



Planning

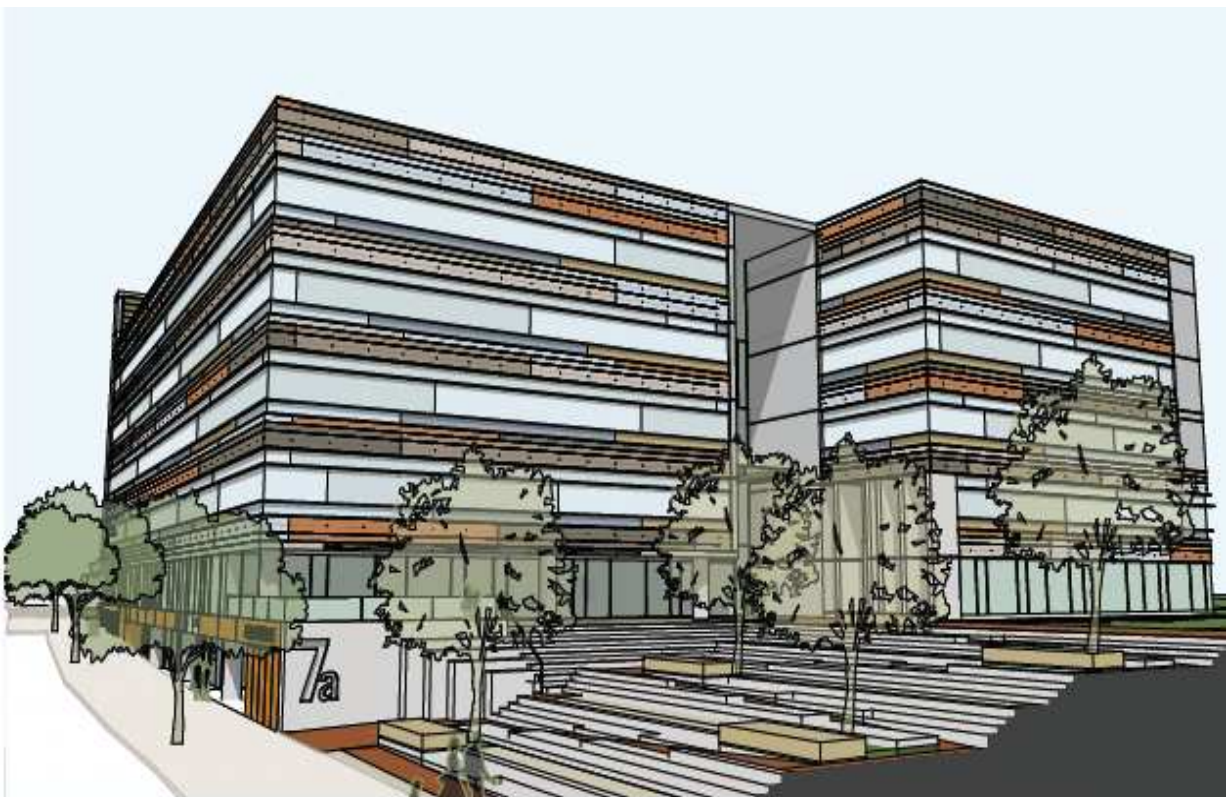
MAJOR PROJECT ASSESSMENT
Building A, 7 Parkview Drive, Sydney
Olympic Park

MP 07_0157

Director General's Environmental Assessment
Report

Section 75I of the *Environmental Planning and
Assessment Act 1979*

September 2010



© Crown copyright September 2010
NSW Department of Planning
www.planning.nsw.gov.au

Disclaimer:

While every reasonable effort has been made to ensure that this document is correct at the time of publication, the State of New South Wales, its agents and employees, disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document.

EXECUTIVE SUMMARY

This report is an assessment of a project application seeking approval for the construction of a new 5-storey commercial building (known as 'Building A') containing 13,253m² of GFA and associated works at 7 Parkview Drive (Lot 88 DP 870992), Sydney Olympic Park, pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The CIV of the proposal is \$41,500,000 and the proposal will create 120 construction and 1,200 operational jobs.

On 4 October 2008, the Minister for Planning formed an opinion that the project is a major project under clause 14 of Schedule 2 to the MD SEPP, being a development on land within the Sydney Olympic Park with a CIV of more than \$5 million. The Minister is the approval authority.

The Environmental Assessment was exhibited for a 31 day period from 24 February 2010 until 26 March 2010. The Department received 6 submissions from public authorities and no public submissions. Key issues raised in the submissions included car parking provision and traffic impacts, building design and finishes, and impacts from surrounding major event facilities.

On 5 July 2010, the proponent submitted a Preferred Project Report (including a Response to Submissions) to address issues raised by the Department, other government authorities and the public.

The Department has assessed the merits of the project and is satisfied that the impacts of the proposed development have been addressed via the PPR and Statement of Commitments, and can be adequately managed through the recommended conditions of approval.

The Department is also satisfied that the site is suitable for the proposed use. The proposal is consistent with strategic planning objectives, including the State Plan and draft West Central Subregional Strategy, and will provide significant social and economic benefits to the locality, including providing 13,253m² of commercial and retail floor space, activating the streetscape, and supporting growth of Sydney Olympic Park.

Accordingly, the Department considers the project is in the public interest and recommends that the project be approved, subject to conditions.

The Proponent has made reportable political donations and accordingly, the Planning Assessment Commission will be the determining authority in accordance with current delegations.

CONTENTS

EXECUTIVE SUMMARY	i
1 BACKGROUND	1
1.1 THE SITE	1
1.2 SURROUNDING DEVELOPMENT	1
1.3 STRATEGIC CONTEXT	2
2 PROPOSED DEVELOPMENT	5
2.1 THE PROPOSED DEVELOPMENT	5
2.2 PREFERRED PROJECT REPORT (PPR)	7
3 STATUTORY CONTEXT	8
3.1 MAJOR PROJECT DECLARATION	8
3.2 PERMISSIBILITY	8
3.3 DIRECTOR GENERAL'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (DGRs)	8
3.4 OBJECTS OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979	8
3.5 SECTION 75I(2) OF THE EP&A ACT	9
3.6 ENVIRONMENTAL PLANNING INSTRUMENTS (EPIs)	10
4 CONSULTATION	12
4.1 PUBLIC EXHIBITION	12
4.2 SUBMISSIONS RECEIVED ON ENVIRONMENTAL ASSESSMENT	12
5 ASSESSMENT	16
5.1 BUILT FORM, URBAN DESIGN AND LANDSCAPING	16
5.2 TRANSPORT AND TRAFFIC IMPACTS	19
5.3 FLORA AND FAUNA IMPACTS	21
5.4 ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD)	22
5.5 MAJOR EVENTS	23
5.6 PUBLIC INTEREST	23
6 CONCLUSION	25
7 RECOMMENDATION	26

APPENDIX A. ARCHITECTURAL PLANS

**APPENDIX B. DIRECTOR GENERAL'S ENVIRONMENTAL ASSESSMENT
REQUIREMENTS**

APPENDIX C. ENVIRONMENTAL ASSESSMENT

APPENDIX D. PREFERRED PROJECT REPORT/RESPONSE TO SUBMISSIONS

APPENDIX E. AGENCY SUBMISSIONS

1 BACKGROUND

1.1 THE SITE

1.1.1 Site inspection

The site was inspected by Department officers on 23 March 2010.

1.1.2 Site location and description

The site is known as 7 Parkview Drive, Lot 88 DP 870992 located within the Sydney Olympic Park (SOP) (**Figure 1**). The site is located within the Parkview Precinct and Building A forms the north-western corner of the site, and will cover an area of 3,400m². The site is located in the Auburn Local Government Area (LGA), and is bound by the proposed Murray Rose Avenue to the south, New Street to the east, a storage facility to the north and car park to the west. The proponent is GPT RE Limited.



Figure 1: Site Location

The site is located 14 km west of the Sydney CBD and 8km east of the Parramatta CBD. It is 1.5km from the Great Western Highway and Homebush Bay Drive intersection, and approximately 500 metres from Sydney Olympic Park train station.

The site currently contains a large warehouse, associated office building and car park.

1.2 SURROUNDING DEVELOPMENT

Surrounding development consists of:

- a storage facility for industrial materials adjoins the site to the north, with the Brickpit located beyond the storage area;
- the Badu mangrove wetlands are located to the east of the site;
- a number of 1-2 storey commercial buildings are located to the south of the site; and

- a car park adjoins the site to the west, with the Sydney Showground, exhibition halls and the dome beyond the car park.

The subject site and its surrounds is shown in **Figure 2** below.



Figure 2: Subject site and surrounds

1.3 STRATEGIC CONTEXT

1.3.1 NSW State Plan

The proposed commercial/retail development is consistent with the relevant objectives of the State Plan, including “to increase business investment and support jobs”. The proposal will increase the supply of new commercial development within SOP and support its role as an expanding specialised business centre.

1.3.2 Sydney Metropolitan Strategy

The Sydney Metropolitan Strategy, developed to support continuing economic growth of Sydney and enhance its standing as a global city identifies SOP within the West Central subregion, and has an employment capacity target of 61,000 for the region. SOP is further identified as a specialised centre, with the Olympic Park/Rhodes area to provide 25,000 jobs by 2031.

With the provision of 120 construction and 1,200 operational jobs, the proposal will therefore contribute to the provision of these additional jobs for the region.

The strategy also indicates that the revised Sydney Olympic Park Master Plan, Vision 2025 (since superseded by the Sydney Olympic Park Master Plan 2030) be completed to ensure the park achieves a balance between its core role as a regional sporting and specialised business centre, and its potential for residential development.

1.3.3 Draft West Central Subregional Strategy

The Draft West Central Subregional Strategy has an employment capacity target of 61,000 additional jobs by 2031, and an additional 12,000 jobs for the Olympic Park Specialised Centre.

Sydney Olympic Park is considered to have excellent potential as a future Business Park due to its ideal location within the metropolitan area and good access to public transport infrastructure. Sydney Olympic Park Authority, in consultation with the Department of Planning and Auburn Council, is also to investigate the potential expansion of Business Park development in Sydney Olympic Park. The proposal would therefore assist in contributing to employment capacity targets for the Auburn LGA and the development of the business park precinct within SOP.

1.3.4 Sydney Olympic Park Master Plan 2030 (MP 2030)

Master Plan 2030 was adopted by the Minister for Planning on 10 March 2010 and supersedes Master Plan 2002. Master Plan 2030 aims to:

- provide a comprehensive approach to the development of Sydney Olympic Park;
- ensure Sydney Olympic Park becomes an attractive and vibrant town within the Metropolitan Sydney;
- protect the role of Sydney Olympic Park as the premier destination for cultural, entertainment, recreation and sporting events;
- protect and enhance the public domain;
- protect and enhance the Sydney Olympic Park parklands; and
- provide detailed planning and design principles and controls to encourage development that responds to its context and contributes to the quality of the built environment and the future character and cultural significance of the site.

The subject site is identified as being within the Parkview Precinct in MP 2030, as shown in **Figure 3** below.



Figure 3: Parkview Precinct (SOP MP 2030)

The Parkview Precinct adjoins the Central Precinct. It is defined by Australia Avenue, Bennelong Parkway and the parklands to the east and the Brickpit to the north. Its existing industrial and commercial uses will progressively give way to a higher density, mixed use precinct incorporating community, educational, commercial and residential uses to create a

compact urban neighbourhood with a vibrant and leafy street character (refer **Figure 4** for an illustrative plan for the Precinct).

A network of new streets will transform the precinct into a walkable neighbourhood with good connections to the parklands. A spine of community and school uses and open space will occupy the blocks bounded by Dawn Fraser Avenue and Murray Rose Avenue. This corridor is an extension of the open space spine that links the town to the parklands.

The area will be characterised by a transition in scale from larger, more urban building forms to lower buildings along Bennelong Parkway. A new pocket park will be located in the neighbourhood and, with the landscaped developments along the parkland edge, will give the precinct a green leafy character.



Figure 4: Parkview Precinct Illustrative Plan (SOP MP 2030)

2 PROPOSED DEVELOPMENT

2.1 THE PROPOSED DEVELOPMENT

2.1.1 Project Application Overview

Approval is sought for construction of Building A within the 7 Parkview Drive precinct of Sydney Olympic Park. Specifically, the Proponent is seeking approval for the following:

- Demolition of the majority of the existing warehouse on the former Samsung site (while retaining the existing offices, one bay of the warehouse and the associated car park);
- Construction of a 5-storey commercial building containing 13,253m² of GFA (including 112m² of retail space) to a maximum height of 22.75m to the top of the building parapet (or 26.7m to the roof plant);
- 3 levels of basement parking containing 231 car spaces, 105 bicycle spaces (91 for employees and 14 for visitors) and 22 motorcycle spaces; and
- Landscaping and a temporary link road connecting Parkview Drive with Murray Rose Avenue.

A perspective of the proposed building as viewed from Murray Rose Avenue is shown in **Figure 5** below. A copy of the detailed architectural plans is at **Appendix A**, while the Environmental Assessment is included at **Appendix C**.

The CIV of the proposal is \$41,500,000 and the proposal will create 120 construction and 1,200 operational jobs.



Figure 5: Perspective of the proposed Building A

2.1.2 Overall Concept for 7 Parkview Drive

Building A is the first stage of the development of 7 Parkview Drive. It is envisaged, in accordance with MP 2030, that a total of three commercial and two residential buildings will be constructed with a total gross floor area in the order of 61,200m². These buildings will be generally arranged around extensions to Murray Rose and Dawn Fraser Avenues, and will be complemented by extensive landscaping to link the various parts of the development.

The overall concept for 7 Parkview Drive is consistent with the building envelope controls stipulated in MP 2030, and will achieve a floor space ratio less than the allowable maximum of 2.5:1.

Figures 6 and **7** provide a plan and photomontage of the completed development for 7 Parkview Drive.

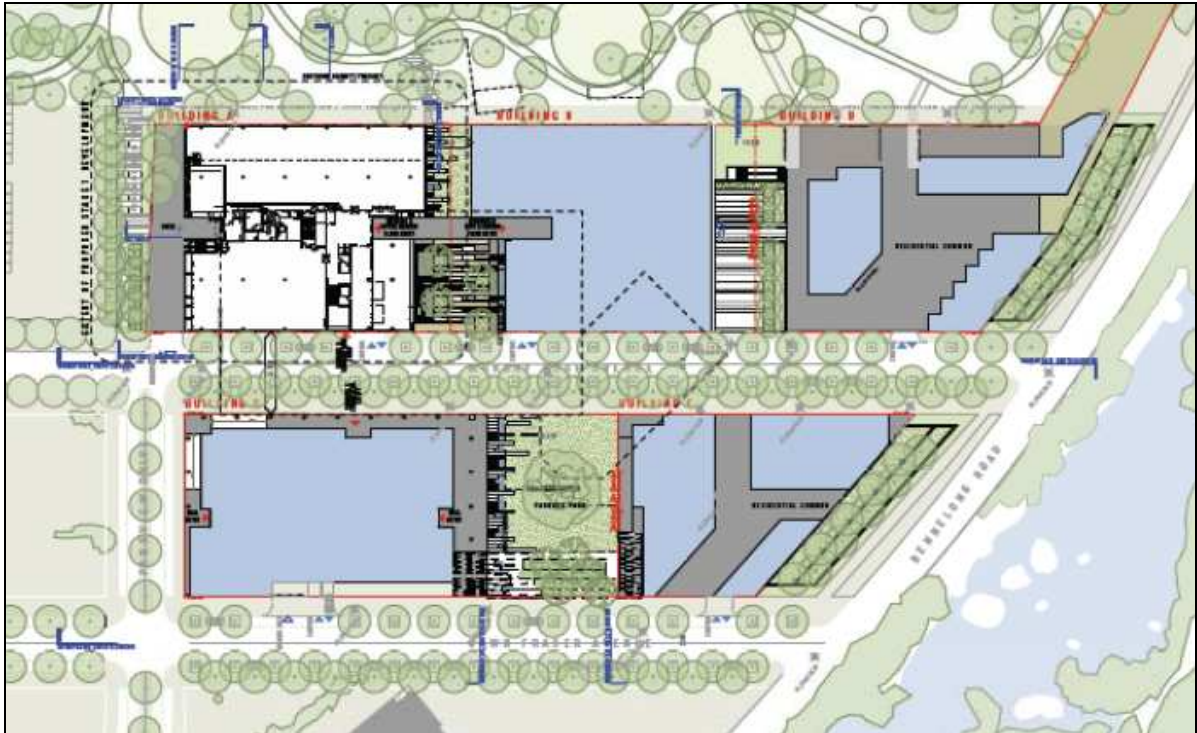


Figure 6: Overall Concept for 7 Parkview Drive



Figure 7: Photomontage of future development across the site (Buildings C & E)

Stage 1: The proposed development (Building A) forms Stage 1 of the development of 7 Parkview Drive. This first stage will also require an extension to Murray Rose Avenue to the east of Building A and the construction of a temporary link road connecting Parkview Drive with the extension of Murray Rose Avenue.

Stage 2: The construction of Building B (commercial) and the extension of Murray Rose Avenue through to Bennelong Road in the east.

Stage 3: The construction of Buildings C (commercial and retail), and D and E (residential), as well as the extension of Dawn Fraser Avenue from Australia Avenue to Bennelong Road. The temporary link road will be replaced with a permanent link road to the west of Building C, which will see the completion of the revised road network.

2.2 PREFERRED PROJECT REPORT (PPR)

The Proponent's PPR was submitted on 5 July 2010, and includes the following amendments to the exhibited proposal:

Civil Works

- Murray Rose Avenue alignment (by SOPA) amended as requested by SOPA; and
- Local road (by SOPA) to Brickpit Edge Park replaces shared pedestrian / loading dock access way as requested by SOPA.

Extent of works

- New drawing clarifies extent of proponent's works for project application, including partial demolition of existing warehouse and the construction of Building A, a temporary road and landscaping.

Basement

- Various car spaces reduced to "small car" status due to structural amendments for support of substation and loading dock; and
- Sub-floor deleted due to depth requirements of local road above (previously shared pedestrian / loading dock access).

Upper Ground Floor

- Garbage room redesigned to suit 6 Star Green Star requirements;
- Café toilets reconfigured and enlarged;
- Commercial tenancy A_01 layout altered with storage area now incorporated into the main floor plate; and
- Commercial tenancy A_02 enlarged to recover area lost from garbage room expansion.

Typical Commercial Level

- Enlargement of floor plate approximately 750mm to the east to reflect modular architectural requirements.

Roof Plan

- Section of plant room against western edge of the roof deleted; and
- Height of facade to west elevation reduced.

Landscape

- New drawing identifies location of bio-swale zones as requested by Sydney Water in submission to the DoP.

A copy of the PPR is at **Appendix D**.

3 STATUTORY CONTEXT

3.1 MAJOR PROJECT DECLARATION

On 4 October 2008, the Minister for Planning formed an opinion that the project is a major project under clause 14 of Schedule 2 to the MD SEPP, being a development on land within the Sydney Olympic Park with a CIV of more than \$5 million. The Minister is the approval authority.

The MD SEPP has since been amended to include the provisions for Sydney Olympic Park into Part 23 of Schedule 3.

3.2 PERMISSIBILITY

The site is zoned B4 Mixed Use under the MD SEPP, and commercial and retail developments are permissible in the zone. However, clause 6 of Part 23, Schedule 3 of the MD SEPP provides that zoning provisions do not apply where Part 3A of the EP&A Act applies.

3.3 DIRECTOR GENERAL'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (DGRs)

On 16 January 2009, the Executive Director Strategic Sites and Urban Renewal, as delegate of the Director General, issued DGRs pursuant to section 75F of the EP&A Act.

The DGRs are in **Appendix B**.

3.4 OBJECTS OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The Minister's consideration and determination of a project application under Part 3A must be consistent with the relevant provisions of the EP&A Act, including the objects set out in Section 5 of the Act.

The objects of the EP&A Act in section 5 are as follows:

- (a) *to encourage:*
- (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
 - (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
 - (iii) *the protection, provision and co-ordination of communication and utility services,*
 - (iv) *the provision of land for public purposes,*
 - (v) *the provision and co-ordination of community services and facilities, and*
 - (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
 - (vii) *ecologically sustainable development, and*
 - (viii) *the provision and maintenance of affordable housing, and*
- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.*

The Department has considered the objects of the EP&A Act and considers that the application is consistent with the relevant objects. The assessment of the application in relation to these relevant objects is provided in Section 3.5 and 5 of this report.

The EP&A Act adopts the definition of Ecologically Sustainable Development (ESD) found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD "requires the effective integration of economic and environmental considerations in decision-making processes" and that ESD "can be achieved through" the implementation

of the principles and programs including the precautionary principle, the principle of inter-generational equity, the principle of conservation of biological diversity and ecological integrity, and the principle of improved valuation, pricing and incentive mechanisms. In applying the precautionary principle, public decisions should be guided by careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment and an assessment of the risk-weighted consequences of various options.

The Department has fully considered the objects of the EP&A Act, including the encouragement of ESD, in its assessment of the application. A detailed assessment of ESD issues is contained at Section 5.4 of this report. On the basis of this assessment, the Department is satisfied that the proposal encourages ESD, in accordance with the objects of the EP&A Act.

3.5 SECTION 75I(2) OF THE EP&A ACT

Section 75I(2) of the EP&A Act and clause 8B of the Environmental Planning and Assessment Regulation 2000 provides that the Director General's report is to address a number of requirements in the Director General's Report. These matters and the Department's response are set out as follows:

Section 75I(2) criteria	Response
Copy of the proponent's environmental assessment and any preferred project report	The proponent's EA is located at Appendix C on the assessment file (attached).
Any advice provided by public authorities on the project	All advice provided by public authorities on the project for the Minister's consideration is set out in Section 4 of this report.
Copy of any report of the Planning Assessment Commission in respect of the project	The project was referred to the Planning Assessment Commission for determination.
Copy of or reference to the provisions of any State Environmental Planning Policy that substantially govern the carrying out of the project	Each relevant SEPP that substantially governs the carrying out of the project is identified in Section 3.6.
Except in the case of a critical infrastructure project – a copy of or reference to the provisions of any environmental planning instrument that would (but for this Part) substantially govern the carrying out of the project and that have been taken into consideration in the environmental assessment of the project under this Division	An assessment of the development relative to the prevailing environmental planning instrument is provided in Section 3.6 of this report.
Any environmental assessment undertaken by the Director General or other matter the Director General considers appropriate.	The environmental assessment of the project application is this report in its entirety.
A statement relating to compliance with the environmental assessment requirements under this Division with respect to the project.	The Department is satisfied that the environmental assessment requirements have been complied with.
Clause 8B criteria	Response
An assessment of the environmental impact of the project	An assessment of the environmental impact of the proposal is discussed in Section 5 of this report.
Any aspect of the public interest that the Director General considers relevant to the project	The public interest is discussed in Section 5 of this report.
The suitability of the site for the project	The proposed uses are permitted in the zone and based on the Department's assessment of key issues, it is considered the site is suitable for the project.
Copies of submissions received by the Director-General in connection with public consultation	A summary of the issues raised in the submissions is provided in Section 4 of this

under section 75H or a summary of the issues raised in those submissions.	report.
---	---------

3.6 ENVIRONMENTAL PLANNING INSTRUMENTS (EPIs)

3.6.1 Application of EPIs to Part 3A projects

To satisfy the requirements of section 75(2)(d) and (e) of the EP&A Act, this report includes references to the provisions of the EPIs that govern the carrying out of the project and have been taken into consideration in the environmental assessment of the project. The primary instruments guiding the assessment of the proposal are:

- State Environmental Planning Policy (Major Development) 2005;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No. 55 – Remediation of Land;
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005; and
- Sydney Olympic Park Master Plan 2030.

The Department has considered the proposal against the objectives and aims of these instruments, and is satisfied that the proposed project, subject to the implementation of the recommended conditions of approval, is generally consistent with the provisions of these instruments.

3.8.1 State Environmental Planning Policy (Major Development) 2005

On 4 October 2008, the Minister for Planning formed an opinion that the project is a major project under clause 14 of Schedule 2 to the MD SEPP, being a development on land within the Sydney Olympic Park with a CIV of more than \$5 million. The Minister is the approval authority.

The site falls within the Sydney Olympic Park site which is identified as a State Significant Site pursuant to Schedule 3 of the MD SEPP. The site is zoned B4 Mixed Use and commercial/retail uses are permissible within that zone. However, clause 6 of Part 23, Schedule 3 of the MD SEPP provides that zoning provisions do not apply where Part 3A of the EP&A Act applies.

The MD SEPP identifies a maximum building height of 33 metres and a maximum floor space ratio (FSR) of 2.5:1. The proposal is below the maximum building height and within the maximum FSR controls with a height of 22.75 metres and FSR of 0.54:1.

3.8.2 State Environmental Planning Policy (Infrastructure) 2007

Development identified in Schedule 3 – Traffic Generating Development in the Infrastructure SEPP is to be referred to the RTA in accordance with the SEPP requirements. The application was referred to the RTA as the commercial premises component of the gross floor area exceeds 10,000m². Refer to Section 4 of this report for further discussion on comments received from the RTA.

3.8.3 State Environmental Planning Policy No. 55 – Remediation of Land

SEPP 55 requires a consent authority to consider whether the land is contaminated, and if so, whether the land will be remediated before the land is used for the intended purpose. The Phase 1 Contamination Assessment prepared by Douglas Partners for the proponent found that the soil contamination is within commercial/industrial health-based assessment criteria and that the subject site is suitable for the intended uses, as required by clause 7 of SEPP 55. The Department has imposed a condition that requires the proponent to undertake appropriate waste analysis prior to the disposal or re-use of any excavated materials. The Department is satisfied that the proposal complies with the requirements of SEPP 55 and the site is suitable for the development proposed, subject to conditions.

3.8.4 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SHC SREP)

SHC SREP provides a planning framework to achieve better environmental outcomes for Sydney Harbour and its catchment. Although SHC SREP applies to the whole of the

Sydney Catchment Area, including the subject site, it primarily provides planning provisions relating to the foreshore and waterways area as identified under SHC SREP. The site is not included within the foreshores and waterways area and therefore such provisions do not apply to the subject proposal.

However, SHC SREP contains provisions relating to biodiversity, ecology and environmental protection as well as provisions concerning the maintenance, protection and enhancement of views. These matters have been considered in the EA. The stormwater and drainage systems are satisfactory and will integrate with the existing stormwater design systems for the SOP. The architectural resolution of the building is satisfactory and does not generate any detrimental impacts relating to views and vistas to and from public places and landmarks.

3.8.5 Sydney Olympic Park Master Plan 2030 (MP 2030)

MP 2030 was adopted by the Minister for Planning on 10 March 2010, and supersedes Master Plan 2002. MP 2030 aims to both ensure Sydney Olympic Park becomes an active and vibrant town within Metropolitan Sydney, and to protect the role of SOP as a premier destination for cultural, entertainment, recreation and sporting events.

MP 2030 provides more specific design controls regarding sustainability, public domain, event controls, land use and density, building form and amenity, access and parking, transport strategies and infrastructure, landscaping and community infrastructure. In addition, detailed controls also apply to the individual precincts and for the Parkview Precinct the following key development controls apply to the site:

- preferred land use – commercial;
- building height of 33 metres;
- maximum FSR of 2.5:1; and
- building zone and setback controls.

While MP 2030 does not strictly apply to Part 3A proposals (as per the provisions of clause 6, Part 23, Schedule 3 of the MD SEPP), it has been considered and the proposal broadly complies with MP 2030.

4 CONSULTATION

4.1 PUBLIC EXHIBITION

Under section 75H(3) of the EP&A Act, the Director General is required to make the Environmental Assessment (EA) of a project publicly available for at least 30 days.

After accepting the EA for the project, the Department:

- Made it publicly available from 24 February 2010 to 26 March 2010:
 - on the Department's website; and
 - at the Department's Information Centre, Auburn Council office, and the Sydney Olympic Park Authority office.
- Notified landowners in the vicinity of the site about the exhibition period by letter;
- Notified Auburn Council and relevant State agencies by letter; and
- Advertised the exhibition in the Sydney Morning Herald and the Daily Telegraph.

4.2 SUBMISSIONS RECEIVED ON ENVIRONMENTAL ASSESSMENT

In response to public exhibition and notification of the application, the Department received a total of 6 submissions from government agencies and no community submissions.

A summary of the issues raised in the submissions is provided below and a copy of submission included in **Appendix E**. The Department's consideration of key issues raised in submissions is contained in Section 5 of this report. Appropriate conditions of consent have been recommended where requested by agencies.

4.2.1 Sydney Regional Development Advisory Committee

The SRDAC has raised no objections to the proposal, however, provided some general comments as summarised below:

- the proposal should be consistent with the objectives of the SOP Master Plan 2010.
- the parking provision is to be to the satisfaction of the Department of Planning and SOPA and in accordance with the relevant Australian Standards.
- consideration should be given to installing speed humps within the car park and the marking of parking aisles with pavement arrows.
- all vehicles are to enter and leave the site in a forward direction and be contained wholly within the site before being required to stop, and the swept path of the longest vehicle shall be in accordance with AUSTRROADS.
- in due course the provision of a traffic management plan is required by the RTA and the proponent is to implement a location-specific sustainable travel plan.
- all works/regulatory signposting are to be at no cost to the RTA.

Comment

The Proponent has committed to incorporating the requirement to prepare Travel Management Plans within lease documentation, which will be reinforced through a recommended condition of development consent.

The development is within 350m walk of the Olympic Park train station and the service has recently been increased to provide a 10 minute peak hour frequency. The station is also the terminus for four bus routes and the development includes 105 bicycle spaces and is within close proximity to SOPA local and regional walking and cycling tracks. These features of the development combine to provide a variety of transport options other than private motor vehicles.

See Section 5 for further assessment of parking and traffic issues.

4.2.2 Sydney Water

Sydney Water has raised no objections to the proposal, however, provided some general comments as summarised below:

- Sydney Water will further assess the impact of the development when the proponent applies for a Section 73 certificate.
- the proponent must fund any adjustments needed to Sydney Water infrastructure as a result of the development.
- Sydney Water is currently undertaking a Parramatta Road Area Plan, which will develop a preferred strategy to service the area. Due for completion in April 2010.
- the proposal should meet contemporary water quality discharge requirements.

Comment

The requirement for a section 73 certificate has been included as a condition in the terms of approval.

The proposed stormwater design incorporates gross pollutant traps, which will remove litter, coarse sediment and grease and oils from the stormwater runoff. The landscape design features linear bio-swales incorporated into "the cutting" park to improve the water quality of stormwater runoff. It is also intended that the landscaping of the future "Rim Park" will also include a bio-swale along the perimeter of Building A. The landscaping comprises a majority of native plants that are suited to Australian soils with low phosphorus content.

4.2.3 Railcorp

Railcorp has raised no objections to the proposal, however, provided some general comments as summarised below:

- the service frequency of trains to Sydney Olympic Park Station have been increased, which therefore increases the capacity of public transport services to Olympic Park.
- the Traffic and Accessibility report needs to reflect this increase in train services by aiming to reduce the car parking provision from 1 per 58m² to 1 per 80m².

Comment

The service frequency of the Olympic Sprint shuttle improvement in March 2010, occurred post of the original EA. This service requires passengers to change at Lidcombe station for connecting services to the City or Western Suburbs, and so by its nature is not a "direct" service.

See Section 5 for a detailed assessment of transport issues.

4.2.4 NSW Transport & Infrastructure (NSWTI)

NSWTI has raised no objections to the proposal, however, provided some general comments as summarised below:

- ensure relevant planning instruments and development guidelines are addressed in the EA.
- the transport and accessibility impact study should include an estimate of the trips generated by the development, consideration of how demand for travel to and from the development will be managed, proposed measures to increase use of non-car transport, pedestrian access improvements, bicycle connections, secure bicycle parking and parking provision.

Comment

The project has been designed within the overall parameters of the SOPA Transport Study which developed transport proposals to manage and support the longer term development of the overall precinct. The Proponent has committed to ensure that Travel Plans are prepared by the building's tenants, through the commitment to incorporate this requirement in the lease documentation. The Travel Plans will manage the travel demands of the project and will seek to encourage car sharing and pooling to enhance the efficiency of the use of the car parking facilities provided. It will also highlight the options for non-car based trips.

The development is located within 350m of the Olympic Park Station and of four bus routes. The train services have recently been increased to provide a 10 minute peak hour frequency. This will increase overall public transport capacity, and will significantly reduce

the trip delays previously experienced when changing trains. There are 105 bike racks proposed within the development with associated changing facilities, and the site is located within easy access of the SOPA local and regional walking and cycling tracks.

The overall (staged) SOPA plans for cycling and walking throughout the Olympic Park area will ultimately provide excellent local and regional access for these transport modes. The construction of Murray Rose Ave will provide a significant improvement for localised walking facilities, providing improved access to the train station, for this specific project.

The Traffic and Transport Access Report prepared by Better Transport Futures supports the higher ratio of car spaces on the basis that the surrounding road system can handle the volume. In addition, the longer term target of 40% of trips being handled by Public Transport is only likely to occur with significant investment in infrastructure as stated in SOPA's own Transport Study (2008). Moving to a lower ratio of car spaces in the short to medium term will only serve to add to the street parking issues that SOPA have raised in their submission.

See Section 5 for a detailed assessment of transport issues.

4.2.5 Sydney Olympic Park Authority (SOPA)

SOPA has raised no objections to the proposal, however, provided some general comments to be addressed as summarised below:

- a clarification on the works sought is required, especially in relation to out of site works and building boundaries.
- straight street alignments are required.
- the design includes a privatized plaza in a designated road corridor.
- articulation and façade treatments.
- operational issues in relation to retail and loading dock access, noise and parking.
- standard conditions for consideration.

Comment

The amended architectural plans provided in the PPR show the road corridor has a straight centre line. The final road design of Murray Rose Avenue from Australia Avenue to along the frontage of Building A will be completed by SOPA in consultation with the developers of Building A.

SOPA has recently decided (post lodgement of this EA) to upgrade the Parkview Drive realignment to an actual access road to the P6F car park and Brickpit Edge Park, rather than the paved pedestrian/loading dock access way as originally documented. The proponent will work with SOPA over the coming months to assist in the design resolution of this road and its relationship to the western frontage of Building A and the car park below.

See Section 5 for a detailed assessment of design and parking issues.

4.2.6 Department of Environment, Climate Change and Water (DECCW)

DECCW has raised no objections to the proposal, however, provided some general comments as summarised below:

- the proposed 231 car parking spaces exceeds the recommended maximum of 164 car spaces in the 2030 SOP Master Plan.
- it is recommended the amount of car spaces be in accordance with the 2030 SOP Master Plan, and that any shortfall in parking could be accommodated in the 4 public car parks located within the vicinity of the proposed development.

Comment

A reduced level of car parking is not proposed for this site as the public transport provision will not achieve more than a 25% share without major improvements to public transport as detailed in the EA and associated Transport report, and within SOPA's own 2030 Traffic Study. SOPA's 2030 Transport Strategy has targeted an initial improvement in public transport usage from 15% to 25% and relies on major future investment in public transport

to support a 40% usage. On this basis, the proposed development which may have a population of up to 1200 people will divide into 180 persons using public transport trips (15%) increasing to 300. Of the remaining 900 staff, 231 are provided with car spaces and 91 with bicycle spaces resulting in 584 employees using other modes, including car pooling, car sharing, walking, drop off and parking off site. The adjacent P6F car park providing 638 spaces will help to service the shortfall expected, while the remaining spaces provided in P6A, P6D and P6E (254 car spaces) are all earmarked as future development sites and cannot be relied upon for the life of the proposed development.

See Section 5 for a detailed assessment of parking issues.

5 ASSESSMENT

The DGRs and following key issues were considered in the Department's assessment of the EA:

- built form, urban design and landscaping;
- transport and traffic impacts;
- flora and fauna impacts;
- ecologically sustainable development;
- major events; and
- public interest.

5.1 BUILT FORM, URBAN DESIGN AND LANDSCAPING

5.1.1 Built Form and Urban Design

The proposal has been designed to respond to the future character of the locality and addresses controls set out in the MD SEPP and Master Plan 2030. The proposal's height, depth, bulk, scale, and overshadowing impacts are comparable with the existing and future surrounding built form.

The built form of Building A has been primarily informed by the development controls contained in MP 2030, and refined through the design excellence and consultation process.

Located at the corner of Murray Rose Avenue and the future relocated Parkview Drive, Building A is not only important in the planning of the 7 Parkview Drive site but also in its relationship to the future park along the edge of the Brickpit and connection to the broader Sydney Olympic Park town centre.

Refer to **Figure 8** below for contextual image of Building A with the 7 Parkview Drive Precinct.



Figure 8: View towards Building A entry (rear building) and 'The Cutting' forecourt (with Building C to the left, on the opposite side of Murray Rose Ave, and Building B to the right)

The key driver of the built form is stated in the submitted EA as being the building's relationship with the surrounding public domain. All of the building's facades respond to an area of public domain, and therefore there are no secondary or rear elevations. The primary

building address and entry is located at street level on Murray Rose Avenue. The double height entry foyer together with the café, outdoor terrace and upper concourse provide an activated street frontage.

Refer to **Figures 9 and 10** for perspective views of the proposed building.



Figure 9: Perspective View from Parkview Drive (West Elevation)

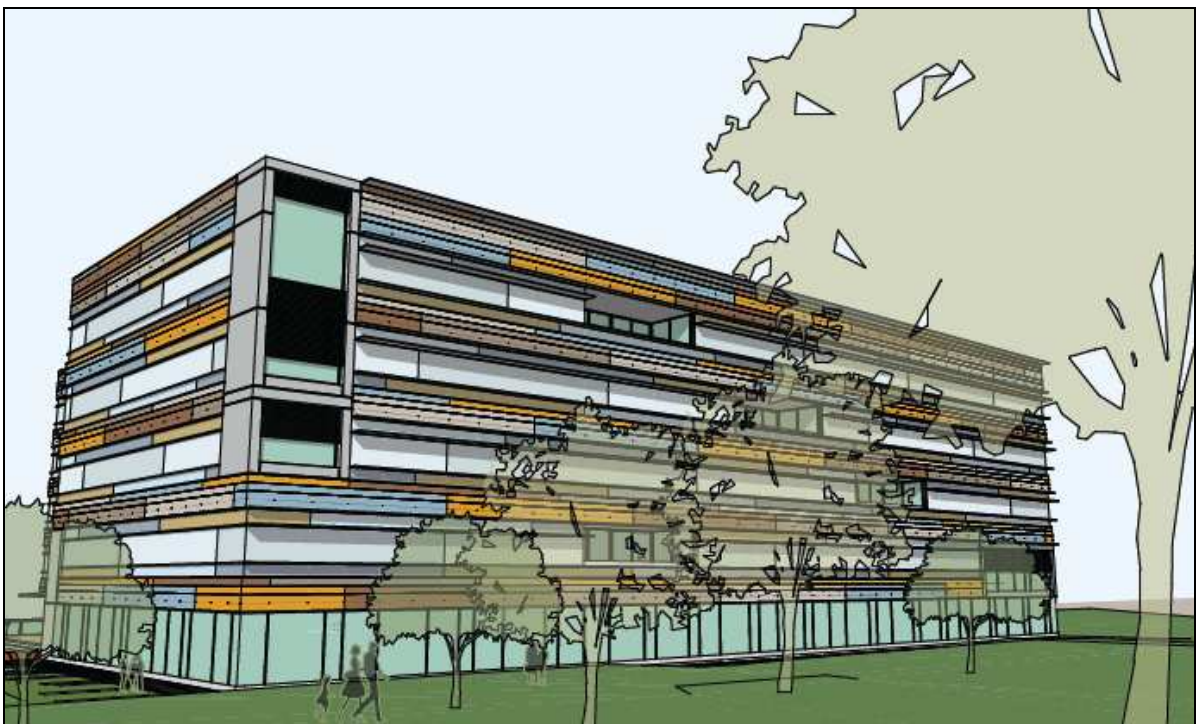


Figure 10: Perspective View from Brickpit Park (North Elevation)

Instead of the usual practice of hiding bicycle storage within the basements of buildings, the bicycle store is located 'on display' at street level as a means to advertise and encourage alternative means of transport. Where possible, services and plant rooms are located to not open directly onto areas of public domain, thereby assisting in the activation of the street frontage.

The topography of the site dictates that the base of the building is at the same grade as the natural ground level to the north and west, and exposed to the south along Murray Rose Avenue. This 'exposed' base results in a portion of the car parking being located above ground. To negate any impacts of this arrangement, no parking facilities are visible from the street. The entrance lobby and bicycle parking described above are located between the car parking area and Murray Rose Avenue.

The Department considers the proposed scale and density of the development is suitable for this site, which is in keeping with the character envisaged for the 'Parkview Precinct' under Master Plan 2030.

Shadow Diagrams have been prepared as part of the EA that illustrate the impacts of overshadowing resulting from the proposed development. The shadow diagrams illustrate that Building A will overshadow the following areas of the public domain:

- The extension to Murray Rose Avenue at the following times:
 - Noon and 3.00pm at the winter solstice;
 - Noon and 3.00pm at the equinox; and
 - 3.00pm at the summer solstice.
- The path to the south-west of Building A linking Murray Rose Avenue and the future Brickpit edge park at the following times:
 - 9.00am, noon and 3.00pm at the winter solstice;
 - 9.00am and noon and at the equinox; and
 - 9.00am at the summer solstice.

The extent and impact of this overshadowing is considered acceptable on the basis that the key area of the proposed public domain, being the East Cutting Park, will not be significantly overshadowed by the proposed development. Furthermore, it should be restated that the built form of Building A is consistent with the envelope set by MP 2030.

SOPA raised concerns in their original submission in relation to the design of the building facade, including the proposed material, the location of the glass wall along the northern facade of the ground floor (facing the Brickpit) and the provision of louvres.

The concern regarding the proposed facade material revolves around the potential replacement of the specified terracotta with an inferior product. One of the signature features of the design competition winning entry is the 'stratification' of the facade. This stratification is a direct response to the visual character of the earth layers of the neighbouring Brickpit. An important characteristic of terracotta, other than its colour, is its earthy texture that is less reflective than other materials such as glass. Accordingly, the Proponent has detailed in their PPR that if an alternative product is specified it will have the same visual properties as terracotta, including its reflective properties. This will ensure that the design integrity of the building is maintained.

With regard to the glazed wall along the northern facade, the Proponent argues in their PPR that the architecture of the building has included this feature since the design competition for the site was awarded to Turner & Associates and it has not been raised by SOPA before in numerous presentations or through the Design Review Panel. The building is intended to appear as though it is floating above a layer of glass and this is considered to be an important design feature. The Proponent has indicated that they will, however, consider incorporating additional louvres to limit glare and heat gain to the upper ground level during the development of the final detailed design. Ultimately, sun shading will be primarily driven by ESD principles.

Other minor design changes have been made to the proposed building in the PPR, at the request of SOPA, and these changes are supported by the Department and SOPA.

5.1.2 Landscaping

A Landscape Plan has been prepared in relation to the development of Building A, including an indicative concept design for the overall 7 Parkview Drive site (refer **Figure 11**).

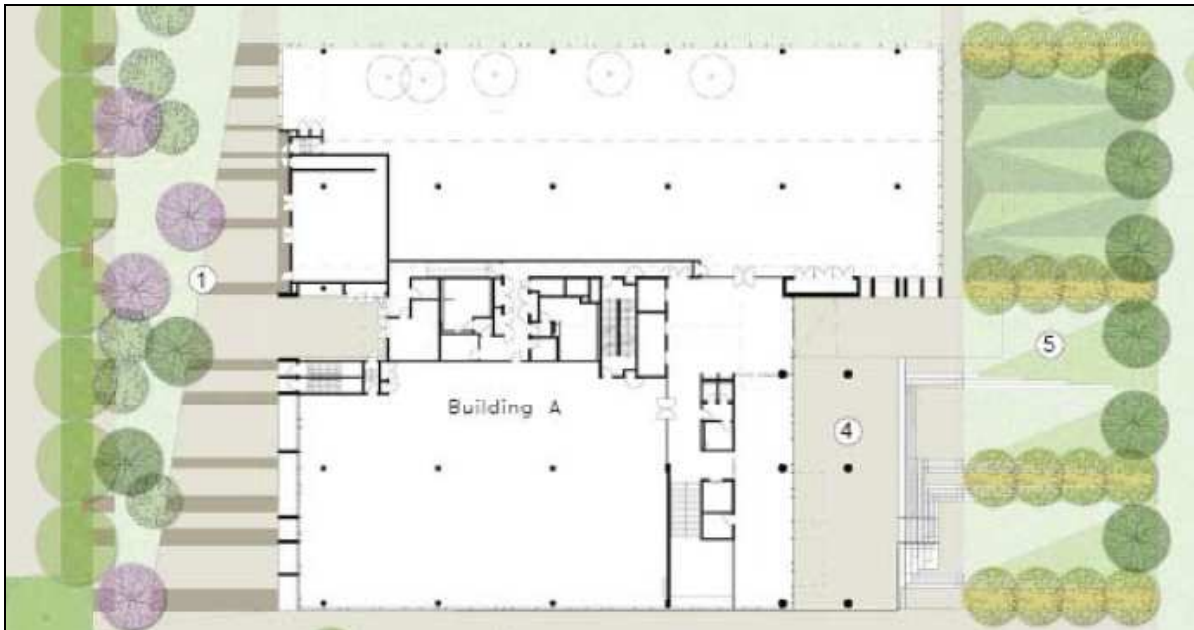


Figure 11: Landscape Plan

The landscaping for Building A will include interim works between Building A and the future Building B. This will ensure that Building A has appropriate surrounds immediately upon completion. It will also allow the indicative concept design for the 7 Parkview Drive site to be progressively constructed as future stages are developed. The development of Stage 2 (Building B) will require excavation into the interim landscaping constructed with Building A.

The landscaping design has also taken into account future public domain works by SOPA, including the replacement of the storage area to the north with a park along the rim of the Brickpit and street tree planting along Murray Rose and Dawn Fraser Avenues.

The two key components of the landscape design are referred to as the southern cutting and the northern cutting. The southern cutting will provide a link between Murray Rose Avenue and the future park along the rim of the Brickpit. The design incorporates a mix of hard and soft elements, including an area of lawn, formal garden beds and paving to be shared by both pedestrians and service vehicles accessing the loading dock.

The northern cutting is the main arrival space for Building A. It incorporates broad terraces and ramps to accommodate the topography of this part of the site and reflect the stair providing access from Murray Rose Avenue to the lobby of the building. Linear bioswales will capture overland flows and discharge into drainage at Murray Rose Avenue, and planting in the area will include native grasses, sedges, rushes and eucalypts.

The landscaping proposed for the site is considered to be acceptable by the Department.

5.2 TRANSPORT AND TRAFFIC IMPACTS

5.2.1 Existing Conditions

The following roads form the local system:

- Homebush Bay Drive: a major arterial road with a dual carriageway and grade separated interchanges with other major roads.
- Australia Avenue: a sub-arterial road providing the primary access to SOP.
- Bennelong Parkway: a collector road that provides access to the Brickpit and Bicentennial Park.
- Herb Elliot Avenue, Dawn Fraser Avenue and Murray Rose Avenue: local access roads.
- Parkview Drive: a local access road terminating in a cul-de-sac.

Four SOPA operated public car parks are located in the vicinity of the 7 Parkview Drive site, with a total capacity of approximately 890 spaces.

Sydney Olympic Park Railway station is within 330 metres walking distance of the Building A site, however direct services to the wider CityRail network are restricted to an hourly service during the day. The Olympic Sprint service to Lidcombe runs on a 10 minute peak hour frequency, but requires commuters to change trains at Lidcombe.

The four bus routes servicing Olympic Park are:

- 401 to Lidcombe running on a 20 minute service in the peak hour, dropping to a 30 minute service off peak;
- 450 to Hurstville, running on a 15 minute service during the peak hour;
- 533 to Chatswood, running on a 15 minute service during the peak hours; and
- 525 Burwood to Parramatta via Olympic Park, running on a 10 minute service during peak hours.

These provide commuters with a reasonable service during peak hours but any travel outside these peak hours can result in a long wait.

Existing facilities for pedestrians and cyclists are extensive in the general vicinity of the site, primarily for recreational purposes to access the nearby Bicentennial Park, the Brickpit and the Parramatta River foreshore. There are approximately 16 kilometres of on-road cycle lanes and approximately 24 kilometres of pedestrian paths and cycleways within SOP linking various attractions, residential areas and parks. The path network also links to the regional cycleway network.

5.2.2 Traffic

The traffic generation of Building A was calculated to be approximately 2,270 vehicle trips per day. For the purposes of the capacity assessment it was assumed all traffic would use the Australia Avenue/ Parkview Drive intersection.

A SIDRA analysis of this intersection was undertaken to determine the potential amount of waiting time for vehicles. The analysis confirmed that the additional traffic flows associated with the construction of Building A can be accommodated at the intersection of Australia Avenue and Parkview Drive. All traffic movements will operate well with minimal delays and congestion for traffic during both the morning and afternoon peak periods. Accordingly, the Department is satisfied with the assessment undertaken and considers that the road network has sufficient capacity for the additional traffic generated by the proposal.

The traffic report does not detail the number, type and arrangements for construction vehicles, and defers this information to the preparation of a Construction Traffic Management Plan. The Department notes that construction traffic generation was not raised as an issue by SOPA and has not been an issue for other major projects at SOPA. The Department has recommended that the proponent prepare a Construction Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control to be submitted for approval of SOPA prior to the issue of a Construction Certificate.

5.2.3 Parking

Master Plan 2030 identifies a maximum car parking rate of 1 space per 80m² for commercial uses (based on an eventual 40% public transport modal split). This equates to a maximum of 164 spaces for Building A, 7 Parkview Drive. The development provides a total of 231 parking spaces (or 1 space per 58m² of GFA).

Therefore, the proposed car parking exceeds the maximum car parking rate. However, as previously noted the improvement to public transport services is an on-going process and the shift in modal share to non-private vehicular trips will require time and a significant investment in public transport infrastructure. SOPA's 2030 Transport Strategy has targeted an initial improvement in public transport usage from 15% to 25% and relies on a major investment in public transport to support a 40% usage in the long term. Consequently, there will be ongoing demand for private car parking at SOP in the short to medium term.

The Proponent has also committed in their lease documentation with SOPA to the preparation of Workplace Travel Plans aimed at reducing private vehicular trips for each tenant of the building, which is also included in their Statement of Commitments.

There are also 105 bike racks proposed within the development, with associated changing facilities, which will further reduce the reliance on private vehicle use.

Accordingly, the Department is satisfied with the assessment undertaken and considers that the provision of 231 parking spaces is acceptable in the circumstances.

5.3 FLORA AND FAUNA IMPACTS

A Flora and Fauna Impact Assessment of the proposed development has been prepared as part of the EA. The key ecological habitats in the vicinity of the site are the Brickpit and the Badu Mangroves. The Flora and Fauna Impact Assessment incorporates formal assessments of significance in relation to the NSW *Threatened Species Conservation Act 1995* (TSC Act) and the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act). These assessments find that no significant impacts are likely to occur to any NSW or Commonwealth listed species or community.

5.3.1 Existing Conditions

Native vegetation is limited to planted eucalypts and shrubs in landscaped garden beds which contain various local and non-local species. This vegetation will be cleared for the development of Building A.

A significant fig tree is located to the south of the existing warehouse, outside the boundary of the Building A site. Coastal salt marsh and swamp oak floodplain forest are located in the vicinity of the 7 Parkview Avenue precinct. Both of these habitats are listed as endangered ecological communities (EECs) under the TSC Act.

5.3.2 Impact Assessment

The proposed development will have direct and indirect impacts on threatened species in the locality. Direct impacts include vegetation clearance and a reduced area for the movement of frogs. The vegetation proposed to be removed consists of planted native and exotic trees, shrubs and ground cover species. These types of vegetation have little conservation value in the context of the site, as they do not contribute to a functioning ecological community or provide significant resources for local fauna (refer **Figure 12** below).



Figure 12: Typical Existing Vegetation

The trees proposed for removal were assessed in an Arborist's Report submitted as part of the application. The report found that a number of trees on the site are in poor condition and should be removed. The remaining trees are considered to be in good condition, however they are species which when fully mature are too large to suit the proposed development and the future Parkview Precinct, and therefore could be removed and replaced with suitable alternatives.

The most significant indirect impact of the proposed development is potential increased flow and reduced quality of stormwater flows into the Badu Mangroves. The stormwater drainage design for the proposed development involves piped connections to the existing culvert adjacent to Bennelong Road, which eventually discharges into Bennelong Creek. Flows from the site have been assessed in accordance with SOPA's requirements, and accordingly the proposed stormwater system can accommodate flows up to the 100 year ARI storm event. To ensure that the resultant stormwater flows from the site are acceptable in terms of their potential impacts on the mangroves, the following measures will be implemented:

- Soil erosion and sedimentation controls to reduce the amount of sediment reaching estuaries;
- Stormwater will be managed to provide appropriate water quantity and quality discharge into the mangroves and wetlands; and
- Nutrient loads will be managed through appropriate filtration.

Other indirect impacts include altered light regimes and increased human activity. These impacts have been considered and found to be negligible due to the distance of the proposed development to the endangered ecological communities.

The site is identified as being part of a movement corridor for Green and Golden Bell Frogs, broadly linking the Brickpit and the Badu Mangroves. Building A will impact upon this movement corridor; however, the preferred movement corridor for the frogs is via an alternative path using existing underpasses under Bennelong Parkway. Furthermore, the proposed landscaping incorporates linear garden beds planted with suitable grasses that will provide cover for the frogs. For these reasons, the Flora and Fauna Impact Assessment concludes that it is not anticipated that the proposed development will significantly reduce the movement of the frogs between areas of adjoining habitat.

5.3.3 Management

The following measures are incorporated in the proposed development to ensure the retention of appropriate conditions for Green and Golden Bell Frogs:

- Connected garden beds provided with suitable sheltering plants for frogs will not include pedestrian pathways and will generally deter people from accessing these areas.
- A site specific Green and Golden Bell Frog Plan will be prepared prior to the start of works. This plan will be prepared in conjunction with SOPA and with regard to *Best Practice Guidelines – GGBF Habitat* (DECC (NSW)) and the *Frog Hygiene Protocols* (DECCW). The plan will also incorporate the following:
 - If Green and Golden Bell Frogs are detected, works should cease immediately.
 - Detailed instructions for the management of the frogs and their habitat; and
 - Protocols for the cleaning of equipment to minimise the likelihood of transmitting any pathogens.

Appropriate protection measures for the fig tree will be incorporated into Construction Management Plan to be prepared before the commencement of works.

These measures form part of the proposed Statement of Commitments.

5.4 ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD)

Achievement of ecologically sustainable development (ESD) principles is a key consideration in the development of Building A. It is intended to achieve a minimum performance of 6 stars under the Green Building Council of Australia Greenstar rating system for the Base Building.

The following elements of the building facilitate achievement of ESD:

- Siting the building to accommodate existing site levels thereby reducing the need for cut and fill.
- Orientating the building to maximise passive solar efficiency.
- Shading devices in the form of structural overhangs will be provided where appropriate. The sizes of these overhangs will be optimised to reduce solar load in the building during summer times, but still use the winter sun to minimise heating requirements.
- Incorporating performance glazing in the facade to reduce heat loads within the building.
- Including a component of car parking above ground, thereby reducing the extent of excavation, mechanical ventilation and artificial lighting.
- Incorporating chilled beam technology into the mechanical service design, resulting in superior indoor air quality, reduced energy costs and reduced CO2 emissions.
- Including a sophisticated Building Management Control System (BMCS) into the electrical service design, so reducing energy costs and CO2 emissions.
- Connecting the hydraulic services to SOPA's recycled water system, thereby reducing the demand on potable water.
- Providing landscaping that encourages outdoor activity and is suitable for the local climatic conditions.

5.5 MAJOR EVENTS

Potential noise impacts from major events such as the use of ANZ Stadium, the Sydney Showground and the Royal Easter Show were assessed to ensure that there will be no unacceptable impact on the proposed development. The Acoustic Assessment submitted with the EA concludes that provided the recommended windows and glazing are provided to attenuate the noise, compliance with the required acoustic criteria will be achieved. An appropriate condition of consent has been recommended accordingly.

In terms of potential traffic impacts, Building A will be located on the periphery of the "Major Event Operations Zone" and will be impacted by some major events and associated road closures. The site is adjacent to car park 6F, which used for the Royal Sydney Easter Show, and it is anticipated that a section of Murray Rose Avenue adjacent to the car park will be closed for a month during this event each year. Australia Avenue remains open south of Dawn Fraser Ave during major events to retain access to the commercial areas of SOP, and Parkview Drive will also remain open. Consequently, access to the 7 Parkview Drive site will always be maintained.

However, there will be an impact on pedestrian access if Murray Rose Avenue is closed to pedestrians between Australia Avenue and Building A during the Royal Sydney Easter Show. The pedestrian route to bus stops and the railway station would be blocked and SOPA would need to provide either a safe pedestrian link along this route or a viable alternative that does not extend the pedestrian distance excessively.

The biggest impact on the operation of Building A during major events is likely to be the reduction in on-street public parking available. This will require users to find alternative methods of transport or parking facilities. In these situations commuters will be encouraged to use public transport, with travel plans circulated to inform workers of transport options available.

5.6 PUBLIC INTEREST

The proposed development is in the public interest for the following reasons:

- all relevant environmental, amenity and health related impacts can be appropriately managed;
- it is in accordance with the type of development envisaged for the site under Master Plan 2030, and will make a significant economic contribution to SOP;

- it provides significant employment opportunities within SOP and is estimated to generate employment for approximately 1200 staff thereby strengthening the role of the SOP as a regional employment destination;
- the proposed ground floor retail/cafés uses activate the street frontage, add to the diversity of uses at SOP and will contribute to the creation of a vibrant town centre;
- it represents an economic use of existing infrastructure at SOP, thereby contributing to the overall commercial viability of the area;
- it provides for a high quality architectural and urban design outcome;
- it incorporates ESD principles; and
- it will optimise and encourage use of Sydney Olympic Park Railway Station.

6 CONCLUSION

The Department has assessed the project application and considered the submissions in response to the proposal. Key issues assessed by the Department included built form and urban design; transport and traffic impacts; ESD; and the public interest. The Department has determined that the proposal is well designed and addresses the objectives of SOP. The Department has determined that these matters have been satisfactorily addressed in the proponent's EA, PPR and statement of commitments to ensure there are minimal environmental impacts as a result of the proposal, subject to conditions.

The proposal is consistent with key objectives in the NSW State Plan, the Sydney Metropolitan Strategy and the Draft West Central Subregional Strategy, particularly those which seek to promote employment and encourage the expansion and diversification of SOP.

The Department is therefore satisfied this proposal would have a low level of impact on the surrounding environment and can be suitably managed to ensure a satisfactory level of environmental performance, pursuant to section 75J of the EP&A Act. Accordingly, the Department recommends the project application be approved, subject to conditions.

The Proponent has made reportable political donations and accordingly, the Planning Assessment Commission will be the determining authority in accordance with current delegations.