

A. Stormwater Management

Stormwater management of the site will be designed in accordance with the relevant guidelines of Ku-ring-gai Council.

An undertaking is made that stormwater will be removed from the site by way of pipes and pits connected to the public drainage system.

Drainage pipes will be designed to account for 1 in 20 and 1 in 100 year flooding. Where possible, stormwater will be captured and stored for irrigation purposes for landscaping for the completed development. The use of any such water will be undertaken in accordance with the relevant standards and regulations.

Details of the proposed stormwater system are contained at **Annexure 22**.

B. Construction Impacts

Excavation for the car parking basement levels will involve water tanks placed upon trucks being used to wet the site on a periodical basis to reduce dust emissions, which is a standard method on construction site.

Noise emissions are primarily from machinery on the site and trucks entering and leaving a development site. To minimise noise impacts, the hours of work will be restricted to between 7am-6pm Monday-Fridays 7am-3pm Saturdays, and no work on Sundays.

Sediment run off will be managed with the provision of siltation traps, silt meshing at sensitive locations along the perimeter of the site during construction of the buildings. Sediment control management will be based on the Ku-ring-gai Council's guidelines.

A truck route map will be made available to Council identifying which way vehicles will arrive and depart the site.

C. Waste Generation and Collection

Construction material on the site is used in an efficient manner to reduce wastage and costs. All construction material that is no longer requires is sent to local building recycling companies or reused elsewhere on site where applicable.

Waste collection for the final development has been designed to take place from the basement car parking levels. The ceiling to floor heights and manoeuvrability of trucks have been designed as instructed by TTPA traffic consultants to ensure Council garbage trucks and service vehicles can enter and leave the site in a forward direction (refer to **Annexure 10**).

Where possible, grey water will be captured and stored for irrigation purposes for landscaping. The use of any such water will be undertaken in accordance with the relevant standards and regulations.

D. Use of Cranes

Wiring will be appropriately covered where equipment or cranes are over transmission lines.

E. Staging of Development and Occupation

The development is to be constructed in two stages.

Stage 1 is to involve the construction of Buildings D and E and the basement parking area below those buildings.

Stage 2 is to involve the construction of Buildings A, B and C and the remainder of the basement parking area.

F. Mitigation of Amenity Impacts from Construction Activities

Relevant mitigation matters have been identified and addressed above. A complete Construction Management Plan will be prepared and submitted with an application for a Construction Certificate for the development.

G. Development Contributions

Ministerial Directions require a maximum contribution of \$20,000 per unit. The Department of Planning in consultation with Ku-ring-gai Council's Section 94 Contributions Planner will place an appropriate condition of the determination of the subject application.

H. Dilapidation Surveys

Prior to demolition or excavation commencing, detailed dilapidation reports are to be compiled on any neighbouring improvements or structures that fall within the zone of influence of the excavation, which is defined by a distance back from the excavation perimeter of twice the depth of the excavation. The reports are to be carefully reviewed prior to excavation commencing to ensure that appropriate equipment is used.

I. Remediation

In order to confirm that the site is suitable for the proposed development, the following is to be undertaken:

- A Stage 2 site assessment to meet the minimum sampling density recommended in the Geotechnical report;
- Additional investigation to better assess the nature and extent of the arsenic contamination encountered at BH308 as referenced in the Geotechnical report;
- Preparation of a remedial action plan (RAP) to outline measures to be implemented to render the site suitable for the proposed use; and
- A validation assessment to confirm that the arsenic impacted soil has been successfully removed.
- An appropriate occupational health and safety plan will be prepared for any contaminants encountered at this site.