portions of the GreenWay including both duplication of existing vegetation and companion planting.

### Light Rail

- Future Project/Development Applications will be designed in consideration of the anticipated impacts created by the future light rail in terms of noise, vibration, lighting and privacy.
- A way finding and information strategy will be produced in accordance with the signage convention established for the GreenWay/Light Rail Corridor, including GreenWay branding.

### Building Materials and Finishes

Buildings, furniture and structures on the site will utilise materials and colours that enhance the visual amenity of the GreenWay.

### Community and Cultural

~~Investigations will be made into opportunities for street activation and/or public art and animation, particularly in the vicinity of the Light Rail stops. This may include public art, community meeting places, community celebrations and where appropriate, cafes, convenience stores adjacent Light Rail stops. Community spaces may facilitate community events and other elements supporting social cohesion. Formal spaces may generally be designed as fully accessible, multi-function areas suitable for adaptation to the varying needs of the community. Such matters will be fully resolved under future Project/Development Applications and may also form part of a VPA/public benefit offer.~~