

Analysis of Concept Approval Conditions – 31 O’Connell Rd Oberon

PP ref: J004271

Dated: 8/04/2024

| Concept Approval Condition | Concept Approval Conditions | Comment and Suggested condition where relevant to Stage 2b |
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| 1. Essential Energy | <p>a. Prior to the commencement of Stage One, Plans are to be provided demonstrating a distance of a minimum clearance of 10.0 metres from the nearest part of the development to Essential Energy’s infrastructure (measured horizontally) is required to ensure that there is no safety risk.</p> <p>b. Prior to any works (including construction works) commencing, the Applicant must provide to Essential Energy detailed plans, specifications and supporting documentation, including a report from a Level 3 Accredited Service Provider calculating the blowout distance of the powerline (if applicable). A list of Level 3 Accredited Service Providers is available at https://energysaver.nsw.gov.au/households/you-and-energy-providers/installing-or-altering-your-electricity-service. Applicants are advised that fees and charges will apply where Essential Energy provides this further service.</p> <p>c. It is also essential that all works comply with SafeWork NSW clearance requirements. In this regard, it is the responsibility of the person/s completing any works to understand their safety responsibilities. The Applicant will need to submit a Request for Safety Advice if works cannot maintain the safe working clearances set out in the</p> | <p>Essential Energy advised on 27 February 2023 relating to the Concept DA, subject to detailed design drawing being provided, they see no impediment to the access being provided at that location.</p> <p>Drawing A101 of the Architectural Plans shows the access to the site clear of Essential Energy Assets. The building is over 10m to the assets. Services will be designed, constructed, and formalised under a subsequent DA.</p> <p>It is suggested this condition not be applied to the proposed Stage 2a.</p> |

[Working Near Overhead Powerlines Code of Practice](#), or [CEOP8041 - Work Near Essential Energy's Underground Assets](#).

Information relating to developments near electrical infrastructure is available on Essential Energy's website [Development Applications \(essentialenergy.com.au\)](#).

Council's and the Applicant's attention is also drawn to Section 49 of the *Electricity Supply Act 1995* (NSW). Relevantly, Essential Energy may require structures or things that could destroy, damage or interfere with electricity works, or could make those works become a potential cause of bush fire or a risk to public safety, to be modified or removed.

Essential Energy also makes the following general comments:

- a. If the proposed concept development changes, there may be potential safety risks and it is recommended that Essential Energy is consulted for further comment.
- b. Any existing encumbrances/easements in favour of Essential Energy (or its predecessors) noted on the title of the above properties should be complied with.
- c. Any activities in proximity to electrical infrastructure must be undertaken in accordance with the latest industry guideline currently known as [ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure](#).

Prior to carrying out any works, a "Dial Before You Dig" enquiry should be undertaken in accordance with the requirements of *Part 5E (Protection of Underground Electricity Power Lines)* of the *Electricity Supply Act 1995* (NSW); the location of overhead and underground powerlines are also shown in the Look Up

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| | and Live app essentialenergy.com.au/lookupandlive . | |
| 2. Transport for NSW | <p>a) Prior to the commencement of construction works a Traffic Management Plan (TMP) is to be prepared in consultation with Oberon Council. The TMP is to demonstrate that the construction works and delivery of construction materials to the site will not adversely impact the safety and efficiency of the O'Connell Road.</p> <p>The TMP is to be reviewed and updated in response to any changes in operating conditions. A copy of the TMP is to be provided to contractors and employees as a part of the site induction and a copy made available to TfNSW on request.</p> <p>b) All activities including loading and unloading of goods associated with the development be carried out on site in the dedicated areas providing adequate manoeuvring area for the design vehicle.</p> <p>c) Landscaping, signage and fencing is not to impede sight lines of traffic or pedestrians within or when passing, entering or departing from the site. Safe Intersection Sight Distance (SISD) must be provided and maintained at the intersection of the driveway with Forest Road.</p> <p>d) All signage including any proposed internally lit signs is to be contained within property boundaries and designed to meet the objectives of Transport Corridor Outdoor Advertising and Signage Guidelines 2017.</p> <p>The following conditions are required to manage future Roads Act approval processes.</p> <p>e) Prior to the issue of any Occupation Certificate for or the operation of the development the access driveway is to be</p> | <p>The formalised road intersection is not part of the proposed Stage 1a DA, with all proposed works contained within the site – see Engineering and Architectural Plans supporting the DA.</p> <p>It is suggested that this condition not be applied to the Stage 2a DA/CC with the exception of condition 2 Transport for NSW (h) being applied as accessing the site is relevant to the condition.</p> <p>Accordingly, the following condition is suggested for the Stage 2a DA/CC;</p> <p><i>Prior to the commencement of construction work impacting traffic on O'Connell Road, the proponent is to contact the TfNSW Road Access Unit at road.access@transport.nsw.gov.au to determine if a road occupancy licence (ROL) is required. In the event an ROL is required provide the consent number in the road occupancy licence application. Please note that up to 10 working days is required for Road Occupancy Licence applications to be assessed and processed. https://roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html</i></p> <p>A Construction Environmental Management Plan has also been prepared by Crossmuller and supports the DA.</p> |

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| | <p>constructed to provide a Basic Right Turn Treatment (BAR) in accordance with Figure A6 of Austroads Guide to Road Design Part 4: 4: Intersections and Crossings – General 2020 and RMS Supplements. The BAR treatment is to be sealed, designed and constructed for a 60km/h design speed.</p> <p>f) Prior to the issue of any Occupation Certificate for or the operation of the development the access driveway is to be constructed to provide a Basic Left turn treatment (BAL) in accordance with Figure 8.2 of Austroads Guide to Road Design Part 4A: Un-signalised and Signalised Intersections 2020 and RMS Supplements. The BAL facility is to be sealed designed and constructed for a 60km/h design speed.</p> <p>g) As road works are required on O’Connell Road, a classified (State) road, TfNSW will required the developer to enter into a Works Authorisation Deed (WAD) with TfNSW. TfNSW will exercise its powers and functions of the road authority, to undertake road works in accordance with Sections 64, 71, 72 and 73 of the Roads Act, as applicable, for all works under the WAD.</p> <p>h) Prior to the commencement of construction work impacting traffic on O’Connell Road, the proponent is to contact the TfNSW Road Access Unit at road.access@transport.nsw.gov.au to determine if a road occupancy licence (ROL) is required. In the event an ROL is required provide the consent number in the road occupancy licence application. Please note that up to 10 working days is required for Road Occupancy Licence applications to be assessed and processed. <a 121="" 585="" 866"="" 911="" href="https://roads-</p></td><td data-bbox="></p> |
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| | waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html . | |
| 3. NSW Police | <p>Prior to the commencement of Stage One (1) Plans demonstrating the recommendations of the approved Crime Prevention Through Environmental Design (CPTED) report shall be submitted, certifying the development's compliance with the report and the comments of the NSW Police:</p> <p>a) <u>Lighting/Surveillance/Technical</u></p> <p>Lighting must meet the minimum Australian Standards for public streets, car parks, and pedestrian access. There is proven correlation between poor lighting, fear of crime, the avoidance of public /private space and crime opportunity. No lighting plan has been submitted; however, it is noted that all sporting fields will have lights installed for night time sporting activities. The following treatments are recommended in order to decrease the risk of antisocial behaviour and crime activity occurring at the complex.</p> <ul style="list-style-type: none"> • Lighting in all areas of the car park. • Lighting around the perimeter of the Clubhouse. • Lighting to all walkways/pedestrian access points. • Lighting to all areas accessed by users of the facility. <p>b) <u>Surveillance/Technical Supervision</u></p> <p>Surveillance has not been addressed therefore the following treatments are recommended.</p> <ul style="list-style-type: none"> • Installation of CTV cameras in the clubhouse, carpark and at the rear of the premises as a minimum. | Please refer to the CPTED prepared by Perception Planning and submitted with the Stage 2a DA. The CPTED demonstrates consistency with the CPTED approved under the concept DA. |

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| | <ul style="list-style-type: none"> • Installation of back to base alarm system in clubhouse. • Regular security patrols, after hours. <p>c) <u>Territorial Reinforcement</u></p> <p>Public areas that are well maintained take on semi-public spatial characteristics, in that people perceive that the space is cared for and controlled. There are no issues identified with clarity of ownership or formal guardians, however it is noted that a signage plan was not included in the application.</p> <p>Access points should be clear, legible and useful. Signage is best located at (or prior to) junctions requiring people to make decisions. Creative markings in carparks aid wayfinding. The following treatments are recommended in order to alleviate any confusion over wayfinding throughout the complex.</p> <ul style="list-style-type: none"> • All ingress and egress points to be well defined and clearly marked with signage and traffic flow arrows. • Clearly marked directional flow of traffic in car park. • Clearly marked bays for buses. • Clearly marked Bay for Emergency Services. • Install speed limit signage in the driveway/carpark area. Max 10kph. • Install clearly displayed “Trespassers will be Prosecuted” signage, visible around all ingress and egress areas. • Install directional signage to the various activities and sporting fields. • Include signage indicating CCTV in operation and security patrols on premises. | |
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| | <ul style="list-style-type: none"> • Include all signage in the Clubhouse relevant to the operation of licensed premises. • Include signage clarifying ownership and who is responsible for the premises. <p>d) <u>Environmental Maintenance</u></p> <p>Area image can impact feelings of safety and danger. Landscaping can be used to enhance the appearance of the development and assist in reducing opportunities for vandalism. However, landscaping can provide concealment and entrapment areas for people involved in criminal activities. Plants that block natural sightlines lessen natural surveillance. The only reference to the landscaping is the drawings depicting the hedging around the northern and western sides of the complex and the shrubs in the car park. The following recommendations will further decrease the risk of concealment.</p> <ul style="list-style-type: none"> • Shrubs on average should not be above 900mm in height. • A safety convention is to have 3 – 5 meters of cleared space on either side of plants. • Minimise the number of shrubs along all walkways, pedestrians will generally feel safer on wider pathways where there is less chance of concealment. • Develop a maintenance plan, as clean well-maintained areas often exhibit strong territorial cues. <p>e) <u>Access Control</u></p> <ul style="list-style-type: none"> • Barriers help to restrict, channel and encourage the | |
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| | <p>movement of people and vehicles into and out of designated areas. Recommend the following treatments to reduce access to the premises.</p> <ul style="list-style-type: none"> • Club House: • Polycarbonates and impact resistant glass/glazing to all windows. • Key operated to all windows. • Security doors to all entry/exit points. • The main entry/exit doors to all buildings should be fitted with single cylinder locksets which comply with the building Code of Australia. • Address building fire exits, stairways and doors. • Car Park: • Speed bumps in car parks/access ways to help to reduce the likelihood of attracting bike riders and skateboarders. Perimeter of Complex: • Install perimeter fencing around complex to decrease opportunity for unauthorised access, during after- hours. | |
| 3A. Deferred Commencement | Pursuant to s4.22(4)(a) of the EP&A Act, 1979, consent to Stage 2 of the development shall not be granted until a registered club is permitted with development consent on the subject land following an amendment to Oberon Local Environmental Plan 2013. | A Gateway Determination was issued on 17 August 2023 under PP-2023-1166, for an amendment to the Oberon Local Environmental Plan 2013 to amend Schedule 1 to include 'registered club' as an additional permitted use. Email correspondence from the Department of Planning, Housing and Infrastructure was received on 12 March 2024, confirming that the amendment is imminent and certain. To this extent, the proposed DA is capable of |

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| | | lodgement and assessment. |
| 4. Approved Documentation | Schedule of approved documents. | Noted. |
| 5. Environmental Planning and Assessment Act 1979 | In accordance with section 4.22(4) of the EP&A Act all development under the Concept Proposal must be subject of future application(s). This consent does not permit the carrying out of any works. | Noted. |
| 6. Environmental Planning and Assessment Act 1979 | The determination of future development application(s) is to be not inconsistent with the terms of development consent 10.2021.19.1. | Noted. |
| 7. Limits of Consent | This consent lapses five years after the date of consent unless works have physically commenced within the meaning of section 4.53(4) of the EP&A Act. | Noted. This DA has been lodged within the timeframe. |
| 8. Obligation to Minimise Harm to the Environment | In addition to meeting the specific performance measures and criteria in this consent, all reasonable and feasible measures must be implemented to prevent, and, if prevention is not reasonable and feasible, minimise any material harm to the environment that may result from the construction and operation of the development. | Suggest this condition be applied to the proposed DA consent. |
| 9. Signage not approved | The development consent does not provide any approval for signage shown on the approved plans or described in any approved document. This does not apply to any signage that is exempt development. | The proposed development does not include Signage. This will be actioned in subsequent stages of the development. It is suggested this condition be applied to the proposed DA. |
| 10. Sporting Club Operational | An Operational Management Plan shall be provided to the consent authority with the development application for the | An Operational Management Plan will be prepared as part of Stage 2b of the development. It is suggested |

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| Management Plan | Second Stage. The Sporting Club Management Plan shall detail, to the satisfaction of the consent authority, how the licensed club facilities will be provided and managed in conjunction with the operation of the recreation facility. | this condition not be applied to the proposed DA. |
| 11. Parking Areas and Access Ways | <p>A design plan shall be provided to the consent authority with the development application for the first stage for parking areas and access ways for review and approval. The design shall include pavement design, stormwater drainage, line marking and signage.</p> <p>The design plan shall account for travel paths and swept paths for the largest service vehicle/bus proposed.</p> <p>The design shall meet the Engineering Guidelines and Australian Standard AS2890. The design plan shall accommodate the required turning movements of the design service vehicles and buses.</p> <p>Where the plan results in formed car parking spaces not being achieved in the same numerical value as shown on the approved plans, a formed parking area shall be constructed within the overflow car parking area to provide the same number of car parking spaces.</p> | <p>Access to the site will be via the temporary access created under DA 10.2023.64.1. Formalisation of this access will occur under a subsequent staged DA.</p> <p>A temporary parking area is provided adjoining the building as part of the DA, within the sub-grade area completed under DA 10.2023.64.1. The parking area will be formalised under a subsequent DA.</p> <p>It is suggested that rather than the Concept Approval condition, that the following condition apply;</p> <ul style="list-style-type: none"> • Prior to commencement of construction the applicant will confirm that the Parking Areas and Accessways comply with AS2890 and that all finished earthworks levels match the required levels for the completed Stage 1 Development and provide the confirmation to the Consent Authority. |
| 12. Erosion and sediment controls | <p>An Erosion and Sediment Controls Plan must be provided to the consent authority with the development application for the first stage prepared in accordance with Managing Urban Stormwater: Soils and Construction, Volume 1 (Landcom, 2004), as amended.</p> <p>The proposed erosion and sediment control works must be inspected and maintained throughout the construction or operation period of all the proposed stages of development and</p> | <p>No additional earthworks beyond the extent approved under DA 10.2023.64.1 are proposed under this application. It is understood that completion of the earthworks is imminent.</p> <p>The following condition is suggested for the Stage 2b DA as a standard condition during construction:</p> <ul style="list-style-type: none"> • <i>Prior to commencement of construction an Erosion and Sediment Controls Plan must be</i> |

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| | must not be removed until the site is fully stabilized. | <p><i>provided to the consent authority for the Stage 1a Earthworks The plan is to be prepared in accordance with “Managing Urban Stormwater: Soils and Construction, Volume 1 (Landcom, 2004)”, as amended.</i></p> <ul style="list-style-type: none"> <i>The proposed erosion and sediment control works must be inspected and maintained throughout the construction or operation period of all the proposed stages of development and must not be removed until the site is fully stabilized.</i> |
| 13. Certification of acoustic measures | <p>Certification of proposed acoustic measures shall be provided to the consent authority with the development Application for the first stage. A suitably qualified person must provide details demonstrating compliance to the consent authority that the acoustic measures proposed to be installed in accordance with the acoustic report approved under this consent.</p> <p>Noise limiting equipment shall be installed in the development. Plans and details certified by the acoustic consultant demonstrating this shall be submitted.</p> | <p>It is suggested a condition be applied to Stage 2b requiring acoustic measures to be certified at CC stage wherever required, consistent with the Noise Impact Assessment prepared by Spectrum Acoustics dated November 2020, which supported the Concept DA approval.</p> |
| 14. Stormwater Management - Detention and Harvesting | <p>Stormwater Management Plan including a hydrological study shall be provided to the consent authority with the development application for the first stage. The stormwater management plan shall comply with the following:</p> <p>a) Stormwater shall be disposed of through a piped system designed in accordance with Australian Standard AS 3500 by a suitably qualified professional. The design shall be undertaken by a practicing Civil Engineer deemed to be suitably experienced by Council and qualified so as to be</p> | <p>Approval and construction of site infrastructure will occur as part of Stage 2b.</p> <p>The Engineering Plans provided for the Stage 1a Earthworks DA/CC application provide an appropriate assessment by a suitably qualified consultant for Stormwater Management and Detention. The same plans have been submitted for this DA.</p> <p>The piped system and works for Harvesting (on site use) will arise in further staging DA/CCs going</p> |

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| | <p>accepted as a Member of the Institution of Engineers Australia or a Registered Surveyor deemed to be suitably experienced by Council shall be accepted as qualified to prepare plans for drainage works (excluding flood control structures and bridges). Qualifications demonstrating the above may be requested by Council. Stormwater detention measures shall be designed to ensure the development does not increase upstream or downstream flood levels for all recurrence intervals up to and including the 1% Annual Exceedance Probability.</p> <p>b) The hydrological study will determine the detention storage shall be calculated and designed in accordance with <i>Australian Rainfall and Runoff 2019</i>.</p> <p>c) Stormwater harvesting measures shall be incorporated into the development, including rainwater tank details, pump details and reticulation diagrams.</p> | <p>forward where this condition will be further confirmed.</p> |
| <p>15. Earthworks Management Plan</p> | <p>An Earthworks Management Plan shall be provided to the consent authority with the development Application for the first stage. The Earthworks Management Plan shall comply with the following:</p> <ul style="list-style-type: none"> • Method of compaction and degree of compaction; • Method of excavation and drainage; • proposed Haulage routes, destination of extracted material; • Potential impacts on adjoining properties/the environment and proposed mitigation measures; • A Virgin Excavated Natural Material (VENM) or appropriate Waste Classification (such as ENM), where required by Council, outlining the origin and classification | <p>No additional earthworks are proposed as part of this DA, noting the completion of earthworks approved under 10.2023.64.1 is imminent.</p> <p>A Construction Environmental Management Plan has also been prepared by Crossmuller and supports the DA.</p> |

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| | <p>of materials imported and exported from site.</p> <p>The Development Application for the First Stage must also be accompanied by a survey plan and a site plan (at a 1:100 or 1:200 scale) which shows:</p> <ul style="list-style-type: none"> Existing natural contour levels and proposed finished contour (shown in bold) levels at 2 metre intervals in Australian Height Datum (AHD); <p>Cross section plans identifying the nature, extent and depth of excavation and/or land filling and associated works, batter slopes and any retaining structures;</p> <ul style="list-style-type: none"> The location of cut, fill, batters, drainage and retaining structures as well as existing natural features, dams, watercourses, trees and especially any trees or other vegetation likely to be affected by works; Where development involves fill materials being temporarily stockpiled on any land, the site plan must show the location, quantity, height and configuration of proposed stockpiles. | |
| <p>16. Construction Management Plan/s for works within public road reserve and development site</p> | <p>A Construction Management Plan (CMP) shall be provided to the consent authority with the development application for the first stage. The CMP shall set out the construction approach for the works and should seek to minimise disruption to the local community.</p> <p>The CMP must address the following, where required:</p> <p>Health and Safety</p> <ol style="list-style-type: none"> Public safety, amenity and site security, Traffic control and management including a Construction | <p>No additional earthworks are proposed as part of this DA, noting the completion of earthworks approved under 10.2023.64.1 is imminent.</p> <p>A Construction Environmental Management Plan has also been prepared by Crossmuller and supports the DA.</p> |

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| | <p>Traffic Management Plan, Traffic Control Plans (TCPs), Vehicle Movement Plans and swept paths of construction vehicles,</p> <ul style="list-style-type: none"> c) Pedestrian management, d) Construction hours, e) Noise and Vibration control, f) Contractor vehicle parking, g) Locating existing utilities and services, h) Health and Safety requirements. <p>Environment</p> <ul style="list-style-type: none"> a) Air quality management, b) Erosion and sediment control- base information, monitoring and management, c) Waste management, d) Material stockpiling, e) Vegetation management, f) No-go zones, g) Heritage management (if applicable). <p>Quality</p> <ul style="list-style-type: none"> a) Submission of current insurance certificates, b) Work method description, c) Construction equipment to be used, d) Inspection and testing requirements, e) CCTV survey of pipework, f) Earthworks methodologies, g) Haulage routes, | |
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| | <ul style="list-style-type: none"> h) Retaining structure construction methodologies, i) Concrete jointing methodologies, j) Subsoil drainage installation methodologies, k) Stormwater drainage infrastructure installation methodologies, l) Stormwater Quality Improvement Device installation methodologies, m) Road construction methodologies, n) Accessways and footway construction methodologies, o) Landscaping installation methodologies, p) Utility and services installation methodologies, q) Construction and installation methodologies of other structures not otherwise covered above. <p>All works on site shall be undertaken in accordance with the approved CMP.</p> <p>A copy of the approved CMP, and any conditions imposed on that plan, shall be kept on site at all times and made available to any officer of Council upon request.</p> | |
| 17. Notification to Neighbours | <p>Written notification shall be provided to landowners and residents who live adjacent to the proposed development or who may be impacted by the proposed works. The notification shall be provided a minimum of seven days prior to commencement of works relevant to each proposed stage. The notification shall include the expected date of commencement of works and a brief description of the works.</p> | <p>Noted – it is recommended the following condition be applied to the DA consent:</p> <p><i>Written notification shall be provided to landowners and residents who live adjacent to the proposed development or who may be impacted by the proposed works. Notification shall be provided a minimum of seven days prior to commencement of works relevant to each proposed stage. The notification shall include the expected date of commencement of works and a brief description of</i></p> |

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| | | <i>the works.</i> |
| 18. Unobstructed Footpath Access | <p>The person having the benefit of the consent shall maintain unobstructed footpath access within the public road reserve at all times. Building materials shall not be placed or stored within the road reserve.</p> <p>In the case of sites where it is not possible to keep the footpath or road reserve clear during construction works written approval from Council shall be obtained prior to any closing of the road reserve or footpath area. The closure shall take place in accordance with Council's written approval. The area shall be signposted, and such signposting be maintained in a way that ensures public safety at all times.</p> | <p>Noted – it is recommended the following condition be applied to the DA consent:</p> <p><i>The person having the benefit of the consent shall maintain unobstructed footpath access within the public road reserve at all times. Building materials shall not be placed or stored within the road reserve.</i></p> <p><i>In the case of sites where it is not possible to keep the footpath or road reserve clear during construction works written approval from Council shall be obtained prior to any closing of the road reserve or footpath area. The closure shall take place in accordance with Council's written approval. The area shall be signposted, and such signposting be maintained in a way that ensures public safety at all times.</i></p> |
| 19. Consolidation of Lots | <p>Prior to the commencement of Stage One (1), lots subject to this development consent shall be consolidated and registered at the NSW Land Registry Services and a copy of the registered plan shall be provided to Council.</p> | <p>Consolidation of land will occur as part of a future DA, likely the next Stage 2b. Consistent with the reasoning applied to and accepted under DA 10.2023.64.1, if this condition was applied to this DA, it would cause significant delay and prejudice the delivery of this important public interest project. This item will be progressed prior to subsequent stages of the development. At the time of the JRPP consideration the subject land was in the ownership of the Borg company. Oberon Council has progressed the matter with acquisition of the land and as such the assignment of this Concept Approval condition to subsequent stages of the development now presents little risk to achievement of the condition.</p> |

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| <p>20. Event / Operational Management Plan</p> | <p>An Event Management Plan (EMP) shall be provided to the consent authority with the development Application for the first stage.</p> <p>The EMP shall consider at a minimum:</p> <ul style="list-style-type: none"> • Event Management Plan • Communication Plan <p>Traffic and Car Parking Management Plan, including on-site and off-site parking arrangements and any “Special Event” would require a specific Traffic Management Plan that would be tailored to the event and may require provision for increased public transport use, the use of the overflow parking area and ride shuttles and suitable accredited traffic controllers</p> <ul style="list-style-type: none"> • Pedestrian Management Plan, including wayfinding signage • Traffic Control Plan • Acoustic Management Plan • Crime Risk Assessment <p>All EMPs shall be reviewed and updated after each event incorporating all lessons learnt and any agreed recommendations/ amendments.</p> | <p>An Event Management Plan will be prepared as part of Stage 2b of the development. It is suggested this condition not be applied to the proposed DA.</p> |
| <p>21. Landscaping</p> | <p>All future development applications must include:</p> <p>(a) detailed landscape plans identifying the vegetation to be removed or relocated, and the location of replacement plantings and additional landscaping.</p> <p>The plans must:</p> <p>(i) be prepared in consultation with Council;</p> <p>(ii) include relevant details of the species to be planted and the landscape treatments, including any pavement and</p> | <p>The proposed Landscape Plan, provided within the architectural plan set shows the inclusion of turf around the building constructed as part of this stage. Future stages will incorporate the planting of native species, which will significantly increase the biodiversity value of the site, providing foraging and future breeding habitat for many threatened species in the locality.</p> |

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| | seating areas. | |
| 22. Amenity | All future development applications must include an assessment of amenity impacts including solar access, visual privacy, view loss and light spill (including a lighting plan). | <p>The first stage of the development includes several discrete sections and will involve a number of staging DA/CCs.</p> <p>The proposed architectural plans, forming Stage 2a of the DA are generally consistent with the Concept Plan. The setbacks and location of the proposed building are consistent with the Concept Plan, ensuring mitigation of solar access, visual privacy and view loss impacts.</p> <p>A lighting plan will be included as part of future DA's, around the spectator seating.</p> <p>It is suggested this condition be applied to later stages/DA/CCs of the development.</p> |
| 23. Ecologically Sustainable Development | All future development applications must demonstrate how the principles of Ecologically Sustainable Development have been incorporated into the design, construction, and on-going operation of the new buildings. | Noted: please refer to the SoEE and supporting documentation. |
| 24. Disability Access | All future development applications for any new built form must be accompanied by a Disability Access Review to demonstrate an appropriate degree of accessibility in accordance with the Disability (Access to Premises - buildings) Standards 2010 (the Premises Standards). | A BCA Report has been prepared and supports the proposed DA. |
| 25. Waste | Where relevant, all future development applications must be accompanied by a Waste Management Plan to address storage, collection, and management of waste and recycling generated by the development. | The CEMP prepared by Crossmuller which supports the application, incorporates a waste management plan. |
| 26. Utilities | Where relevant, all future development applications must address the existing capacity and any augmentation | Essential services including electricity, water and sewer adjoin the site and can be connected to service |

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| | <p>requirements of the development on the provision of utilities, including staging of infrastructure through the preparation of an Infrastructure Management Plan in consultation with relevant agencies and service providers.</p> | <p>the development in accordance with the relevant authorities' requirements. Discussions are being held regarding encroachment onto Essential Energy land. Services will be designed, constructed, and formalised under a subsequent DA.</p> |
| <p>27. Air Quality</p> | <p>All future developments must take all reasonable steps to minimise dust generated during all works authorised by this consent. During construction, the Applicant must ensure that:</p> <ul style="list-style-type: none"> (a) exposed surfaces and stockpiles are suppressed by regular watering; (b) all trucks entering or leaving the site with loads have their loads covered; (c) trucks associated with the development do not track dirt onto the public road network; (d) public roads used by these trucks are kept clean; and (e) land stabilisation works are carried out progressively on site to minimise exposed surfaces. | <p>Noted.</p> <p>It is recommended this condition be applied to the DA consent (see also earlier conditions relating to the Construction Plan and Earthworks Plan) as follows:</p> <p><i>The person benefited by this consent must take all reasonable steps to minimise dust generated during all works authorised by this consent. During construction, the Applicant must ensure that:</i></p> <ul style="list-style-type: none"> (a) <i>exposed surfaces and stockpiles are suppressed by regular watering;</i> (b) <i>all trucks entering or leaving the site with loads have their loads covered;</i> (c) <i>trucks associated with the development do not track dirt onto the public road network;</i> (d) <i>public roads used by these trucks are kept clean; and</i> (e) <i>land stabilisation works are carried out progressively on site to minimise exposed surfaces.</i> |