Statement of Commitments – Appendix 38

Subject	Commitment	Timing
Environmental management and mitigation measures	1. Noise vibration, dust, soil and erosion arising from the demolition of existing buildings on the site will be managed in accordance with the Environmental and Construction Management Plan to be prepared, prior to works commencing. 2. The necessary approvals and permits required will be obtained prior to demolition works commencing.	Prior to works commencing
Heritage	3. A photographic recording of any heritage items to be demolished on the site will be carried out in accordance with the guidelines established by the Heritage Branch of the NSW Department of Planning, by a suitably qualified heritage practitioner. 4. Whatever de facto significant fabric remains on the subject sites should be gathered and recorded. 5. Any approval granted for the site should be conditional upon the implementation of an appropriate interpretation strategy.	Prior to works commencing
Traffic	6. Demolition and construction works will be undertaken in accordance with a Construction Traffic Management Plan to be prepared by a suitably qualified traffic consultant.	Throughout demolition and construction works.

	7. Provision through line marking of a right turning bay at No5 Avon Road in conjunction with the Stage 1 development. 8. Provision of a roundabout at the bend near No1 Avon Road including a pedestrian refuge in conjunction with the Stage 2 development. 9. Provision of 'No Standing' signs in Arilla Rd adjacent to proposed driveway entrance to site. 10. All parking areas and aisle widths to comply with the Australian standards.	
Landscape	11. The site will be landscaped in accordance with the Landscape Concept Plans prepared by Tayler Brammer Architects. 12. All trees to be retained in accordance with the Landscape plans are to incorporate tree protection measures as recommended in the arborist's report. 13. The subject site will be managed in accordance with Section 11 of the Vegetation Management Plan prepared by Urban and Rural Design. 14. The drainage line will be weeded stabilised and replanted with riparian plantings, in accordance with the Vegetation Management Plan prepared by Urban and Rural Design and the detailed plans prepared by Taylor Brammer Landscape Architects.	As required prior to construction and during the construction phase in accordance with the VMP and landscape plans

	15. Any proposed plantings and pathways shall not obstruct practical access to the Sydney water sewer main that runs the full length of the drainage corridor. 16. The whole of the subject site (which is not built upon) will be treated as an asset protection zone (APZ) as required by the Bushfire Hazard Assessment dated 2nd November 2009. 17. Asset protection recommendations from the Bushfire Hazard Assessment are to be incorporated including: • Do not use ground covers or combustible mulch in the planting adjacent to any structure. • Do not plant a shrub garden against low level glazing on any Structure. • Prune trees to not overhang within 2 – 5 metres (vertically or horizontally) of any structure. • Concentrate clusters of shrub planting within the Blue Gum garden or drainage corridor aiming to achieve a 20 % cover over the entire APZ. • Retain and plant trees as necessary to include interlocking tree canopies.	
Noise	18. Noise mitigation measures as outlined in the Acoustic Assessment to be complied with.	Throughout the duration of the demolition

		works.
Stakeholder Consultation	19. As per the Consultation Strategy, submitted with the application, further consultation and information sessions will be held during the redevelopment process to ensure all stakeholders have the opportunity to keep up to date on the progress of each stage of the development.	Ongoing
Residential Amenity	20. Noise mitigation measures as outlined in the Acoustic assessment will be complied with. 21. Hours of demolition works will be limited to 7am-6pm, Monday to Friday and Saturday 8am-2pm.	During Demolition and Construction
Bushfire	22. The proposed development shall comply with Planning for Bushfire Protection – 2006 and AS3959. **Asset Protection Zones** 23. All grounds within the subject site not built upon are to be maintained in accordance with Appendix 5 'Landscaping and Property Maintenance' of Planning for Bushfire Protection 2006. A Vegetation Management Plan has been prepared by Rural and Urban Design Nov 09 to ensure the ongoing maintenance of the subject site. **Construction** 24. All proposed units are to have gutter guards fitted having a flammability index of<5.	After construction and ongoing

	Access 25. All roads are to be 6.5 metre wide and two way all weather roads. 26. Traffic management devices are to be constructed to facilitate access by emergency services vehicles. 27. All Roads are to have a cross fall not exceeding 3 degrees. 28. There is a minimum vertical clearance to a height of four metres above the roads at all times. 29. The capacity of road surfaces and bridges are to be sufficient to carry fully loaded fire fighting vehicles (approximately 15 tonnes for areas with reticulated water, 28 tonnes or 9 tonnes per axle for all other areas). Bridges clearly indicate load rating. 30. Roads greater than 6.5 metres wide are to locate hydrants outside of parking reserves to ensure accessibility to reticulated water for fire suppression. 31. Parking bays are a minimum of 2.6 metres wide from kerb edge to road pavement. No services or hydrants are located within the parking bays. **Electricity** 32. Where practicable or reasonably possible, electrical transmission lines are to be underground.	

	33. Where overhead electrical transmission lines are proposed: - lines are installed with short pole spacing (30 metres), unless crossing gullies, gorges or riparian areas; and - no part of a tree is closer to a power line than the distance set out in accordance with the specifications in 'Vegetation Safety Clearances' issued by Energy Australia (NS179, April 2002). **Gas** 34. Reticulated or bottled gas is installed and maintained in accordance with AS 1596 and the requirements of relevant authorities. Metal piping is to be used. 35. All fixed gas cylinders are kept clear of all flammable materials to a distance of 10 metres and shielded on the hazard side of the installation. 36. If gas cylinders need to be kept close to the building, the release valves are directed away from the building and at least 2 metres away from any combustible material, so that they do not act as a catalyst to combustion. 37. Connections to and from gas cylinders are metal. 38. Polymer sheathed flexible gas supply lines to gas meters adjacent to buildings are not used.	

	Fencing 39. No brushwood fencing is to be installed within the subject site.	
Railway	40. Protective measures are to be incorporated at detailed design stage to windows and balconies within the 20m setback zone from the boundary of the rail corridor. (Note: RailCorp will provide details of enclosure techniques used in similar situations. Some examples included glass balustrades, window stays, and operable louvres.) 41. The extent of protective measures (levels above railway RL) is to be confirmed by Railcorp. 42. Reference should be made in the application about existing drainage from the railway corridor to the site. Civil engineering and landscaping is to take into account water run-off during storm events. (Note: RailCorp suggested baffles or the like to contain the water and prevent erosion.) 43. RailCorp advised that potential corrosion by electrolysis from RailCorp infrastructure should be taken into account at the detailed design stage- especially for stages 2, 4,& 5 of the development. Some protective measures to mitigate include increased density to concrete structure, and use of non-metallic piping (rather than copper).	During detailed design and construction

	44. A Geotechnical report will be required to be submitted at detailed design stage for stages 2, 4, & 5 of the development. Rock anchors (temporary and permanent) will not be permitted in the rail corridor. 45. During construction scaffolding exposed to the rail corridor will require mesh protection to prevent building materials falling into the rail corridor. 46. Cranes over-swinging the rail corridor will not be permitted. 47. Derailment protection risk assessment will be required. This is likely to be a condition of the detailed application for stages 2, 4, & 5. (Note that derailment risk is assessed by the distance from the tracks to any built form. Derailment protection measures should be incorporated such as including the strengthening of structural elements that are deemed to be subject to increased risk.) 48. Fencing along the rail corridor is to be installed to prevent access to the rail corridor, and minimise potential problems with graffiti.	

	49. Additional survey information may be required by Railcorp to identify the location of the tracks (for the derailment assessment). (Note: The surveyor should contact RailCorp in order to comply with the appropriate protocol for access to the rail corridor.)	