Response to Submissions Summary, prepared by Urbis

Stamford, North Ryde MP10_0112 & MP10_0113

No.	Issue	No. of submissions	Response and Responsibility (Please insert response to issues)
	Traffic		
1	Traffic congestion currently exists on surrounding roads, and proposal will generally increase congestion	13	The existing on-street congestion is well documented and is currently being addressed by both Council and the RTA in a strategic context, through the mechanism of the Macquarie Park Paramics model. The impact of the proposed development on the surrounding road networks has been assessed as a net increase over and above existing on-street conditions in accordance with the requirements of the RTA, Department of Planning and Infrastructure and Council. The assessment indicated that the development (under a worst case assessment) would result in a net increase in traffic in the order of 110 veh/hr (2 additional vehicles per minute). The impacts associated with this were analysed using the City of Ryde's Paramics Micro Simulation model which showed no measurable impact in the operation of critical intersections in the locality. It should be noted that an independent peer review of the impacts by Council's consultants has also been undertaken which confirmed these results. Furthermore, the site is located within close proximity to extensive bus and rail services and as such it is expected that a considerable number of residents will rely on public transport for journey to work and other trips. The development also proposes a reduced parking provision compared to that required by Council, which will further moderate traffic generation. The proponent has entered into discussions with Go Get with intentions of setting aside at least three car parking space for Go Get or similar companies usage. Bike racks will also be installed to encourage residents to use bikes as an alternative to using a motor vehicle.
2	Increase in traffic and congestion, especially corner of Herring Road and Epping Road	11	As stated above these impacts have been assessed. The increased generation (maximum of 2 vehicles per hour during peak periods) is within daily fluctuations and is considered moderate.

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3	Increased on street parking in surrounding area	3	The development proposes a reduced parking allocation to that required by Council to mitigate traffic impacts. However, the parking proposed exceeds that which would be required by the RTA (based on extensive surveys) and is therefore considered supportable. It should be noted that the existing Residential Parking Scheme will not be extended to new residents associated with the development. Accordingly, no additional parking on-street is expected as a result of the development and enforcement measures will be available to Council.
4	Fails to provide adequate setbacks to Herring Road and Epping Road to account for likelihood of RTA future road upgrade	2	The development proposes a 10.0m setback from Epping Road to facilitate the future road upgrades as requested by the RTA. Furthermore a setback of 7m is proposed as part of the preferred project concept plan. This is an additional 2m metres from that proposed in the concept plan submitted with the environmental assessment report.
5	Traffic analysis should be independently peer reviewed - Verify traffic volumes modelled - Determine cumulative impact - Recommendations to make contributions to upgrade of critical intersections	2	An independent peer review has been undertaken by Council which confirms the findings as documented in Environmental Assessment.
6	Increased traffic congestion during construction	1	This will be managed through a Construction Traffic Management Plan which will require approval from Council's Traffic Committee and the RTA prior to the release of Construction Certificate. The key components of this TMP have been addressed in principle, but a detailed plan cannot be prepared until such time as Project Application is prepared and a builder has been appointed, at which time key operational requirements will need to be met.
7	Has traffic flow been evaluated?	1	The traffic impacts of the development are documented in the Environmental Assessment prepared by JBA Planning.
8	Pedestrian crossing at Macquarie Centre increases traffic congestion	1	The increased pedestrian traffic in this location associated with the development is unlikely to have any impact on congestion within the

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			overall network. In any event, pedestrian facilities should be encouraged to maximise safety and amenity.
9	Already too much traffic in David Avenue and the exit to Lane Cove Road and Epping Road is overcrowded.	1	The development will have no impact on David Avenue. This issue seems to relate to a separate proposal.
10	Access and exit to and from the site needs to be addressed for peak hours	1	The traffic impacts of the development are documented in the Environmental Assessment and deal with peak period conditions.
11	Proposed development will not utilise the existing public transport as it is not reliable or efficient enough.	1	The site benefits from exceptional access to public transport. Rail services to the city via the Epping to Chatswood Rail line includes 9 services between 7.00-9.00am and 8 services from the city to Macquarie Park between 5.00-7.00pm. In addition, bus services in the area provide access Chatswood, the City, Parramatta, Blacktown, Castle Hill and Auburn at regular intervals during peak periods. Nevertheless, services are expected to improve over time, commensurate with growth in demand.
12	The roads have been gridlocked since opening the Optus Campus	1	This congestion has been taken into account by Ryde Council and is reflected in the Paramcis Model required for the assessment of traffic impacts associated with the development.
13	The traffic congestion has not been improved since the opening of the Chatswood to Epping rail link	1	The Paramics base model provided by Council takes full account of traffic conditions at the present time, which reflects current utilisation of this link.
14	Rate of parking below standards of Ryde DCP, justification is required for reduction of standards of both residential and visitor parking.	1	The development fully complies with Council's DCP for the non-residential uses. Parking associated with the residential uses has been restricted by the Department of Planning and Infrastructure to encourage the use of public transport and other alternative travel modes. Notwithstanding this, the development exceeds the minimum requirements of the RTA and as such is considered adequate in meeting the future parking demands associated with the development. A more detailed justification for the reduced parking provision is included in the Traffic Impact Assessment report which forms part of the Environmental Assessment.

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15	Parking pressure in the locality is significant and unless adequate parking provision, a knock on affect further along Herring Road towards university will occur.	1	The development will accommodate all parking demands on-site with no reliance on on-street parking under normal peak conditions. It is noted that the Residential Parking Scheme will not be provided to new residents.
	Height/Density/Design		
16	Density of proposed development is too significant, high, and out of character with area	4	The proposed height is in keeping with the future character of Macquarie Park. The area is currently in transition and the future urban form is projected to change as indicated in state strategic planning documents, local planning policy and approved and proposed Part 3A Concept Plans. Recent approved Concept plans include Macquarie University and Morling College that both include more substantial built form that will accommodate greater densities and heights. Ivanhoe Place and Willandra Village are large sites in single ownership. Allowing increased height and density in the Macquarie Park Corridor on existing commercial sites contributes to the City of Ryde meeting its residential targets and preserves the character of the surrounding detached low density neighbourhoods. Along Epping Road the proposed landscape setback with mature trees will provide an appropriate scale to the development that would reduce the sense of enclosure along Epping Road, and maintain existing setbacks along the transport corridor. The location of the tallest building on the site at its southern corner (Building L) is consistent with the built form strategy for the Macquarie Park Corridor. Landmark buildings are usually located at key intersections signifying the entry to the Macquarie Park Corridor. Building L and the proposed surrounding buildings would cumulatively create a sense of entry to the corridor in a reciprocal way to which the Macquarie University Tower (30 storeys approved) at the opposite end of Herring Road.

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17	22 storey building is out of character with low rise surrounding residential development	3	In addition to the response to issue 16, the proposed building height of up to 22 storeys has now been reduced to 20 storeys as part of the preferred project concept plan. The proposed 20 storey height is in keeping with the future character of the area. The proposed Concept Plan and building heights and envelopes create an appropriate transition through proposed varying building heights and envelopes that gradually decline towards the surrounding low density residential neighbourhoods. The preferred project concept plan has reduced the height, bulk and scale of other buildings. Building L has been reduced by two levels from Epping Road. The building envelope of Building D has been massaged and reduced in height to RL126.8. The preferred project concept plan increases the height of Building C to RL122.25 but in doing so the bulk and scale of Building W has been reduced (RL115.05) to minimise the impact of the proposal on the adjoining properties to the west. The bulk of Building M has been reduced. Buildings H and Y remain unchanged.
18	Building height is too high and sets precedence for the area.	2	The proposed building heights are considered appropriate for a prominent gateway site. It is considered that the proposed Concept Plan would not set precedence for future development of this scale and height. Precedent for buildings of greater density and height in this locality has previously been set with the recent approvals of surrounding developments of significantly increased densities and height, in some cases of a much greater scale and density to that proposed. The preferred project concept plan has reduced the height, bulk and scale of other buildings. Building L has been reduced by two levels from Epping Road. The building envelope of Building D has been massaged and reduced in height to RL126.8.

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			The preferred project concept plan increases the height of Building C to RL122.25 but in doing so the bulk and scale of Building W has been reduced (RL115.05) to minimise the impact of the proposal on the adjoining properties to the west. The bulk of Building M has been reduced. Buildings H and Y remain unchanged.
19	Overwhelming urban form on corner out of keeping with design intent for Macquarie Park	2	The proposed building height and density is consistent with the City of Ryde DCP that identifies a strong corner element on this site along the Herring Road frontage. Whilst the proposed Concept Plan situates Building L along the Epping Road frontage, the design response is considered appropriate as Building L will contribute to providing a sense of address to Macquarie Park Business Park. As discussed previously, landmark buildings are usually located at key intersections signifying the entry to the Macquarie Park Corridor. Building L and the proposed surrounding buildings would cumulatively create a sense of entry to the corridor in a reciprocal way to which the Macquarie University Tower (30 storeys approved) at the opposite end of Herring Road. The proposed diversity in height of the buildings creates variation in built form and reduces the overall impact of the development and creates a sense of openness to the site.
20	Overdevelopment in Marsfield	1	The proposed building height of up to 20 storeys is in keeping with the future character of the area. The proposed preferred Concept Plans building heights and envelopes create an appropriate transition through variation in building heights and envelopes that gradually decline towards the surrounding low density residential neighbourhoods, including Marsfield. The proposal will contribute to achieving Council's high housing targets without disturbing the low density character of surrounding residential suburbs that have limited capacity for future development, without considerably altering the character of existing neighbourhoods.

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			The preferred project concept plan has reduced the height, bulk and scale of other buildings. Building L has been reduced by two levels from Epping Road. The building envelope of Building D has been massaged and reduced in height to RL126.8. The preferred project concept plan increases the height of Building C to RL122.25 but in doing so the bulk and scale of Building W has been reduced (RL115.05) to minimise the impact of the proposal on the adjoining properties to the west. The bulk of Building M has been reduced. Buildings H and Y remain unchanged.
21	Building height in direct line of Sydney Airport flight path	1	It is hard to determine if the site lies within the Obstacle Limitation Surfaces for the Sydney Airport Masterplan. The south-eastern part of City of Ryde is located within the Outer Horizontal Surface where the maximum height of building is 156m AHD. The proposed height control for Macquarie Park Village is 144.65m AHD. This should not be an issue and has not been raised by Sydney Airport Corporation. The preferred project concept plan has reduced the height, bulk and scale of other buildings. Building L has been reduced by two levels from Epping Road (RL138.45) The building envelope of Building D has been massaged and reduced in height to RL126.8. The preferred project concept plan increases the height of Building C to RL122.25 but in doing so the bulk and scale of Building W has been reduced (RL115.05) to minimise the impact of the proposal on the adjoining properties to the west. The bulk of Building M has been reduced. Buildings H and Y remain unchanged.
22	Building to 22 stories would be an eyesore	1	See issues 17 & 18.
23	Design should be independently reviewed to ensure design excellence on the corner site.	2	The Concept Plan has already been subject of a design peer review undertaken by engaging Ken Woolley. The key findings of the peer review are addressed in Section 3.2 of the Environmental Assessment Report.

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			Future DAs delegated to Council will also be subject to an independent design review panel as part of the council's DA process.
24	Development of this scale will set a precedence	1	Precedent for buildings of greater density and height in this locality has previously been set with the recent approvals of surrounding developments of significantly increased densities and height, in some cases of a much greater scale and density to that proposed.
25	22 stories do not comply with the Macquarie Park LEP 137 that envisages buildings to gradually taper down to 4 storeys.	1	Section 6.8.1 of the Environmental Assessment Report provides a comprehensive background on the formulation of height and density controls with the Macquarie Park area. In summary it is considered that the existing development standards that apply to the site and the surrounding area are inappropriate. It is evident through the historical formulation of draft development standards, in particular Draft LEP 2008 (Amendment 1) which sought to significantly increase the development potential of the site, that City of Ryde Council has in the past had a desire to have significantly higher development within the Macquarie Park Corridor. Additionally the recent approvals under Part 3A have further determined the appropriateness of increased heights and densities within the vicinity of the site, coupled with the DCP 2010 that reflects significantly higher building heights than the development standards of the LEP 2010. The proposed preferred project Concept Plan and building heights and envelopes create an appropriate transition through proposed varying building heights and envelopes that gradually decline towards the surrounding low density residential neighbourhoods. The preferred project concept plan has reduced the height, bulk and scale of other buildings. Building L has been reduced by two levels from Epping Road. The building envelope of Building D has been massaged and reduced in height to RL126.8.

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			The preferred project concept plan increases the height of Building C to RL122.25 but in doing so the bulk and scale of Building W has been reduced (RL115.05) to minimise the impact of the proposal on the adjoining properties to the west. The bulk of Building M has been reduced. Buildings H and Y remain unchanged.
26	All buildings along Epping Road should be 4 storey and those behind them 6 storey.	1	The proposed building height and density is consistent with the City of Ryde DCP that identifies a strong corner element on this site along the Herring Road frontage. As discussed previously, landmark buildings are usually located at key intersections signifying the entry to the Macquarie Park Corridor. The building envelopes identified in the Concept Plan would cumulatively create a sense of entry to the corridor in a reciprocal way to which the Macquarie University Tower (30 storeys approved) at the opposite end of Herring Road. The proposed diversity in height of the buildings creates variation in built form and reduces the overall impact of the development and creates a sense of openness to the site.
27	The height of buildings should not be more than 3 storeys	1	See response to issue 26.
	Setbacks		
28	Setbacks to Epping Road not consistent with DCP	2	The proposed 10m setback to Epping Road is consistent with the requirements of the DCP and will enable deep soil landscaping and the retention of many existing mature trees. Refer to Figure 4.5.53 Type 1 Streets Section in Macquarie Park Corridor DCP.
29	Setback to Herring Road not consistent with DCP	2	The preferred project concept plan has been amended to accommodate a 7m setback at the corner of Epping Road and Herring Road. The proposed 7m setback to the corner of Herring Road and Epping Road is in response to:

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			- The development's corner location, improving the urban form, and to spatially define the corner. - the proposed 5 – 7m setback to Herring Road improves the relationship of the proposed retail at ground level and Herring Road. The DCP 10m control to ensure the provision of a landscape setback is inconsistent with the requirement to achieve active retail frontages along Herring Road. An objective of the Macquarie Park Corridor DCP is to increase pedestrian amenity.
30	If building heights exceed those of the LEP, then greater building setbacks are necessary	2	As discussed previously, landmark buildings are usually located at key intersections signifying the entry to the Macquarie Park Corridor. The proposed concept Plan buildings would cumulatively create a sense of entry to the corridor in a reciprocal way to which the Macquarie University Tower (30 storeys approved) at the opposite end of Herring Road. The proposed diversity in height of the buildings creates variation in built form and reduces the overall impact of the development and creates a sense of openness to the site. Increasing building setbacks at this prominent corner location would significantly reduce the prominence of the corner gateway to the Macquarie Park Corridor, and impact upon the spatial definition of the built form. The proposed setbacks ensure a strong relationship between the proposed ground floor level retail and the street to provide active street frontage. Furthermore the proposed setbacks enhance casual safety and surveillance of Herring Road. The proposed setbacks are consistent with the requirements of the City of Ryde DCP along Epping Road, and inconsistencies with DCP requirements for setbacks along Herring Road have been addressed at issue 29.

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	Design Amenity and Community Infrastructure Impacts		
31	Sewerage and drainage in the area will not cope with proposal	3	Section 6.25 of the Environmental Assessment Report prepared by JBA Planning addresses Stormwater Management for the site. Additionally a Civil Engineering Design Report was prepared by Meinhardt Infrastructure and Environment and addresses the proposed on stormwater drainage network. Stamford has also begun negotiations with Ryde Council and the owners of 143 Epping Road to create an easement to facilitate stormwater connection to council's system, and future design will be designed to minimise disruption. The securing of the easement will be provided to the Department of Planning and Infrastructure prior to the issue of a Stage 1 Construction Certificate. All stormwater drainage infrastructures will be designed in accordance with AS3500.3, City of Ryde specifications, the Concrete Pipe Association of Australia guidelines and Australian Rainfall and Runoff publication.
32	Overshadowing on adjoining buildings and area	3	The Environmental Assessment Report included shadow diagrams at Appendix A that addressed the effect of the proposed development on communal open space and adjoining development based on the Stage 1 Project Application and based on indicative designs for buildings in Stage 2 of the proposed development. The Preferred Project Report has included revised shadow diagrams. In summary the preferred project development would have had the following effects on surrounding properties as a result of overshadowing: - Overshadowing impacts to the south-west on commercial and residential dwellings will be minimised as a result of the width of Epping Road. Morning sun will be available during mid-winter, and from noon onwards. Any potential impact of shadow would be minor.

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			- Overshadowing impacts to the south are again minimised by the separation distance provided by Epping Road. Surrounding properties diagonally opposite the site on the corner of Herring Road and Epping Road will not be overshadowed as a result of the proposal. - Development to the south east opposite the site on Herring Road will receive some levels of overshadowing, however the separation distance provided by Herring Road will minimise the level of impact. Specific objection to overshadowing was raised by occupiers within Wilding Street. As demonstrated in the shadow diagrams at **Appendix E** of the Preferred Project Report the proposal would not impact upon properties within Wilding Street in terms of overshadowing. Furthermore the existing houses that comprise of 35-43 Waring Street will receive sunlight from 11am onwards in midwinter. The properties at 102 & 105 Herring Road will receive sunlight from 10am onwards in midwinter and none of these properties are adversely affected by the height of this development for more than 2 hours. The preferred project has also reduced the footprint and bulk of building M to allow the swimming pool and surrounding open space to receive more solar access. Building M is also cut back to enhance the main communal/public open space area.
33	Adverse impact on infrastructure and resources	3	The impact of the proposed development on existing social infrastructure was considered as part of a Social Impact Assessment (SIA) undertaken to accompany the Environmental Assessment Report (see Appendix G of the EA). The SIA undertook a survey of medical centres, child care, schools and dentists in the area and found that sufficient capacity currently exists for new residents to access these services without placing additional strain

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			on community infrastructure. The SIA did however find there was a significant shortfall in child care within the local area. During development of Stage 2 of the Concept Plan, Stamford will investigate the feasibility of the provision of a child care facility. The proposed development also reduces its impact upon social infrastructure through the provision of: - Communal open space - A residents swimming pool - A community meeting room - A gym for residents. The provision of such facilities will contribute to relieving pressure on similar existing community facilities and will occupy a vast majority of prospective occupiers demand. The preferred project concept plan gives provision of increased public open space and a dedicated community facility.
34	Proposal is not good for the environment	2	The Environmental Assessment Report addressed in section 6.18 the environmental sustainability of the development. The ESD Assessment and Green Star Matrix prepared by Inhabit attached at Appendix Y of the EA confirm that the proposal meets the BASIX requirements relating to energy efficiency, water and thermal comfort. A final BASIX Certificate will be submitted with the Preferred Project Application. The Green Star Matrix prepared also confirms that the proposal is on target to achieving a 4 star Green Star rating.
35	Adverse impact on schools with additional residents	1	The SIA undertook a survey of medical centres, child care, schools and dentists in the area and found that sufficient capacity currently exists for new residents to access these services without placing additional strain on community infrastructure. The SIA did however find there was a significant shortfall in child care within the local area. During development

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			of Stage 2 of the Concept Plan, Stamford will investigate the feasibility of the provision of a child care facility.
36	Overlooking and loss of privacy	1	The proposed Concept Plan has been designed to ensure that the minimum SEPP 65 design requirements in relation to building separation distances within the site boundaries are complied with. In respect of the surrounding and adjoining properties sufficient building separation distances are achieved in accordance with SEPP65 requirements to ensure no overlooking and loss of privacy occurs. Overlooking and loss of privacy is not likely to occur as a result of: - The significant separation distances between the properties to the south, south west and south east as a result of the carriageways of Epping Road and Herring Road. - The proposed landscape buffering and setbacks along Herring Road and Epping Road of 5-10m respectively. - The proposed internal roads to the north-eastern and north-western boundaries provide separation between the adjoining neighbouring properties and contribute to maintaining levels of privacy currently enjoyed. The Design Report attached at **Appendix D** of the Preferred Project Report addresses setbacks in detail.
37	Development will change the community	1	Whilst it is recognised that the proposal will alter the demographic make up of the area, the SIA undertaken as part of the Environmental Assessment found that sufficient capacity currently exists for new residents to access community facilities without placing additional strain on community infrastructure. The provision of a community meeting facility within the proposed development will provide additional opportunities for members and groups within the community to come together and interact.
38	Development will destroy the local area	1	See response to issue 37

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39	Devalue prices of existing properties	1	Submissions received have not provided any economic justification that the proposed development will devalue existing properties in the surrounding area. The provision of a mixed use development with additional community facilities such as public open space and communal meeting rooms are considered to have a positive impact on the surrounding community.
	Financial Contributions		
40	Increase in development should be commensurate financial development contributions in excess of S94 contributions to support - Contributions to upgrade bus interchange adjacent Macquarie Centre - Public domain improvements - Critical intersection improvement and upgrades	2	To offset the proposed additional FSR, the proponent has given provision of two new roads and a community meeting room. In addition a proposed cash contribution will be provided in accordance with City of Ryde Section 94 Contribution Plan. Whilst the proponent would support the allocation of these funds to upgrading of the bus interchange and other public domain works by Council, this is not the proponents' proposal.
	Non Residential Uses		
41	Provision of non-residential floor space is inappropriate	2	The proposed non-residential floor space around the proposed 'activity hub' on the prominent corner of Epping Road and Herring Road is considered appropriate as it would: - Encourage activation between the development and the streetscape - Provide for convenience retail for the benefit of prospective residents and surrounding existing users. - The provision of a community meeting room/facility within such a prominent gateway development is considered appropriate for the benefit of existing and future residents of the area.
42	Lack of detail of non-residential retail floor space	2	A prospective tenant of the proposed non-residential retail floor space has not been engaged, however it is anticipated that the tenancy will be offered to a convenience retailer to provide day to day goods to future

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			residents of the development and passing by trade. It is not anticipated that the prospective non-residential retail tenant would create any additional economic impact on the existing tenancies in the locality owing to the scale of retail offering in comparison to the Macquarie Centre.
43	No specified upper limit of retail floor space proposed	2	No upper limit of retail/commercial floor space is proposed. The proponent would be satisfied with limiting the floor space proposed to an upper limit of 1210m^2 – 2000m^2 as a condition of any consent granted.
44	Creation of an 'activity hub' not appropriate to location	2	The proposed 'activity hub' on the prominent corner of Epping Road and Herring Road is considered appropriate as it would: - Encourage activation between the development and the streetscape - Provide for convenience retail for the benefit of prospective residents and surrounding existing users. - The provision of a community meeting room/facility within such a prominent gateway development is considered appropriate for the benefit of existing and future residents of the area.
45	Over supply of office buildings in the area	1	The proposal does not propose office buildings, and is a predominantly residential development with a mix of secondary uses such as potential convenience retail and community facilities within a very limit gross floor area for non-residential uses. The provision of additional residential dwellings will contribute to regional and local government planning policy objectives that encourage living and working within close proximity to each other to reduce the need for travel, and to contribute to creating sustainable communities.
46	Macquarie Shopping centre is nearby	1	It is not anticipated that the prospective non-residential retail tenant would create any additional economic impact on the existing tenancies in the Macquarie Centre owing to the scale of retail offering.

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			The proposed residential development and additional residents within the locality of the Macquarie Centre are considered of benefit to the future patronage of the Macquarie Centre.
47	Retailing should be limited to convenience with an area less than 1000m^2	1	No upper limit of retail floor space is proposed. The proponent would be satisfied with limiting the floor space proposed to an upper limit of 1210m^2 - 2000m^2 as a condition of any consent granted.
48	Retailing should be limited to convenience with an area less than 100m^2	1	No upper limit of retail floor space is proposed. The proponent would be satisfied with limiting the floor space proposed to an upper limit of 1210m^2 - 2000m^2 as a condition of any consent granted.
	Noise		
49	Increased noise from traffic	1	The Acoustic Assessment includes a detailed investigation into the potential for increased noise from traffic numbers generated on the site. Section 5 of the Noise Impact Assessment submitted with the EA (ref:20101139.1/0212A/R2/BW) details the assessment which has been conducted in conjunction with the maximum traffic flow periods using FHWA and CORTN traffic noise prediction models and noise level measurements conducted at the site and presented in this report. The investigation revealed that noise generated from additional traffic numbers on the site will comply with the relevant criteria and will not impact on the amenity of surrounding receivers.
50	Take into account continued operation of Ranch Hotel	1	Accumulative noise impacts from Epping Road and the Hotel – The Noise Impact Assessment (Ref: 20101139.1/0212A/R2/BW) conducted as part of the EA submission included a detailed investigation into existing noise levels impacting the site. Section 3 of the Noise Impact Assessment details the acoustic survey which was conducted at the site and included both long term unattended noise monitoring and attended short term noise measurements. The potential impacts of the Ranch Hotel will be included

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			in the long term unattended noise monitoring conducted at the site. The report goes on the set up internal noise level criteria for the project based on the Australian Standard AS 2107:2000 and the State Environmental Planning Policy (Infrastructure) 2007. The report then recommends typical acoustic treatments which would be both possible and practical to ensure the presented internal noise level criteria can be achieved.
51	Fails to properly assess cumulative impacts of existing noise sources and potential effect on amenity of future residents	1	See comments above (repeated)
52	Noise Impact Assessment makes no reference to Ranch Hotel	1	The Noise Impact Assessment investigates noise impact from Epping Road as this is the predominant noise source impacting the site. Providing noise levels from Epping Road are suitably treated (to State Environmental Planning Policy (Infrastructure) 2007 criteria) potential noise levels from the Ranch Hotel will also be acoustically treated
53	Noise monitoring data excludes Ranch Hotel peak time	1	The acoustic survey conducted at the site as part of the Noise Impact Assessment. Section 3 of the Noise Impact Assessment details the acoustic survey which was conducted at the site and included both long term unattended noise monitoring and attended short term noise measurements. The potential impacts of the Ranch Hotel will be included in the long term unattended noise monitoring conducted at the site which included the potentially worst case periods of 6pm to 10pm.
54	No explanation in noise report for possible reason of peak in background noise (19.30-21.00)	1	The localised recorded peak in the background noise level recorded at the site between 19:30 and 21:00 are indicative of a noise source which is in close proximity to the recording device. As the recorded L_{eq} and L_{10} noise levels were not significantly affected by the noise during this period the events will not be associated with the Ranch Hotel. Notwithstanding the above noise levels recorded during this period have been used in the assessment of environmental noise and any potential

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			impacts will be acoustically treated using the recommended treatments detailed in the Noise Impact Assessment.
55	Potential ongoing conflict between proposed use and neighbouring uses over noise impacts	1	Stamford are prepared to provide disclosures in the contract of sales as well as within the SMS that neither limit the operation of The Ranch Hotel nor diminish occupants rights under the relevant Liquor Licensing legislation.
56	Traffic and noise impacts from Ranch Hotel needs design consideration	1	The Noise Impact Assessment (Ref: 20101139.1/0212A/R2/BW) conducted as part of the EA included a detailed investigation into existing noise levels impacting the site. Section 3 of the Noise Impact Assessment details the acoustic survey which was conducted at the site and included both long term unattended noise monitoring and attended short term noise measurements. The potential impacts of the Ranch Hotel will be included in the long term unattended noise monitoring conducted at the site. The report goes on the set up internal noise level criteria for the project based on the Australian Standard AS 2107:2000 and the State Environmental Planning Policy (Infrastructure) 2007. The report then recommends typical acoustic treatments which would be both possible and practical to ensure the presented internal noise level criteria can be achieved.
57	Appropriate acoustic standards applied to all windows facing Epping and Herring Roads.	1	See comment above (repeated)
58	South west facing balconies on Epping Road could be impacted from noise of Ranch Hotel	1	See comment above (repeated)
59	Recommend balconies incorporate acoustic measures and privacy screens	1	The acoustic design of the proposed development includes suitable design elements to the buildings fabric to ensure internal noise level comply with the relevant noise level criteria. Acoustic treatments to the

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			external areas of the building are not practical and will not significantly reduce noise impact to the future building. The relevant acoustic criteria including AS2107:2000 and the State Environmental Planning Policy (Infrastructure) 2007 does not require acoustic treatment to the external areas of the development. The acoustic assessment conducted as part of the EA prepared by JBA Planning and detailed within the Noise Impact Assessment (Ref: 20101139.1/0212A/R2/BW) has been conducted in conjunction with the minimum requirements of the State Environmental Planning Policy (Infrastructure) 2007 requirements. Section 6 of the report details the minimum acoustic requirements of the policy and Section 6.4 of the report presents typically acoustic treatments to the future development to ensure minimum internal noise level criteria are achieved. The proposed acoustic treatments for the development include architectural and building fabric constructions to achieve internal noise levels and does not depend on any noise walls/screens, planting or the like.
60	Landscape buffer to mitigate noise on Epping Road	1	The acoustic assessment conducted as part of the EA prepared by JBA and detailed within the Noise Impact Assessment (Ref: 20101139.1/0212A/R2/BW) has been conducted in conjunction with the minimum requirements of the State Environmental Planning Policy (Infrastructure) 2007 requirements. Section 6 of the report details the minimum acoustic requirements of the policy and Section 6.4 of the report presents typical acoustic treatments to the future development to ensure minimum internal noise level criteria are achieved. The proposed acoustic treatments for the development include architectural and building fabric constructions to achieve internal noise

No.	Issue	No. of submissions	Response and Responsibility (Please insert response to issues)
			levels and does not depend on any noise walls/screens, planting or the like. Trees and shrubs provide little if any noise mitigation properties however they do provide visual screening which in turn gives the psychological effect that as you can't see the source of the noise and therefore you tend to be less concerned by it.