ETHOS URBAN

22 August 2019

218990

Mr Jim Betts
Secretary
NSW Department of Planning, Industry and Environment
320 Pitt Street
SYDNEY NSW 2000

Attention: Megan Fu, Senior Planning Officer

RE: SSD 9670 Response to Submissions
Western Sydney University Innovation Hub, 2-6 Hassall Street, Parramatta

Dear Megan,

This letter, prepared on behalf of Western Sydney University (the Applicant) sets out a response to the submissions received in relation to SSD 9670 at 2-6 Hassall Street, Parramatta. An Environmental Impact Statement (EIS) for the Western Sydney University (WSU) Innovation Hub State Significant Development Application (SSDA) was publicly exhibited for a period of 28 days between 22 May 2019 and 19 June 2019.

Eight (8) local and State government agency submissions were received in response to the public exhibition of the SSDA. Over this period there were no public submissions. The Applicant, and the specialist consultant team have reviewed and considered the Department of Planning, Infrastrucutre and Environment's (DPIE) comments and have responded to the issues raised.

This letter sets out the Applicant's response to the issues raised, details the final project including a number of minor revisions to the SSDA. WSU and its consultant team have considered all issues raised in the submissions, and prepared a detailed response in this report and the accompanying documents, in accordance with Clause 85A of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation). To address issues raised in submissions, a range of documentation has been prepared. The following consultants' reports and supporting information have been updated and further supplement the material originally submitted in support of the EIS:

- Detailed Response to Agency Submissions prepared by Ethos Urban (**Appendix A**);
- Amended Architectural Drawings prepared by Tzannes + Blight Rayner (**Appendix B**);
- Amended Lanscape Drawings and Public Domain Plans (**Appendix C**);
- Design Integrity Response to Submissions Report by the Design Integrity Panel (**Appendix D**);
- Supplementary Transport Assessment report by Ason Group (**Appendix E**);
- Amended ESD Report by Floth (**Appendix F**);
- PFAS Assessment Letter by Douglas Partners (**Appendix G**);
- Supplementary Acoustic Response by Floth (**Appendix H**);
- Amended Shadow Studies by Tzannes + Blight Rayner (**Appendix I**).

The revised supporting documentation will enable the DPIE to complete its assessment of the proposal. This report should be read in conjunction with the EIS dated 8 May 2019, as relevant.

Design Integrity Panel Review

In accordance with the provisions of Clauses 6.13 and 7.10 of the *Parramatta Local Environmental Plan 2011*, a competitive design process was undertaken in accordance with the requirements of the City of Parramatta Council's *Design Excellence Competition Guidelines*, the Director General's *Design Excellence Guidelines* and Government Architect NSW's *Design Excellence Competition Guidelines.*

The competition was held between October to November 2018, with four high-calibre and experienced architectural firms invited to submit design proposals. A Jury of five suitably qualified members assessed the submitted designs during November and December 2018 and following deliberation, decided on the winning design of Tzannes + Blight Rayner.

Following the design competition process, and in accordance with the Design Competition Brief, the proposal underwent a design integrity process. This was to ensure that the detailed design development would maintain design excellence and exhibit general consistency with the jury's recommendations and winning design. This involved forming a Design Integrity Panel, established at the direction of the Government Architect NSW and in accordance with Section D17 of the Design Competition Brief.

At the Panel's meeting on 14 March 2019, it was determined that the design as detailed in the Architectural Drawings lodged with the SSDA maintained design excellence and did not depart from the jury's final recommendations. This was noted in the Design Excellence Integrity Report, which was prepared by the Design Integrity Panel and accompanied the lodgement of the SSDA, which also documented the design excellence integrity process which was undertaken in association with the design development and documentation of the SSDA prior to lodgement.

Following the exhibition period of the SSDA, the applicant further developed the design of the scheme to respond to matters raised by agencies during the exhibition period for the purposes of preparing an RTS. Accordingly, the Design Integrity Panel was reconvened to review the proposed design changes. The Panel consisted of the following three members:

- Rory Toomey (Chair) – Principal, Design Excellence, Government Architect NSW[1];
- Kim Crestani – City Architect, City of Parramatta Council; and
- David McCracken – Director, VODA Management.

A Design Integrity Response to Submissions Report has been prepared (refer to **Appendix D**) which documents the design excellence integrity process undertaken following the exhibition of the SSDA and in the preparation of the Response to Submissions and Amended Proposal design for the above project.

[1] Replacing Lee Hillam (previous Chair) – A/ Director of Design Excellence, Government Architect NSW.

1.0 Key issues and proponent's response

This section of the RTS provides a response to the following key issues raised by government agencies and authorities during the public exhibition of the SSD DA:

- Variations to the site-specific DCP;
- Public domain design;
- Pedestrian impact assessment; and
- Freight and servicing.

A response to each of the individual issues raised by agencies is provided in the table in **Appendix A**. An overview of the parties who made submissions and their key issues for consideration is provided below. Other issues which require further assessment, such as detailed assessments against statutory policies and plans are considered in **Section 3.0**.

Nine (9) submissions (inclusive of the Department's letter) were received from government agencies and authorities in response to the exhibition of the EIS. No submissions were received from the general public.

Specifically, responses were received from:

- Department of Planning, Infrastrucutre and Environment (DPIE);
- City of Parramatta Council (Council);
- NSW Office of Environment and Heritage (OEH);
- Heritage Division, OEH;
- Transport for NSW (TfNSW);
- NSW Environmental Protection Authority (EPA);
- Roads and Maritime Services (RMS);
- Sydney Water; and
- Endeavour Energy.

A number of these submissions confirm that the relevant agency or authority had no further comment on the application, or simply provided guidance on recommended conditions. These include the submissions from OEH, Heritage Division of OEH, RMS, Sydney Water and Endeavour Energy.

1.1 Variations to the Site-Specific DCP

Council's submission notes that the proposal is inconsistent with the site-specific DCP building envelope controls for the site. Council's submission also states that the variations from the site specific DCP are considered to be unsatisfactory due to the impacts on surrounding development, include the Lancer Barracks and the Commercial Hotel.

1.1.1 Proponent's response

Whilst the variations to the site specific DCP setbacks are acknowledged, the proponent maintains that the proposal delivers the optimal built form and urban design outcome for this prominent Parramatta CBD site. These variations were discussed and justified in significant detail within the EIS (Section 5.1.4 and Section 5.3).

In the first instance, it is important to re-iterate that in accordance with Clause 11 of *State Environmental Planning Policy (State & Regional Development) 2011*, the provisions of a DCP do not apply to State Significant Development. Therefore, it is not correct to categorise the development as 'non-compliant' with development

controls that do not apply to this development. Notwithstanding this, the key argument made within the EIS which is supported by the GANSW Design Competition Jury Report and Design Integrity Report is that the proposed development, whilst informed by the site specific DCP, departs from it to create a development that achieves design excellence and ensures the optimal built form and urban design outcome is achieved for the site having regard to a number of considerations.

As discussed in the Heritage Impact Statement and Section 5.6.1 of the EIS, the proposal will not result in any unacceptable impacts on these two heritage items. Rather, the proposal has been informed holistically by scale and context of these two heritage items through a design excellence process. This is further reinforced by the submission received from the Heritage Division of the Office of Environment and Heritage, which notes:

- The Heritage Division supports the conclusion of the Heritage Impact Statement that the proposal at 2B-6 Hassall Street Parramatta will have an acceptable impact on heritage items near the site; and
- It is acknowledged that the proposal includes several positive aspects that respond to its immediate heritage context, including the public view lines from the public spaces through to Lancer Barracks, potential future connection with the Lancer Barracks and the alignment of the tower soffit datum with the rooftop of the Commercial Hotel. Therefore, the Heritage Division does not raise objections to the proposed development on the subject site.

Furthermore, the purpose and status of DCPs is to provide guidance in achieving land use zone objectives, and where a proposal does not comply with DCP controls, the consent authority is to be flexible in applying those provisions and allow for “reasonable alternative solutions" that achieve the objectives of those standards for dealing with that aspect of the development. The proposed development achieves a superior outcome for the site compared to an outcome driven by the building envelope controls in the DCP for the reasons discussed in the comparative analysis in the EIS and provides a reasonable alternate solution that is the result of a competitive design process and Design Integrity Panel process.

1.2 Public domain design

Council’s public domain team has made a number of detailed recommendations in relation to the proposal’s public domain design. These include (but are not limited to) the design of the potential future through site link to the Lancer Barracks (should this possibility ever eventuate) and the activation of the Hassall Street frontage.

1.2.1 Proponent’s response

Potential future through site link

Council has requested that further information be provided on how the potential future through site link to the Lancer Barracks could work, with design options and levels to be provided.

As discussed in Section 3.4.2 of the EIS, throughout the refinement of the Planning Proposal and the Design Competition Brief and in consultation with the City of Parramatta Council, a key consideration was future proofing the proposal to enable a potential connection to the adjacent Lancer Barracks in the event that the Lancer Barracks was repurposed as public open space in the future. As there is no certainty on this outcome, the design of the proposal must be flexible enough to function internally if this outcome never eventuates.

The design as lodged at the Lancer Barracks interface included a landscaped area providing a transition to the Lancer Barracks boundary. Fronting this landscaped area, was a set of angled stairs which would serve as a breakout space for students and office workers utilising the plaza and retail areas, designed to be easily adapted in the event that the Lancer Barracks is released as public open space in the future.

In order to provide further flexibility, the design of these northern stairs / breakout space has been further refined, as described in **Section 2.0**, and shown in **Figure 1**. The design allows adaptation for a DDA compliant ramp traversing both the subject site and the Lancer Barracks, as shown in **Figure 2**. This option retains and integrates

the proposed stairs with the DDA design, retains the proposed timber decking, and retains the potential for mass planting and feature trees between ramps.

The design shown in **Figure 2** represents one of a number of potential design options which the proposed rear decking area could accommodate. Any future design linking into the Lancer Barracks will be subject to further consultation should the Lancer Barracks be repurposed, or should there be an appetite in the short to medium term to provide a pedestrian link over the Barracks landholdings.

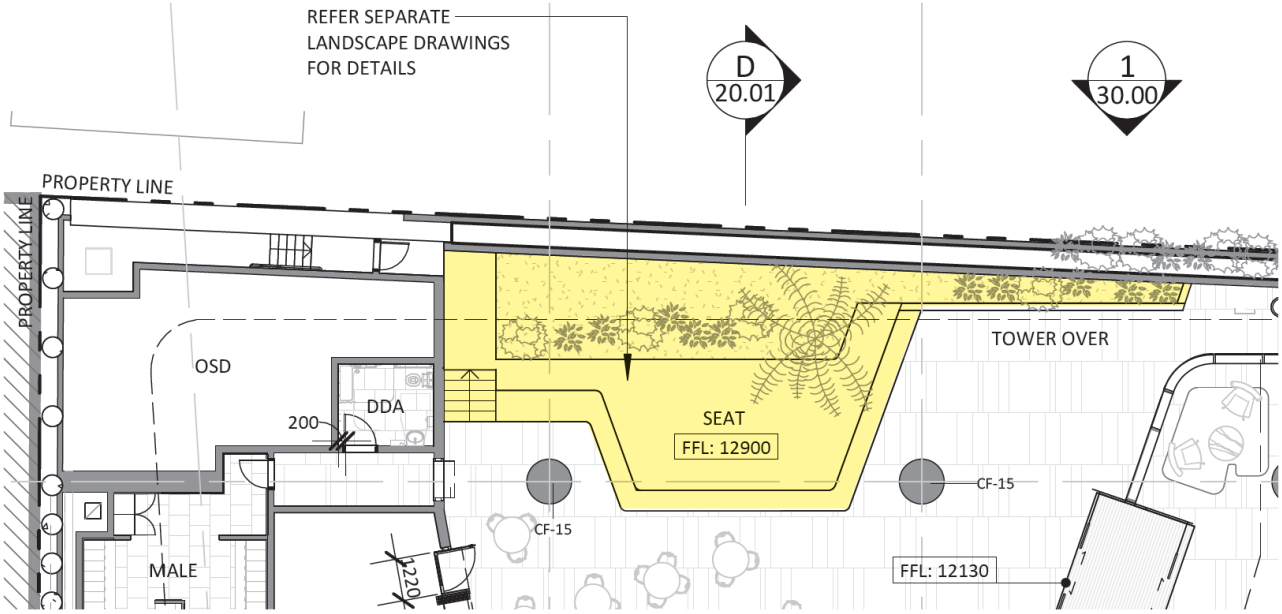

Figure 1 Proposed rear decking / breakout space

Source: Tzannes + Blight Rayner

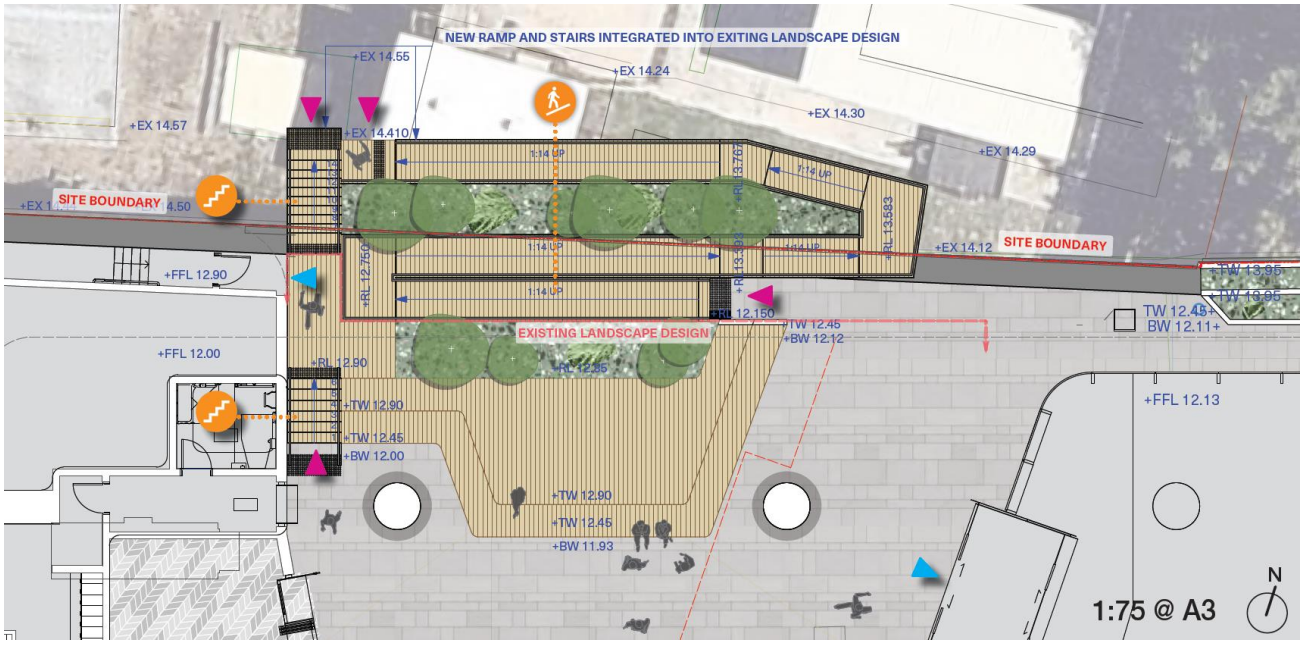

Figure 2 Potential through-site link option to Lancer Barracks (showing conversion of proposed decking area)

Source: ASPECT Studios

Activation of Hassall Street

Council has commented in their submission that the Hassall Street frontage presents a lack of activation through the combination of a driveway and a substation and the presence of a lab. Council recommends that a redesign is considered to present better activation.

The applicant does not agree with this comment, with particular reference to the GANSW Design Competition Jury Report and Design Integrity Report which clearly notes a key feature of the proposal which contributes to design excellence being the proposal's Hassall Street presentation and the activation it provides by effectively extending the public domain and pedestrian activity through the site. Specifically, as noted in the EIS:

- The proposal has been designed to create a strong street address with a high level of street front activation. This is facilitated by the large north-south plaza which is three-storeys in scale and which extends from 6.1m to 18.7m in width. The plaza includes active edges through the provision of ground floor retail tenancies along the western boundary and full height glazing along the eastern boundary encouraging sight lines to the lower ground floor educational 'makers space' space and ground floor lobby of the University. Removing mass from this portion of the building enhances site permeability and provides a highly legible and defining site entry.
- Elevating the tower three levels above ground and carving out a lower ground space creates a public and university realm with potential to showcase multiple engineering activities including robotics, maker spaces, collaborative spaces, exhibition spaces.
- As the building will accommodate WSU's Engineering and Innovation Hub, it was a key design principle to characterise and showcase the complex structural engineering of the building. As such, when approached from Hassall Street, the large columns and the structural bracing are showcased to create a strong building identity.

With regard to the driveway and substation, they have been located in the most logical position considering the site's constraints. In particular, the site has a single road frontage, therefore Hassall Street is the only opportunity for vehicular entry. In addition, the substation has been located at ground level fronting Hassall Street to comply with Endeavour Energy's access requirements.

Other detailed recommendations

Council's submission also includes a number of detailed recommendations relating to public domain matters. The majority of these have been addressed through the amended design (refer to **Section 2.0**) and are individually addressed in the detailed response to submissions table in **Appendix A**.

1.3 Pedestrian impact assessment

TfNSW notes that the transport assessment submitted with the EIS considers pedestrian impacts from the proposed development, and that the analysis includes survey data of pedestrians travelling from the Parramatta interchange to the site. It acknowledges that the assessment applies Fruin principles to determine a Level of Service (LOS) C for queuing at the pedestrian area at the Station Street / Hassall Street intersection.

However, TfNSW also notes that an assessment of the adequacy of other pedestrian facilities, including footpath widths along the desire line to/from the Parramatta interchange, has not been undertaken, noting that a potentially constrained location would be the section of footpath along the western side of Station Street, adjacent to the station car park.

TfNSW has recommended that the Applicant undertake further assessment of the adequacy of pedestrian facilities including:

- Fruin analysis of walkways and any pedestrian pinch points along desire lines to public transport nodes.
- Measures to improve any constraints or pedestrian safety concerns.

The analysis should have regard to the potential bunching of pedestrians due to nearby signalised pedestrian crossings and interaction of passengers alighting from public transport and the nearby railway station and interchange.

1.3.1 Proponent's response

A further assessment of the adequacy of pedestrian facilities of walkways and pedestrian pinch points along desire lines to and from the Parramatta Transport Interchange and the subject site, factoring in existing and proposed (future) pedestrian traffic from the proposed development has been undertaken by Ason Group in a Supplementary Transport Assessment report (**Appendix E**).

To further expand on the analysis provided with the Transport Assessment provided in the EIS, the supplementary transport assessment report includes pedestrian Level of Service (LoS) results for all four waiting zones of the Hassall Street / Station Street East intersection and all four crosswalks between waiting zones. It also considers the LoS of footpaths along the desire lines, in particular, the section of footpath along the western side of Station Street as identified by TfNSW.

In relation to the four waiting zones at the intersection of Hassall Street and Station Street East, the further assessment has found that following the construction and operation of the proposed development:

- All waiting zones will operate at LoS A, which is more than an acceptable level;
- Crosswalks between the south-west and south-east corners of the intersection will operate at LoS A, which is more than an acceptable level;
- Crosswalks between the north-west and north-east corners of the intersection will operate at LoS C, which is an acceptable level;

In relation to the performance of footpaths along desire lines to and from the transport interchange, all footpaths (including the western side of Station Street) will operate at LoS A. Accordingly, the pedestrian impacts of the proposal are considered acceptable, and no further measures are required to improve conditions.

1.4 Freight and servicing

TfNSW notes that the proposal includes two Small Rigid Vehicle (SRV) bays to service the building, which is potentially insufficient. TfNSW has recommended that the applicant provides an assessment of the projected freight and servicing movements (number and type by day) and a draft management plan to better understand the requirements for freight and how these movements would be managed.

1.4.1 Proponent's response

A further assessment of the projected freight and servicing movements (number and type by day) has been undertaken by Ason Group and included in the Supplementary Transport Assessment report (**Appendix E**). Also included in the report is a Draft Loading Dock Management Plan, which details the expected freight and servicing demands of the proposal.

The assessment identifies that, based on the known operational data of the 1 Parramatta Square (WSU) project and WSU's requirements, up to three (3) service vehicles could require access to the building in the servicing peak. Based on information provided by the Sydney Coordination Office in relation to the commercial component of the development, the assessment anticipates that up to six (6) service vehicles may require access to the building in the servicing peak.

Therefore, in total, up to nine (9) service vehicles could require access to the basement during the servicing peak hour, which equates to approximately one (1) vehicle every 15 minutes for each of the bays. Of these, it is anticipated that three (3) would be couriers and three (3) would be trucks. Noting that some couriers, who over time would become familiar with the building arrangements following regular servicing runs, would require less than this time to deliver goods, the proposed servicing bays are therefore deemed to be sufficient to accommodate the servicing demands of the development.

The Draft Loading Dock Management Plan provides further measures to ensure the smooth operation of the loading bays, including the requirement to implement a booking system to ensure commercial / service vehicles and other vehicles accessing the loading dock would not overlap in utilising the internal loading docks. To reduce potential

conflict internally, vehicle congestion at the access point, and vehicle waiting times, regular deliveries and servicing (waste collection, commercial deliveries, and the like) will have an established time allocation, thereby restricting the use of the loading area to that vehicle. Further consultation by the building management with Council and the commercial tenancies would allow for the creation of a suitable schedule for regular deliveries and servicing.

2.0 Amended Proposal

A number of minor design changes have been made in response to submissions received from government agencies and to reflect design development. In addition to this, the applicant has commenced the development of the fit-out design concurrently, which will be the subject of a separate application. As such, the base building is required to be adjusted to accommodate the fit-out design as currently planned.

Images illustrating some of the changes are provided in the figures below, with the remaining changes shown in red clouding in the amended Architectural Drawings prepared by Tzannes + Blight Rayner (**Appendix B**). All proposed design changes are listed in **Table 1**.

Table 1 Schedule of proposed design amendments

Level / Plan	Proposed Amendment	Dwg Ref No.
Basement Level	• Reconfigured WSU ground floor / subterranean space • Minor design refinements to back of house facilities and services facilities • Stairs down to subterranean university level re-orientated from east-west to north-south (refer to **Figure 3** below) • Provision of a shuttle lift from the ground floor WSU lobby to the subterranean university space • Provision of an additional two (2) car spaces (total of 15) • Provision of four (4) motorcycle bays • Provision of an additional four (4) EOT bike spaces (total of 182)	Basement / 10.00 Ground floor / 10.01
Ground Floor	• Amended shoreline strategy including varied paving material around the bracing and exposed pylons • Relocation of bike parking racks onto the Hassall Street footpath, provision of four (4) additional racks (14 in total) • Minor reconfiguration / rationalisation of the tenancies within the retail building and materiality change to concrete to match core (refer to **Figure 4** below) • Deletion of WSU lobby café • Amendments to northern landscaping and seating area fronting the public domain • Stairs down to subterranean university level re-orientated from east-west to north-south • Provision of a shuttle lift from the ground floor WSU lobby to the subterranean university space • Sloped lift lobby levelled, with the introduction of stairs up to the WSU lobby and platform lift • Provision of an additional 28 EOT lockers (totalling 198), and one (1) additional shower (totalling 20)	Ground floor / 10.01
Level 1	• Planter to retail roof revised to suit rationalised retail building form	Level 01 / 10.02
Level 11 and 12	• Floor to floor height adjusted to allow flush threshold access to L12 terrace	Elevations and Sections
Level 19	• Reconfiguration of the cooling tower enclosure (refer to **Figure 5**)	Level 19 / 10.12
Roof	• Lift over-run height raised from RL 91.50 to RL 92.00 • Overall building height increase of 150mm as a result of proposed cooling tower enclosure (from RL 94.30 to RL 94.45) and floor to floor height adjustments on Levels 11 and 12 • Horizontal louvre for general exhaust added	Roof / 10.13
Elevations	• Core finishes clarified to allow for flexibility of construction. Finish to be pre-cast concrete panels and/or off form concrete	East elevation / 30.01

Figure 3 Re-orientated stairs down to WSU lower ground floor space

Source: Tzannes + Blight Rayner

Figure 4 Reconfigured / rationalised retail tenancies and materiality change to concrete

Source: Tzannes + Blight Rayner

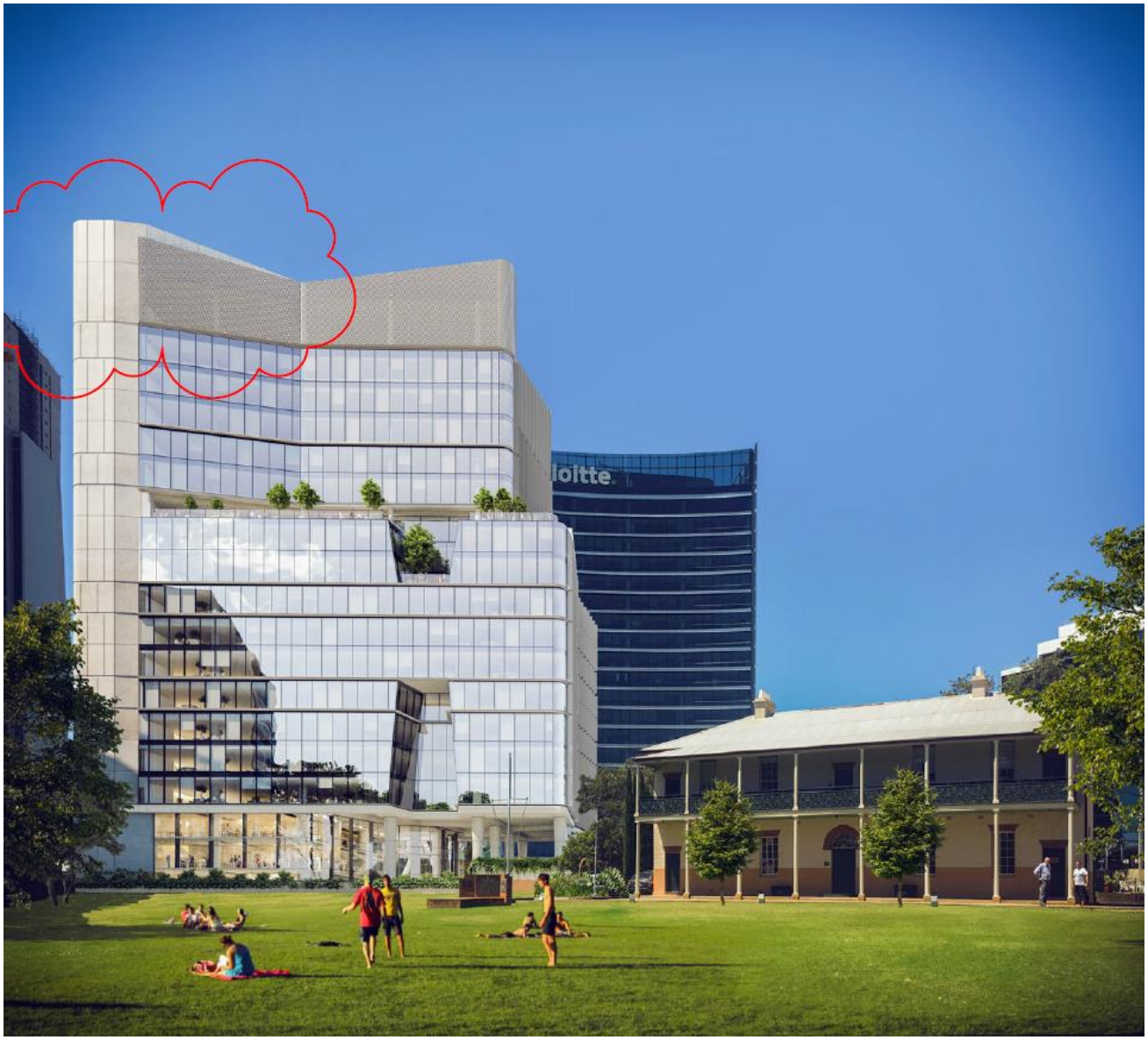

Figure 5 View of northern elevation and rationalised roof enclosure

Source: Tzannes + Blight Rayner

3.0 Additional information and assessment

3.1 Additional information

The various agency submissions received during the exhibition period request additional information in relation to a number of matters. These matters are addressed in detail in the Detailed Record and Response to Submissions report in **Appendix A**. The additional reports prepared are listed below:

- Amended ESD Report by Floth (**Appendix F**);
- PFAS Assessment Letter by Douglas Partners (**Appendix G**); and
- Supplementary Acoustic Response by Floth (**Appendix H**).

3.2 Roof design

Tzannes + Blight Rayner have further developed the detailed design of the cooling tower enclosure on the roof line. This design change has been presented to and supported by the Design Integrity Panel, as noted in the Design Integrity Panel Report in **Appendix D**. The tower enclosure will continue the concrete materiality of the core, which will ensure it reads as a single unifying element with the rear core. The proposed design change is minor and is consistent with the theme of the design of the building as lodged.

3.3 Overshadowing

The amended proposal will result in a 150mm increase in the overall height of the building. This negligible increase ensures the building is well within the maximum height limit of 86m (maximum proposed height of 83.19m).

Section 5.4.1 of the EIS and the shadow diagrams included in Appendix B of the EIS provided a comprehensive assessment of the shadow impacts of the proposal, where it was determined that the proposal would be acceptable from an overshadowing perspective as it:

- allows greater solar penetration through the site by presenting a modulated building height up to 19 storeys which is well below the 22 storeys permitted under the proposed maximum building height control;
- does not contribute to any significant additional overshadowing due to the existing high-density development within the street block which includes buildings greater in height and massing than the proposal;
- does not contribute any overshadowing to significant areas and public spaces including the Lancer Barracks, Jubilee Park or Parramatta Square; and
- will not directly inhibit surrounding residential developments living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter.
- Considering the site's CBD context and the absence of additional overshadowing to significant public places, the proposal is considered appropriate from an overshadowing perspective

Updated shadow diagrams have been prepared for the amended proposal, which illustrate the difference between the shadows cast by the proposal as described in the EIS, and the amended proposal (refer to **Appendix I**). In the worst-case scenario, the amended proposal casts minor additional overshadowing to 13-15 Hassall Street (located at the south-west corner of Hassall Street and Charles Street) for a brief period between 2-3pm on 21 June. At all other times of year, the difference in shadow impacts between the EIS proposal and the amended proposal is negligible.

To this end, the assumptions and assessment made in the EIS is considered to remain unchanged, in particular given the proposal is well within the existing height limit on the site. Accordingly, considering the site's CBD context and the absence of additional overshadowing to significant public places, the proposal is considered appropriate from an overshadowing perspective.

3.4 Traffic and Transport

The amended proposal will result in an additional:

- Two (2) car spaces (total of 15)
- Four (4) motorcycle bays
- Four (4) EOT bike spaces (total of 182)

The proposed increase in additional car, motorcycle and bike spaces is considered negligble, and unlikely to alter the conclusions of the Transport Assessment submitted with the EIS (**Appendix G**) and the assessment in Section 5.5 of the EIS, in relation to operational daily trip generation and cumulative traffic generation. The additional parking is still within the maximum permitted by the site-specific parking clause which will applies to the site.

4.0 Final mitigation measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 2** below. These measures have been derived from the previous assessment in the RTS and EIS, as relevant, and those detailed in consultants' reports.

Table 2: Mitigation Measures

Mitigation Measures
Wind Impacts
• Inclusion of horizontal screening, such as a canopy or art work, elevated above ground level through the plaza. • Inclusion of planting or localised screening, such as an art work, signage or baffle screens, throughout the plaza. • Inclusion of 1.5m impermeable balustrades surrounding the Level 12 terraces.
Transport, traffic, parking and access
• WSU will encourage student travel by existing public transport networks and raise awareness of the future public transport options including the Parramatta Light Rail and the Sydney West Metro. • A Final Loading Dock Management Plan (LDMP) can be prepared to limit servicing to outside peak commuter periods, therefore minimising the interaction of peak pedestrian flows with servicing vehicles. • Construction traffic will be managed in accordance with the management principles outlined within the Traffic Impact Assessment at Appendix G of the EIS.
Heritage and historical archaeology
• An unexpected finds protocol will be implemented throughout construction. Depending on the nature of the find and its confirmation as an European or Aboriginal object, then the relevant regulatory authorities would be contacted for further advice.
Noise and vibration
• The proposal is to provide the recommended minimum glazing construction set out within Appendix T of the EIS • Mechanical plant noise emissions can be controlled to acceptable levels at the nearest noise sensitive receivers with attenuation to the intake and discharge paths to the Level 18 plant room. A detailed review of all external mechanical plant and equipment will be undertaken at CC stage (once plant selections and locations are finalised). • Any outdoor alfresco dining be limited to 7am to midnight unless an acoustic assessment is conducted during the fit-out stage that considers additional noise control measures. • Acoustic and vibration management measures will be implemented through refinement of the CMP at the construction stage.
Infrastructure and Utilities
• Ongoing consultation and design development with the relevant utility providers will be undertaken throughout the design development and construction process.
Water Cycle Management
• Stormwater and water quality measures will be implemented in accordance with the Overland Flow Assessment and Stormwater Management Report in Appendix L of the EIS, and in conjunction with this, the amended Ecologically Sustainable Development Report in Appendix F of the RTS.
Waste Management
• Adequate waste storage facilities will be provided to service the mix of uses • Waste management and minimisation principles outlined within OWMP and the CWMP will be implemented (Appendix CC of the EIS).
Construction Management
• Construction activities will be performed in accordance with the Construction Management Plan (Appendix Z of the EIS) and the Construction Traffic Management Plan (Appendix G of the EIS) which details full mitigation measures to manage environmental impacts.
Geotechnical Impact and Structural Adequacy
• The detailed design will be informed by the Geotechnical Report (Appendix M of the EIS) and the detailed structural design will be developed in accordance with the NCC and the BCA.
Crime and Public Safety
• Operate in accordance with WSU's security measures and integrate recommendations of the CPTED report into the detailed design.

Mitigation Measures
Lighting
• All lighting emissions from the site will be control in order to comply with the requirements of Australian Standards AS 4282 and AS/NZS 1158.3.1. • Select lighting will be dimmed after curfew hours and will increase in illumination in response to movement to ensure safety and security are not compromised.
Contamination
• Upon completion of all early works on site (the subject of separate approved DAs), a Site Audit Statement will be prepared to confirm that the site is suitable in accordance with the findings of the DSI. As a result, all investigations and work related to contamination will be completed prior to the commencement of construction work on the proposed Engineering Innovation Hub.

5.0 Conclusion

WSU and their consultant project team have considered all submissions made in relation to the public exhibition of the Western Sydney University Innovation Hub. A considered and detailed response to all submissions made has been provided within this report and the accompanying documentation.

In responding to and addressing the range of matters raised by government agencies and authorities and independent bodies, WSU has made minor refinements to the proposal, in close consultation with the Design Integrity Panel.

It has been demonstrated that the environmental impacts of the proposed development remains generally consistent with the assumptions made in the EIS. The proposal remains a high-quality development that will on balance, provide significant benefits to the future of the City of Parramatta. The proposal will deliver a significant piece of economic and social infrastructure that will support 942 jobs (construction and supply industry) during the construction phase and potential to accommodate 1,330 full-time equivalent (FTE) jobs on an ongoing basis during the operational phase.

The proposed development as amended still warrants approval for the following reasons:

- it will facilitate WSU's large-scale transformative program and assist in delivering a world-class research facility and therefore contribute to the generation of knowledge-based employment opportunities for the local economy;
- it will facilitate a development consistent with the draft height and FSR controls proposed within Council's CBD Planning Strategy and in accordance with the recently gazetted site specific Planning Proposal for the site (and controls contained in the new Clause 7.15 of the Parramatta LEP;
- it will facilitate the developer of a high-quality building capable of hosting progressive and world class engineering courses;
- the project will contribute to the delivery of high quality commercial floorspace in a locality well serviced by public transport;
- it relates to the deliver a state-of-the-art educational establishment for students, employees and the local community;
- it has the capacity to create new jobs during the construction and operational phase of the development;
- It has been subject to a competitive design process in which a jury has determined that it achieves design excellence and a high level of environmental sustainability; and
- it will facilitate the economic and orderly development of land.

Given the planning merits described above, and the significant public benefits associated with the proposed development, it is recommended that this application be approved.

Yours sincerely,

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