

5 April 2018

Appendix A

Agency and Authority Submissions Received to Mod 3 of MP 09_0209

#	From	Comment	Matters Raised	Response
1	Department of Industry – Crown Lands and Water Division	General Comment	<p>The Department has reviewed the modification application and has no objections to the proposal. The Department recommends the Concept Approval be amended as follows:</p> <p>10. Future Development applications shall address the demonstrate that all reasonable and feasible measures have been applied to minimise potential inflows of groundwater (inflows during construction and ongoing inflows) of to the development and provide any details of any mitigation measures to seal off the water bearing zones. Details of proposed measures to minimise the extraction of groundwater from the basement areas during construction shall be provided. Assessment of groundwater licensing requirements and potential impacts to groundwater resources in accordance with the NSW Aquifer interference Policy shall be provided.</p>	Noted, this amendment to Condition 10 of Schedule 3 of the Concept Plan Approval (CPA) is incorporated in the Response to Submissions (RtS) Report.
2	Sydney Trains	General Comment	<p>Sydney Trains is concerned that the future occupants of the development will encounter rail-related noise and vibration from the adjacent rail corridor. Rail noise and vibration can seriously affect residential amenity and comfort, jeopardise the structural safety of buildings, and thus should be addressed early in the development process.</p> <p>The Department of Planning has released the document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines". The document is available on the Department of Planning's website.</p> <p>Your Department is therefore requested to impose the condition of consent:</p> <ul style="list-style-type: none"> An acoustic assessment is to be submitted to the Principal Certifying Authority prior to the issue of a Construction Certificate demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines." 	Condition 11(a) of the consent already satisfies this requirement.

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			<p><i>Stray currents as a result of rail operations may impact on the structure of the development. Electric currents on overhead wiring pass through the train's motor and return to the power substation via the rail tracks. Occasionally, these currents may stray from the tracks and into the ground. Depending on the type and condition of the ground, these may be passed to the nearest conductive material (concrete reinforcement, piling, conduits, pipework and earthing rods) accelerating corrosion of metals and leading to concrete cancer. Therefore, the Applicant should consider this possible impact, and engage an expert consultant when designing its buildings. It is requested that your Department include the following condition of consent:</i></p> <ul style="list-style-type: none"> <i>Prior to the issue of a Construction Certificate the Applicant is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The Applicant must incorporate in the development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the Principal Certifying Authority with the application for a Construction Certificate</i> 	<p>Condition 11(b) of the CPA specifies the need for an Electrolysis Risk report. No amendment to this condition was proposed as part of the Modification Application, however, the suggested timing of the risk report by Sydney Trains to be prior to CC is supportable and it is requested that Condition 11(b) be amended accordingly.</p>
			<p><i>Sydney Trains needs to be assured that the development has no adverse effects on the geotechnical and structural stability and integrity of Sydney Trains Facilities. It is requested that your Department impose the following condition of consent:</i></p> <ul style="list-style-type: none"> <i>The Applicant shall provide a Geotechnical Engineering report to Sydney Trains for review by Sydney Trains Geotechnical section prior to the commencement of works. The report shall demonstrate that the development has no negative impact on the rail corridor or the integrity of the infrastructure through its loading and ground deformation and shall contain structural design details/analysis for review by Sydney Trains. The report shall include the potential impact of demolition and excavation, and demolition- and excavation induced vibration in rail facilities, and loadings imposed on Sydney Trains Facilities by the development.</i> <i>A geotechnical report is needed to evaluate the impact of the development on the rail tunnel below the subject site. The Applicant shall submit a Geotechnical Report for review by Sydney Trains to ensure that the proposed development is structurally sound and will not jeopardise the structural integrity of the existing rail tunnel.</i> 	<p>Condition 11(c) of the CPA already satisfies this requirement.</p>

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			<p><i>During demolition, excavation and construction, there is a need to ensure that there will be no adverse impact on the integrity of Sydney Trains facilities, or the operation of the network. It is requested that your Department include the following condition of consent:</i></p> <ul style="list-style-type: none"> <i>Prior to the issue of a Construction Certificate a Risk Assessment/Management Plan regarding any potential risk to or from the rail corridor and assets, and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to Sydney Trains for review and comment on the impacts on the rail corridor. The Principal Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.</i> <i>No metal ladders, tapes and plant/machinery, or conductive material are to be used within 6 horizontal metres of any live electrical equipment. This applies to the train pantographs and 1500V catenary, contact and pull-off wires of the adjacent tracks, and to any high voltage aerial supplies within or adjacent to the rail corridor.</i> 	<p>Condition 11(d) of the CPA already satisfies this requirement. However, the suggested timing of the Risk Assessment/Management Plan and SWMS report by Sydney Trains (prior to the issuing of a Construction Certificate) is supported. As such, it is requested that Condition 11(d) be amended accordingly.</p> <p>This condition does not relate to the Concept Plan, and should form a condition of consent at the relevant detailed design and construction stage.</p>
			<p><i>During construction, the use of cranes and other equipment capable of intruding into the airspace above the corridor and of operating over any overhead wiring or transmission lines must be strictly controlled. The developer must demonstrate to the satisfaction of Sydney Trains that all crane and other overhead operations are properly managed, and enter into an agreement with Sydney Trains for such operation. It is requested that your Department include the following condition of consent:</i></p> <ul style="list-style-type: none"> <i>Prior to the issuing of a Construction Certificate the Applicant is to submit to Sydney Trains a plan showing all craneage and other aerial operations for the development and must comply with all Sydney Trains requirements. The Principal Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.</i> 	<p>It is recommended that this requirement form a new Condition 11(e) in the CPA, as discussed in Section 3.1.2 of the RtS Report.</p>

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3	Sydney Water	General comment	<i>The approved plans must be submitted to Sydney Water Tap in online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if future requirements need to be met.</i>	Noted, the approved plans will be submitted to Sydney Water and any future application will consider whether the development is likely to affect any services or easements.
4	Transport for NSW	General comment	<p>Detailed comments:</p> <p><u>Epping to Chatswood Railway Temporary Transport Plan</u></p> <ul style="list-style-type: none"> As part of the Sydney Metro Northwest project, the Epping to Chatswood Railway (ECR) will be temporarily closed from late 2018 for approximately seven months in order to convert the line to Sydney Metro Northwest operations. During this time, rail replacement bus services will operate to continue public transport connections for customers travelling to destinations on the ECR corridor; The Epping to Chatswood Railway Temporary Transport Plan (TTP), which has planning consent under Part 5 of the Environmental Planning and Assessment Act, contains information about the aforesaid public transport arrangements; It is considered that the construction works would have implications to the TTP if it would to proceed between September 2018 and May 2019. It is requested that the applicant to consult Infrastructure & Services Division and Sydney Coordination Office within TfNSW and Sydney Metro in regards to preparing the construction and pedestrian traffic management plan where works are undertaken prior to 30 June 2019; and Further consideration should also be made in relation to the works underway/proposed in the wider Macquarie Park area such as Macquarie University, Macquarie Centre and Lachlans Line Estate. <p><u>Bus Priority Infrastructure Program</u></p> <p>Transport for NSW and Roads and Maritime Services will improve the road network in Macquarie Park as part of the Bus Priority Infrastructure Program (BPIP), which aims to increase the reliability and efficiency of bus services, while easing congestion for all road users. Construction activities for Bus Priority and Capacity Improvement Stage 1, as part of the BPIP project, are planned/ underway. It is requested that the application to consult with Roads and Maritime Services in this regard.</p>	<p>The proponent will consult with Transport for NSW and Sydney Metro prior to undertaking any works on site within the nominated time period. An assessment of the impacts of construction works on the site will be completed at the relevant detailed design stage, in consultation with the relevant authorities.</p> <p>This is not a relevant consideration for the minor modifications proposed to the CPA, and can be addressed at the relevant detailed design stage.</p> <p>The proponent will consult with the relevant authorities when considering the impacts of construction works on the site at the relevant detailed design stage.</p>

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			<p><u>Proposed Modification of Plaza and Public Realm</u></p> <p>Sydney Metro Northwest has reviewed the exhibited documents and provides the following comments for consideration:</p> <ul style="list-style-type: none"> • The proposal to increase plaza width by 6m to create a more generous and flexible space adjacent to the station entry is supported. This allows more space for substantial tree planting, outdoor seating etc.; • Having active frontages adjacent to the plaza, as well as building entries accessed directly from the plaza is also supported; • In the approved scheme, Building A is cantilevered out 4.5m into the plaza space at a height of 5.1m above ground. This would have enclosed the plaza space, making it feel smaller and more dominated by the building. The modification proposal increases the height where the cantilever occurs at 11.5m. This change (combined with the larger setback from station) is important and will improve the amenity of the plaza (see pages 26 to 29 of the Design Statement); • The finished levels of the plaza and the public realm around the station should blend seamlessly (as suggested in the Landscape Concept Drawings) and it should be noted that there are some level changes presently on the northern and western side of the station box. It is recommended that the application look at this area in closer detail to see if this part of the original design could be improved in order to maximise the benefits of the plaza and public realm. 	<p>The finished levels of the plaza and the public realm around the station entry, as well as the level changes on this portion of the site have already been considered in detail as part of the proposed changes included in the Modification Application, and will be investigated further in separate detailed applications. It is the intention of the proponent to dedicate the area surrounding the station entry and along the Waterloo Road frontage to Council as a public asset, and as such further design development will occur at the detailed DA stage to ensure this area meets the relevant standards for access and circulation.</p> <p>An access consultant will be engaged as part of this future detailed DA stage to ensure the level changes around the station plaza do not unreasonably impede access.</p>
			<p>Recommended Conditions: Construction Pedestrian and Traffic Management</p> <p>1) Prior to the issue of any Construction Certificate, the Applicant must prepare and submit to Sydney Coordination Office (SCO) within Transport for NSW (TfNSW) a construction and pedestrian traffic management plan (CPTMP) that takes into account the potential impacts of the proposed development on the establishment, operation and removal of the Epping Chatswood Railway Temporary Transport Plan (ECR TTP) including the movement of public transport customers and buses to and from temporary bus stops and bus layover locations, and the Stage 1 and Stage 2 Bus Priority Infrastructure Program work that will affect the road network in this area prior to and post the ECR TTP. The applicant must receive written advice that Sydney Metro is satisfied with the construction and pedestrian traffic management plan where works are undertaken prior to 30 June 2019.</p>	<p>As discussed in Section 3.1.2 of the RTS Report, a version of this condition of consent is supportable, with minor rewording to reflect the potential for minor, inconsequential works being completed on the site in preparation for the redevelopment of the site. It is expected that some site preparation works will be completed prior to site excavation and the construction of buildings or public domain areas within the site, and which will generate negligible construction traffic. These minor works do not trigger the need to prepare an extensive CPTMP with the concurrence of Sydney Metro, and could not appropriately respond to the level of detail recommended by Transport for NSW. Accordingly, thresholds need to be established within any condition imposed on the CPA to ensure the degree of environmental assessment appropriately responds to the scope of works.</p>

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			<p><i>The CPTMP needs to include, but not be limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>Location of all proposed work zones;</i> • <i>Haulage routes;</i> • <i>Construction vehicle access arrangements;</i> • <i>Proposed construction hours;</i> • <i>Estimated number and type of construction vehicle movements including morning and afternoon peak and off-peak movements;</i> • <i>Traffic and public transport customer management in the vicinity of the development</i> • <i>Details of any temporary structures related to the development on Lane Cove Road or Waterloo Road within 20 metres of the temporary bus stops and bus layovers</i> • <i>Timing of and reinstatement standards for footpath and road openings</i> • <i>Location and operation of crossings into the development site within 20 metres of the temporary bus stops and bus layovers</i> • <i>Consultation between Sydney Metro and the Applicant.</i> • <i>Construction program highlighting details of peak construction activities and proposed construction 'Staging';</i> • <i>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;</i> • <i>Cumulative construction impacts of projects within Macquarie University and the Macquarie Park precinct, the duration of the impacts; and</i> • <i>Measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.</i> <p><i>2) The Applicant must comply with the construction traffic and pedestrian management plan endorsed by TfNSW.</i></p> <p><i>3) During the establishment, operation and removal of the TTP, no Works Zones are to be located on the Lane Cove Road or Waterloo Road within 20 metres of temporary bus stops or bus layover sites.</i></p> <p><i>4) During the establishment, operation and removal of the TTP, no concrete pump lines or pedestrian ramps are to be located in or within 20 metres of temporary bus stops or bus layover sites.</i></p>	

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5	City of Ryde Council	Objects <i>Reduction in the width of pedestrian laneways/ building separation distance is not supported by City of Ryde:</i> <i>The application proposes to reduce the width of the approved laneways from 15m to 9m. The approved laneways also serve as the building separation distance between each building. The reduction in width will result in major issues including the following:</i> <ul style="list-style-type: none"> <i>The physical connectivity and site through link for pedestrians provided under the existing scheme diminishes significantly between the Lane Cove Road and the internal park because of the narrower laneways.</i> 	Laneways: <i>Reduction in the width of pedestrian laneways/ building separation distance is not supported by City of Ryde:</i> <i>The application proposes to reduce the width of the approved laneways from 15m to 9m. The approved laneways also serve as the building separation distance between each building. The reduction in width will result in major issues including the following:</i> <ul style="list-style-type: none"> <i>The physical connectivity and site through link for pedestrians provided under the existing scheme diminishes significantly between the Lane Cove Road and the internal park because of the narrower laneways.</i> 	<p>The physical connectivity of the amended through-site links, and the resultant ability of pedestrians to move through the site will not be impacted. It is emphasised that the proposed laneways are in the same locations as approved, and will facilitate the same through-block connections as approved, with the Modification Application resulting in some minor improvements to the distances travelled from the Station Plaza through the site (see Section 2.1.1 of the RtS Report).</p> <p>This is likewise the case for the pedestrian connection between Lane Cove Road and the internal open space area, which remains unchanged in width, location and landscaping treatment. The proposed changes to the centre of the site instead enable pedestrians to walk from the Lane Cove Road frontage through the park and to Coolinga Street without having to deviate from a straight path and without having to interact with the approved unsegregated driveway off Coolinga Street. This is considered to be a substantial improvement on the approved scheme and will actually enhance the physical connectivity between the road frontage and the park.</p> <p>Further, a pedestrian capacity analysis has been prepared by WSP and submitted with the S75W application, assessing the through-site links and other pedestrian connections within the site and quantifying the expected level of service based on the forecast growth of the pedestrian movements until 2029. This analysis confirmed that the expected level of service for all of the proposed laneways and other pedestrian connections would well exceed the recommended, which included the connection between Lane Cove Road and the central open space. Accordingly, the physical connection between Lane Cove Road and the open space area has not been diminished in any way.</p>

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			<ul style="list-style-type: none"> <i>The laneways do not provide the continuous line of sight and visual linkage from the road to the open space/ park located in the central part of the site because of altered building configuration. The wider laneways are crucial to the success of the reconfigured building layout and relocated open space.</i> 	<p>The line of sight between the road frontages and the internal open space area remains consistent or has been improved when compared to the approved scheme, as follows:</p> <p><u>Building A & B</u> There is no existing line of sight between Building A and Building B to open space within the site under the approved development. This view terminates at the side of the Hyundai commercial building, regardless of whether the laneways are 15m wide as approved or adopt the proposed 9m width. Further, as is demonstrated in the renders prepared by Bates Smart at Appendix B of the RtS, the line of sight between these two buildings will be improved through a wider colonnade that provides oblique views of the central open space area and the introduction of retail tenancies that sleeve this pedestrian connection rather than a single commercial lobby and offices under the approved scheme, which do not invite visitors to the site or sufficiently activate these spaces.</p> <p><u>Building B & C</u> The existing line of sight between Building B and Building C to the central open space areas is maintained in the Modification Application. The open space area has been moved closer to the Waterloo Road frontage, which improves the visual connection between the road and the open space area and invites passers-by to engage with this space.</p> <p><u>Building C & D</u> Given the slope of the site, there were never any direct views from the Coolinga Street road frontage to open space areas within the site, which is likewise the case for the modified scheme. Notwithstanding this, the pedestrian environment between these two buildings has been significantly improved through relocating the vehicle service entry from this frontage and widening the pedestrian pathway between Buildings C and D. The proposed open space area is also closer to this road frontage, and therefore glimpses of open space and landscaping from the road is considered to have been improved under the modification.</p> <p><u>Building D & the Hyundai Site</u> The setback between Building D and the Hyundai site has been reduced, however, the modified scheme will not adversely impact physical connectivity or visual connections to open space within the site. The approved pedestrian pathway between Building D and the neighbouring site is confined to a narrow path along the eastern side of the building. No direct path of travel is available through the heavily landscaped courtyard. Accordingly, whilst the setback between Building D and the Hyundai site is narrower, the pedestrian path has been widened and centralised and will encourage people to walk through the site. This pathway is more legible as a publicly accessible area and creates a safer pedestrian environment with fewer opportunities for concealment.</p>

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			<ul style="list-style-type: none"><i>The usability and capacity of the laneway would be compromised by the reduced width from 15m down to 9m given that these laneways would also be occupied by table and chairs for outdoor eating/ recreation, planting, planter boxes and awnings as shown on the landscape plan (LAOO) and in the planning report.</i>	<p>A pedestrian capacity analysis was prepared by WSP and submitted with the S75W application. This analysis modelled pedestrian connections within the site and quantified the expected level of service based on the forecast growth of the pedestrian movements until 2029 and specifically “discounts component of the footway that cannot be used for movement, such as street furniture including benches and trees, the kerb edge, and shop facades and their associated buffers”. The updated report at Appendix C of the RtS now makes specific reference to the architectural sections of the proposed laneways, to avoid any uncertainty.</p> <p>Accordingly, due consideration has been afforded to the capacity of pedestrian connections <u>with</u> associated planting, street furniture and the like. It is emphasised that the quantified level of service for all of the proposed laneways and other pedestrian connections well exceed the recommended level of service, and as such it is evident that any future table and chairs for outdoor eating/ recreation, planting, or planter boxes can be easily accommodated on the site without compromising the usability of these laneways.</p>
			<ul style="list-style-type: none"><i>The reduced width of the laneways (which also acts as the building separation distance) will also breach the required building separation between building A, B and C as per Councils Development Control Plan 2014 (DCP)- Part 4.5 Figure 4.7.1. The DCP requires a separation of 20m between Buildings A, B & C. The approved concept plan already varied this requirement and provides significantly less than the required separation (at 15m separation). Council believes that any further reduction in the separation will further impact and detract from the building separation pattern adopted for other similar buildings in Macquarie Park.</i>	<p>The DCP allows for separation distances of 10m between commercial buildings perpendicular to each other within a site. As such, the modified scheme is generally consistent with this section of the DCP and will achieve the objectives of this control in providing visual breaks between buildings, improving the outlook from buildings that now oversee the open space area in the centre of the site, and retaining a similar level of solar access or improving solar access in key open space areas within the site.</p>
			<p><i>For the above reasons Council seeks that the width of the publicly accessible laneways remain no less than 15m wide as:</i></p> <ul style="list-style-type: none"><i>This is also the building separation setbacks required between individual buildings on the site that is critical in providing solar access to buildings and communal areas, allows for visual privacy and outlook between buildings.</i>	<p>Under the modified scheme, solar access to the park and the Station Plaza is improved and the modified laneways achieve a similar degree of solar access. The proposed building envelopes achieve setbacks commensurate with the Ryde DCP, and will not preclude future commercial tenancies from accessing appropriate levels of daylight or visual privacy. It is also emphasised that the proposed changes are key to also providing greater public benefits on the site in terms of the increased public plaza, increased and more functional open space areas, and improved site activation.</p>
			<ul style="list-style-type: none"><i>A 15m minimum building separation for these high-rise buildings will accord with the established building separation pattern and allow for visual break between buildings and reduce the perceived bulk and scale of the built environment, particularly at this prominent site.</i>	<p>The Macquarie Park Corridor is currently undergoing significant change, as ageing warehouses and offices are being replaced with contemporary multistorey commercial towers. There is no established building separation pattern within the surrounding area, and the insistence on excessive 15m building separation is inconsistent with Council's desire to grow Macquarie Park as a commercial centre and significant office market in NSW. The modified scheme remains generally consistent with the Ryde DCP and provides visual breaks between building envelopes.</p>

#	From	Comment	Matters Raised	Response
			<ul style="list-style-type: none"> The required connectivity and site through link for pedestrians must be of adequate capacity and clear line of sights from and to the street would need to be maintained. 	As demonstrated by the pedestrian capacity analysis prepared WSP and submitted with the S75W application, the expected level of service for all the proposed laneways and other pedestrian connections would well exceed the recommended level of service. Line of sight within the development has also been maintained in the Modification Application.
			<p>Open Space:</p> <p><i>Open space/ Central Park: The main change in relation to this matter is that the park is being relocated as a consolidated single space behind Buildings B & C. The park is wrapped around by buildings on all its sides and makes it exclusive and private. This is a major contradiction from the approved scheme where the open space provided direct visual connection from Waterloo Road frontage and the station plaza, provided for greater level of permeability, linkage, surveillance and amenity for the benefit of the precinct.</i></p> <p><i>Visual connection of the park from the station plaza has totally been removed as a result of the modified scheme.</i></p> <p><i>Solar access to the relocated consolidated open space would be highly compromised.</i></p> <p><i>The park is to be publicly accessible and the changes as proposed do not make it easily perceived as a publicly accessible park. The open space at this location must be visually connected, more permeable, publicly accessible and open to general public. The reconfigured layout fails to achieve this objective.</i></p>	<p>Contrary to Council's submission, the consolidation of open space in an expanded square (+30% increase) at the heart of the development, sleeved by active retail frontage, will improve passive surveillance and draw people into a publicly accessible and activated space.</p> <p>This is a clear improvement on the open space configuration approved under the Concept Plan, which creates a scenario where open space is fragmented, poorly integrated, and primarily located at the rear of the site, away from the key Waterloo Road frontage and is therefore uninviting to the public.</p> <p>As previously discussed and noted repeatedly within the Modification Application, there was never an existing line of sight between Building A and Building B to the central open space within the site under the approved development.</p> <p>Council's submission on solar access to the consolidated open space being highly compromised as part of the Modification Application is incorrect. As detailed within the Modification Application, daylight access to the central open space will actually increase under the proposed building configuration, improving both the amenity and usability of the open space.</p>
			<p><i>For the above reason, the Council seeks that the open space on the site must be redesigned to open it up towards Waterloo Road, so it provides:</i></p> <ul style="list-style-type: none"> <i>Visual connection and be more inviting to the public rather than making it exclusive and hidden behind buildings A, B & C.</i> 	The modified scheme, where open space is central to the site, is a clear improvement on the open space configuration approved under the Concept Plan. The Concept Plan creates a scenario where open space is fragmented, poorly integrated, and primarily located at the rear of the site and orientated exclusively to Giffnock Avenue away from the key Waterloo Road frontage, and is generally uninviting to the public.
			<ul style="list-style-type: none"> The required separation, the setback between Buildings B & D should be increased to at least 15m as has been discussed above. 	As discussed previously, and in the RtS Report, the reshaped building envelopes remains generally consistent with the Ryde DCP, which permits perpendicular building faces with 10m separation distances.
			<ul style="list-style-type: none"> A clear visual connection to the park from the station plaza. 	As previously discussed, there was never an existing line of sight between Building A and Building B to open space within the site under the approved development. This view terminates at the side of the Hyundai commercial building, regardless of whether the laneways are 15m wide as approved or adopt the proposed 9m width.

#	From	Comment	Matters Raised	Response
			<p>Child Care Centre:</p> <p><i>The application now proposes to include a child care centre as part of the development. No area has been shown or designated as outdoor play area for the child care centre. Lack of a separate outdoor area may result in encroachment or displacement of the landscaping area/ plaza area for the required outdoor play area.</i></p> <p><i>The matter of site contamination and suitability of the site for this use has not been clearly detailed in the Section 75W application.</i></p>	As detailed in the RtS Report, the current intention for the child care centre is to provide a dedicated outdoor terrace overlooking Coolinga Street that is secure and separate to the landscaped area and plaza identified in the Modification Application. There will be no direct access to soils on the site and as such concerns regarding contamination and the suitability of the site for a child care centre are no longer warranted.
			<p><i>For the above reasons, the Council seeks that:</i></p> <ul style="list-style-type: none"> <i>The concept plans be modified to clearly indicate where exactly the child care centre outdoor play area will be located, separately located from the publicly accessible park.</i> 	As discussed previously, the child care centre will be located on the western ground floor terrace, overlooking Coolinga Street and separate from the central open space.
			<ul style="list-style-type: none"> <i>Matter of site contamination/ remediation must be adequately resolved for a more sensitive land use such as a child care centre before concept approval is granted.</i> 	As discussed previously, concerns regarding contamination and the suitability of the site for a child care centre are no longer applicable.
			<p>Plans:</p> <ul style="list-style-type: none"> <i>Lack of dimensions. No dimensions for the width of the laneways or setbacks have been provided on the plan view. Council requires that each of these laneways (which also provides building separation) be clearly dimensioned for clarity.</i> 	Refer to the revised Architectural Plans prepared by Bates Smart, accompanying the RtS Report at Appendix B .
			<p>Recommended conditions:</p> <p><i>a) Condition No. A2 (A) to include the following additional condition:</i></p> <ul style="list-style-type: none"> <i>Amended plans to be provided showing a clear 15m separation been provided between Buildings A, B & C;</i> <i>The southern corner of Building B be amended and reconfigured to provide a clear visual connection between the railway station and the proposed central open space.</i> <p><i>b) Condition 4.5 be amended to include the following:</i></p> <ul style="list-style-type: none"> <i>Prior to the issue of any consent for the use of the site for a child care centre, the applicant must submit to Council details necessary in accordance with State Environmental Planning Policy No. 55 to satisfy the consent authority that the site including the outdoor play area so identified is suitable for the proposed use.</i> 	<p>As has been demonstrated above, and is discussed in the RtS Report and supporting information, the imposition of Condition A2(A) as suggested by Council is unwarranted and unnecessary.</p> <p>Further, as is outlined in the RtS Report, the child care centre will be provided with an outdoor terrace and will not use the central open space area. Accordingly, the proposed amendments to Condition 4.5 are also unnecessary.</p>