

## Draft Statement of Commitments for Preferred Project

### 34 Victoria Road and 13-55 Edinburgh Road, Marrickville

Subject	Commitments	Timing
<b>1. Development Contributions</b>	AMPCI agrees to pay the monetary contributions in accordance with the Marrickville Council section 94 plan.	Prior to Construction Certificate
<b>2. Transport Management Measures</b>	<p>The proponent agrees to implement the measures outlined in the amended TMAP report prepared by Halcrow (November 2010) accompanying the Preferred Project Application. These measures include:</p> <p><b>Road Works</b></p> <p><i>Intersection Edgeware Rd / Llewellyn St / Alice St</i></p> <ul style="list-style-type: none"> <li>Extend existing 'No Parking' restriction (currently between 3.30 – 5.30pm, Mondays to Fridays) along the Alice Street approach (50m of kerbside) be extended to 6.00pm to fully cover the weekday evening peak period.</li> </ul> <p><i>Intersection of Unwins Bridge Rd/Bedwin Rd/May &amp; Campbell Streets</i></p> <ul style="list-style-type: none"> <li>Extend the left slip lane in Unwins Bridge Road to 60m by reducing the right-turn lane to about 20m. This can be achieved by widening Unwins Bridge Road adjacent to the left slip lane by approximately 800mm.</li> <li>On May Street, reduce the eastbound provision to one lane and displace three parking spaces on the northern side of the street. Inclusion of a diamond lead phase for right-turning traffic from May Street to Bedwin Road.</li> <li>Reduce eastbound provision on May Street to one lane. Displacing three parking spaces on the northern side of the street.</li> <li>Retention of parking along southern side of May Street leaving existing parking adjacent to houses in tact.</li> </ul> <p><i>Edinburgh Road Intersection with Sydney Steel Street and Murray Street</i></p> <ul style="list-style-type: none"> <li>Roundabouts will be constructed at the intersection of Sydney Steel Road with Edinburgh Road and Railway Parade with Edinburgh Road</li> <li>Maintain existing roundabout at the Murray Street intersection.</li> </ul>	Plans to be provided prior to Construction Certificate

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	<p>Note: All traffic works are subject to the approval of Marrickville Council and/or RTA as appropriate.</p> <p><b>Provision of New Taxi Rank</b> The provision of a new taxi rank for 3 spaces and a new shelter and seating in Smidmore Street.</p> <p>The provision of an accessible taxi space in accordance with Australian Standard with low height kerb, wheelchair access and accessible paths direct from both shopping centre entrances.</p> <p><b>Provision of pick/set down area</b> The provision of a pick up/set down area in Smidmore Street within close proximity to shopping centre entrances.</p> <p><b>Green Travel Plan</b> The proponent agrees to prepare and implement a Green Travel Plan for the shopping centre.</p> <p><b>Bicycle Parking &amp; Facilities</b> The proponent agrees to provide the following bicycle parking and associated amenities as part of the overall development.</p> <p>In total 65 bicycle parking spaces for customers and staff are proposed. This provision would then be increased by converting car parking spaces to bicycle spaces if/when it became apparent that the initial provision was insufficient.</p> <p>This bicycle parking and storage will be provided and showers will be located in the building.</p> <p><b>Improvements to Bicycle Routes</b> The proponent agrees to improvements or connections to bike routes (subject to the agreement with Marrickville Council) as outlined in the TMAP dated November 2010.</p> <p><b>Construction of a New Bus Stop/Interchange</b> The proponent agrees to construct a new bus shelter and bus parking area on the frontage</p>	

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	<p>to Edinburgh Road to accommodate three buses. The bus stop area will incorporate a shelter, seating and street furniture and associated signage. The proponent will consult with the STA in the final design of the bus stop area.</p> <p>The proponent agrees to provide a bus stop on Smidmore Street for a community bus service subject to Council approval.</p> <p>(The proponent will investigate options with the STA to find suitable locations for further bus parking capacity located in the vicinity of the site, when this is required.)</p>	
<b>3. Car Parking</b>	<p>The proponent agrees to the following measures in respect to the provision and management of car parking:</p> <ul style="list-style-type: none"> <li>▪ The continued provision of free parking for customers of the centre;</li> <li>▪ The implementation of parking availability identification signage at each parking level to improve the efficiency of parking spaces and reduce circulating traffic.</li> <li>▪ Five car share spaces will be allocated within the centre car park for priority access to the centre's entrance / exit and continued monitoring of demand. This will then be increased by converting car spaces to car share spaces.</li> </ul>	To be implemented as part of Operational Management Plan to be submitted prior to Construction Certificate stage.
<b>4. Landscaping &amp; Public Domain</b>	<p>With the agreement of Marrickville Council, the proponent agrees to the following:</p> <ul style="list-style-type: none"> <li>▪ The planting of new street trees and pavement works along Edinburgh Road and Murray Street south of Smidmore Street in accordance with the plans prepared by Site Image dated November 2010, subject to no major existing services encumbrances within the road reserve.</li> <li>▪ Retention of a total of 80 trees within and around the site subject to arborist recommendations.</li> <li>▪ The proponent agrees that final street tree species selection and specification be undertaken in consultation and agreement with Council.</li> <li>▪ The retention of existing heritage paving and planting of new street trees and 'rain gardens' along the frontage of Victoria Road in accordance with the plans prepared by Site Image dated November 2010.</li> <li>▪ The proponent agrees to maintain the rain gardens established within the road reserve in a tidy and working order at no cost to Council.</li> <li>▪ The proponent agrees to undertake a services survey before the preparation of a final</li> </ul>	Prior to Occupation Certificate or as specified.

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	<p>landscape plan for the public domain. The final landscape plan will be prepared and agreed by Council.</p> <p>In respect to the existing fig trees (<i>Ficus carica</i>) planted adjacent to the existing shopping centre on the Murray Street frontage north of Smidmore Street, the proponent agrees to the landscaping works as indicated on plan prepared by Site Image dated November 2010, including:</p> <ul style="list-style-type: none"> <li>– Retention of trees 17 trees (identified as trees 43-55 and 61-64 in Arborist Report dated October 2010),</li> <li>– Replacement planting of 4 trees identified for removal in revised Arborist Report dated October 2010 (being trees nos. 57-60). Replacement trees to be located immediately north of the proposed car park access point,</li> <li>– Removal and replacement of one tree identified for removal in revised in Arborist Report, dated October 2010 (No. 56).</li> </ul> <p>With the agreement of Marrickville Council, the proponent agrees to undertake the following works along Smidmore Street:</p> <ul style="list-style-type: none"> <li>▪ New planting along northern side of Smidmore Street and new pavement works along the north and south side the street in accordance with plans prepared by Site Image dated November 2010.</li> <li>▪ Pavement widening at shop front entrances along north and south side of Smidmore Street.</li> <li>▪ Retain existing Lemon Scented Gums on the southern side.</li> <li>▪ Creation of a pedestrian crossing between two shopping centre entrances.</li> </ul> <p>With the agreement of Marrickville Council, the proponent also agrees to further public domain works to traffic calm and reduce the carriage way width of Smidmore Street, including:</p> <ul style="list-style-type: none"> <li>▪ Pavement extension on the southern side of Smidmore Street at eastern to enclose parallel parking bay,</li> <li>▪ New paving to the Smidmore Street carriageway between Murray Street and the</li> </ul>	<p>Prior to the issue of the relevant Construction Certificate.</p> <p>Prior to the issue of the relevant Construction Certificate.</p> <p>Prior to the issue of the relevant Construction Certificate.</p>

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	<p>relocated car park ramp.</p> <p>The proponent agrees to undertake the measures as recommended in the revised Arborist report prepared by Integrated Vegetated Management, dated October 2010 including:</p> <ul style="list-style-type: none"> <li>▪ Retention of Trees 1-36, 38-55, 61-66, 68-87.</li> <li>▪ All works within the TPZs will be in accordance with arborist recommendations.</li> <li>▪ Further investigation in the form of exploratory root trenching should be undertaken to determine the extent of root spread and the impact of the proposed development on Trees 20-36, 38-55, 61-66, 69-74 (47 trees).</li> <li>▪ All pruning work should be undertaken in accordance with AS4373: Pruning of Amenity Trees (2007), the Workcover Code of Practice for the Amenity Tree Industry (1998).</li> <li>▪ Trees 48 and 57 have structural defects and are to be removed.</li> <li>▪ The trees to be retained are to be protected in accordance with the Tree Protection Specifications outlined in Appendix 6 of the IVM report dated October 2010.</li> </ul>	<p>Prior to the issue of the relevant Construction Certificate.</p>
<p><b>5. Infrastructure Management</b></p>	<p>The proponent agrees to the following measures to mitigate impacts on Sydney Water infrastructure. These include:</p> <ul style="list-style-type: none"> <li>▪ Undertake due diligence to ascertain whether culver under the new building at (13-55 Edinburgh Road) requires upgrading.</li> <li>▪ Upgrade of the culvert under the new building to match or exceed the lifespan of the built over structure, if required.</li> <li>▪ Undertake a review of the existing flood study results for the local catchment to establish whether there is a requirement to upsize the culvert,</li> <li>▪ Preparation of a flood risk management plan including a flood emergency response plan,</li> </ul> <p>The proponent also agrees to the following:</p> <ul style="list-style-type: none"> <li>▪ Provision of OSD for new development at 13-55 Edinburgh Road in accordance with Sydney Water and Council requirements, and in accordance with requirements of Sydney Water specified in their letter dated 13 October 2010.</li> <li>▪ Undertake further consultation and agreement with Sydney Water to determine storage</li> </ul>	<p>Prior to the relevant construction certificate stage.</p> <p>Prior to the relevant construction certificate stage.</p>

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	<p>requirements and permissible discharge.</p> <p>The proponent agrees to provide water sensitive urban design (WSUD) measures in to the development including:</p> <ul style="list-style-type: none"> <li>▪ Provide WSUD measures to new development at 13-55 Edinburgh Road to meet 1997 NSW EPA requirements.</li> <li>▪ Preparation of a detailed WSUD Strategy that will detail available initiatives and include:               <ul style="list-style-type: none"> <li>– A stormwater quality model;</li> <li>– The location, size and configuration of stormwater treatments;</li> <li>– A summary of MUSIC parameters.</li> </ul> </li> </ul> <p>With the agreement of Marrickville Council, the proponent will investigate and implement two options to address flooding at Victoria Road with respect to the existing heritage paving and street trees. These are:</p> <ul style="list-style-type: none"> <li>– Provide drainage from the low point in Victoria Road to an appropriate location on Murray Street, or</li> <li>– Provide an overland flow path from the low point on Victoria Road to an appropriate location on Murray Street to achieve a suitable grade.</li> </ul> <p>The proponent agrees to the following works with regard to stormwater drainage:</p> <ul style="list-style-type: none"> <li>▪ Appropriate upgrading of road adjacent to intersection of Edinburgh Road and Steel Road to move the low point further west along the road in accordance with Marrickville Council requirements.</li> <li>▪ All stormwater drainage will be in accordance with ARR, AS3500.3-2003 Stormwater Drainage-Acceptable Solutions and Marrickville Council Stormwater and On Site Detention Code.</li> <li>▪ Pipe drainage systems will be designed to cater for the twenty (20) year Average Recurrence Interval (ARI) storm.</li> <li>▪ Major event surface flow paths shall be designed to cater for the one hundred (100)</li> </ul>	<p>Prior to the relevant construction certificate stage.</p>          <p>Prior to the relevant construction certificate stage.</p>          <p>Prior to the relevant construction certificate stage.</p>

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	<p>year ARI storm.</p> <ul style="list-style-type: none"> <li>Existing sewer mains within Smidmore Street and 13-55 Edinburgh Road to be diverted to be located outside proposed building areas.</li> <li>Existing water main within Smidmore Street to be terminated (capped) either side of new construction to avoid potential easement.</li> </ul>	
<b>6. Heritage</b>	<p>The proponent agrees to the following:</p> <ul style="list-style-type: none"> <li>No alterations, extension or changes to the exterior of Mill House,</li> </ul> <p>The proponent agrees to the following measures and actions recommended in the Heritage Impact Statement prepared by Graham Brooks &amp; Associates dated October 2010:</p> <ul style="list-style-type: none"> <li>An archival photographic recording of 'Mill House, in its context, documenting the Victoria Road streetscape, the remnant Vicars walls and the brick paving, should be made prior to commencement of any works.</li> <li>The design details for this project should be prepared with the input and endorsement of a suitably qualified Heritage Consultant.</li> </ul>	<p>Archival recording shall be undertaken prior to the issue of a Construction Certificate.</p>
<b>7. Environmental Sustainability</b>	<p>The proponent agrees to the following:</p> <p>The new development (Stage 1) will be designed and constructed to achieve Australian 'Best Practice' in environmentally sustainable design and construction for retail centres.</p> <p>A report will be prepared by a Green Star Accredited Professional prior to the issue of the Construction Certificate which confirms that the new development works will be capable of achieving an equivalent minimum best practice rating for the design of the development under the Green Building Council of Australia's (GBCA) Retail v1 tool (or equivalent).</p> <p>The proponent also aims to achieve a 4 Star NABERS Retail Energy and Water rating post the refurbishment and expansion of the existing shopping centre.</p>	<p>To be prepared prior to the issued of the relevant Construction Certificate.</p>
<b>8. Management of Lighting Impacts</b>	<p>The proponent will ensure that:</p> <ul style="list-style-type: none"> <li>external lighting will be provided for security that complies with the relevant Australian Standard, including: <ul style="list-style-type: none"> <li>Australian Standard AS4282 - 1997 Control of the obtrusive effects of outdoor</li> </ul> </li> </ul>	<p>Lighting modelling is to be prepared to demonstrate compliance with the Australian Standards and the avoidance of unreasonable light spill on adjoining properties prior to the issue of the relevant</p>

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	<p>lighting.</p> <ul style="list-style-type: none"> <li>– Australian Standard/New Zealand Standards AS1158 – Lighting for Roads and Public Spaces.</li> </ul>	Construction Certificate.
<b>9. Signage</b>	Preparation of a signage strategy. Approval of signage details will be subject to a separate development approval.	
<b>10. Shopping Centre Management</b>	<p>The proponent agrees to prepare an Operational Management Plan for the shopping centre and including those sections of the surrounding streets immediately adjacent to the shopping centre being Victoria Road, Murray Street, Bourne Street, Smidmore Street and Edinburgh Road which addresses the following:</p> <ul style="list-style-type: none"> <li>▪ Trolley management</li> <li>▪ Cleaning and maintenance of shopping centre grounds and immediate surrounds.</li> <li>▪ Preparation of a Maintenance Strategy for walking and cycling paths</li> </ul>	Operational Management Plan will be prepared prior to the issue of a Construction Certificate for Stage 1 works.
<b>11. Waste Management</b>	The proponent agrees to prepare and implement an Operational Waste Strategy which includes recycling/recovery targets for each waste stream appropriate to the size of the development and ensure that all waste, including organic waste is recycled wherever possible.	Operational Waste Strategy will be prepared prior to the issue of a Construction Certificate for Stage 1 works.
<b>12. Crime Management and Safety</b>	<p>The proponent agrees to implement the following measures:</p> <p>The preparation of an Operational Security Management Plan (OSMP) for the Centre incorporating the following provisions:</p> <ul style="list-style-type: none"> <li>▪ Access control for the car parking entrances and loading dock entries.</li> <li>▪ Provision of CCTV cameras to the car park areas, malls and entries to the centre.</li> <li>▪ Provision of regular security patrols of the centre and car parking areas.</li> <li>▪ The building entrances will be visible from the street and will not be obscured by landscaping.</li> <li>▪ The provision of clear signage for vehicle traffic and pedestrians.</li> <li>▪ Lighting to be designed in accordance with AS4282 and should be vandal proof or</li> </ul>	<p>An Operational Security Management Plan will be prepared prior to the issue of a Construction Certificate for Stage 1 works.</p> <p>The proposed lighting, landscaping, security, and management measures will be implemented on a staged basis in accordance with the proposed staged construction process.</p>



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	<p>resistant.</p> <ul style="list-style-type: none"> <li>▪ Landscaping to be designed and maintained so as to maintain clear sightlines and avoid areas for concealment.</li> <li>▪ Pedestrian access paths to be lit by higher levels than the general parking areas.</li> <li>▪ A management regime for on-going maintenance and upkeep of the centre.</li> <li>▪ Hardwearing materials will be utilised where appropriate in all buildings to minimise opportunities for vandalism.</li> </ul> <p>The OSMP may be implemented on a staged basis to reflect the staged construction and operation of the centre.</p>	
<b>13. BCA</b>	<p><b>BCA</b></p> <p>The proponent agrees to provide a new building as part of the Stage 1 works which is compliant with the BCA 2009 and developing alternate solutions where required.</p> <p>The proponent agrees to provide at least the same level of fire safety to the centre as existing.</p> <p><b>Fire Safety</b></p> <p>The proponent agrees to developing alternative solutions which comply with the relevant performance requirements of the BCA.</p> <p><b>Accessibility</b></p> <p>The proponent agrees to provide a development which has an equitable and accessible environment for all and complies with the Building Code of Australia (BCA), statutory obligations imposed by the Disability Discrimination Act 1992 (DDA) and relevant Australian Standards.</p>	<p>To be satisfied prior to the issue of each relevant Construction Certificate.</p>
<b>14. Geotechnical and Groundwater Management</b>	<p>The proponent agrees to the following measures and actions recommended in the Geotechnical Investigation prepared by Douglas Partners dated November 2010 being:</p> <ul style="list-style-type: none"> <li>▪ Further investigation to be carried out in the previously identified AECs which were not accessible in this round of investigation. This may include additional intrusive sampling in areas likely to be exposed as part of the proposed development and an assessment</li> </ul>	<p>The investigations will be carried out on a staged basis and prior to Construction Certificate for the relevant stage of works.</p>

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	<p>of human health risk in others areas of the site;</p> <ul style="list-style-type: none"> <li>▪ Further groundwater investigation be undertaken to confirm or otherwise potential widespread groundwater contamination associated with the dry cleaning operation and the possible historical leakage / spillage of petroleum products at the disused fuel point;</li> <li>▪ Geophysical investigation be undertaken in the vicinity of the disused fuel point to determine whether there are other USTs present at the warehouse site, apart from those previously identified in the Stage 1 Contamination Assessment;</li> <li>▪ Additional <i>ex situ</i> assessment of excavated soils to confirm or otherwise the preliminary waste classifications provided in this report;</li> <li>▪ Further investigation to be undertaken to confirm the extent of the acid sulphate soil in the southern portion of the site; and Development of an Acid Sulphate Soils Management Plan, if required.</li> </ul> <p>A remedial action plan will be prepared and a site audit statement provided (if required pending the outcomes of the further investigations).</p>	
<b>15. Construction Management</b>	<p>The proponent agrees to prepare a detailed Construction Environmental Management Plan outlining the following:</p> <ul style="list-style-type: none"> <li>▪ Stakeholder management</li> <li>▪ Restrictions on construction times</li> <li>▪ Details of construction stages</li> <li>▪ Sediment control plan</li> <li>▪ Dust control plan</li> <li>▪ Noise control plan</li> <li>▪ Vibration control plan</li> <li>▪ Construction traffic and parking management plan</li> <li>▪ Site amenities</li> </ul>	<p>A Construction Environmental Management Plan shall be prepared prior to the issue of the first Construction Certificate.</p>

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	<ul style="list-style-type: none"> <li>Waste control plan</li> <li>Operational management of cranes.</li> </ul>	
<b>16. Acoustic Privacy</b>	<p>The proponent agrees to the following measures in accordance with the recommendations of Acoustic Logic in the report dated 4 November 2010:</p> <p><b>Restrictions on Hours of Operation &amp; Frequency of Loading Access</b></p> <ul style="list-style-type: none"> <li>Loading hours will be limited to between 7am and 10pm daily.</li> </ul> <p><b>Heavy Vehicle Access</b> The proponent will direct that heavy vehicles access the loading docks via Edinburgh Road and this will be incorporated as part of an Operational Management Plan.</p> <p><b>Design Measures for Modified Loading Dock fronting Murray Street</b> The proponent agrees to line the underside of the slab over the Loading Dock with noise absorptive material (Anticon building blanket or Tontine Acoustisorb 2 insulation with perforated foil lining).</p> <p><b>Design of Car Park Ramps</b> A minimum 1.2m high screen around the perimeter to the new ramp on Edinburgh Road and modified ramp on Smidmore Street to provide a line of sight screen between the ramp deck and any nearby residential development. The screen may consist of a masonry wall or other imperforate material.</p> <p><b>Mechanical Plant</b> A detailed assessment of mechanical plant will be conducted at Construction Certificate stage to determine acoustic treatments (if any) necessary to ensure compliance with acoustic criteria set out in the report.</p>	<p>The proposed measures will be addressed prior to the first Construction Certificate stage or are on-going operational commitments.</p>