

***Potts Hill Reservoirs Site
NSW Police Facility
Proposed by Landcom
MP08_0050***

Director-General's Environmental Assessment Report
Section 75I of the
Environmental Planning and Assessment Act 1979

June 2009



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EXECUTIVE SUMMARY

This is an Environmental Assessment report of a Project Application for a new facility for the NSW Police Force on the Potts Hill Reservoirs Site pursuant to Part 3A of the *Environmental Planning and Assessment Act, 1979* ("the Act").

Landcom (the Proponent), on behalf of the NSW Police is seeking approval to construct a new headquarters for the NSW Police Force on a three hectare site within the Reservoirs Site. The site is located within Bankstown Local Government Area. The proposed development has an estimated project cost of approximately \$26 million and will employ 234 permanent staff.

The proposed development consists of an administration building and two warehouse buildings with a total gross floor area of 11,679m², a maximum building height of 14.23m, 181 'at grade' vehicle parking spaces, a designated storage yard approximately 1,618m² in area, a helipad and two telecommunications towers.

The NSW Police Facility site (the Site) is within the Eastern Precinct of the approved Potts Hill Reservoirs Site Surplus Lands Concept Plan (MP 07_0099). The Concept Plan develops 40 hectares of land within the Reservoirs Site including 15.3 hectares for employment lands in the Eastern Precinct which is to be utilised primarily by public authorities. The Site has also been listed as a State Significant Site under Schedule 3 of the *State Environmental Planning Policy (Major Projects) 2005* (Major Projects SEPP). The Eastern Precinct is zoned B7-Business Park under Amendment No. 36 (Potts Hill Reservoir Site). The proposal is permissible under the zoning B7-Business Park.

The proposal was exhibited for a period of 31 days from Wednesday 19 November 2008 to Friday 19 December 2008. During the exhibition period, the Department received a submission from the Ministry of Transport, Sydney Water Corporation and the NSW Roads and Traffic Authority and no submissions from the public.

Key issues identified in the submissions related to the location of the helipad and its impact on Sydney Water facility, management of chemicals / fuels brought onto the site, security, measures to minimise car parking and encourage the use of public and active transport and the management of construction traffic.

On 6 March 2009, the Proponent lodged a Preferred Project Report (Appendix D) containing responses to the issues raised in submissions and details of changes made to the proposal in response to these submissions and further design considerations.

Sydney Water have advised that they intend to vary the approved subdivision plan for the employment lands such that the western boundary of the NSW Police site is relocated 3m to the west and the southern boundary 17m to the north. The total area of the NSW Police site remains unchanged at 3 hectares. As a result of this, an amended Preferred Project Report (Appendix D) was submitted on 5 June 2009 and reconfigured the buildings on site to reflect the new subdivision layout.

The Department has assessed the merits of the proposal and is satisfied that the impacts of the proposed development have been appropriately addressed via the proponent's Preferred Project Report, the Statement of Commitments or recommended Conditions of Approval.

On these grounds, the Department is satisfied that the site is suitable for the proposed development and that the project will provide environmental, social and economic benefits to the region. The Department is also satisfied that all statutory obligations under the Act have now been met and recommends that the application be approved.

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1 BACKGROUND

1.1 The Site

1.1.1 Site context and location

The NSW Police Site is a 3 hectare parcel located within the eastern part of the Potts Hill Reservoirs Land of (currently Lot 2 DP 225818). The site is bounded by Rookwood Road to the east, Bunker Road to the south, Cooper Road to the west and a water supply pipeline and Southern Sydney Freight Rail line to the north (Figure 1). It is located 2.5km north of Bankstown CBD within the local Government area of Bankstown and is owned by Sydney Water Corporation.



Figure 1: Site Location (red box provides indicative location of site)

The site will be accommodated on a three hectare lot in the eastern part of the Reservoirs Land bound on the west by Reservoir 2 and to the north by the future Sydney Water Workplace Facility. An undeveloped lot forms the southern boundary while the eastern boundary includes Potts Park and the Greyhound Social Club and Graf Avenue.

1.1.2 Existing site features

The site is elevated from the surrounding streets, largely from a build up of fill from the excavation undertaken for the construction of Reservoir 2. The site is largely cleared with some paved surfaces and roads and is currently accessed via a driveway from Bruncker Road near Graf Avenue, as well as one off Rookwood Road, a major arterial road.

1.1.3 Surrounding land and development

The site is located within an approved employment precinct and the immediately adjoining land uses will include Sydney Water's office and warehouse depot to the north, Sydney Water's reservoir to the west and employment uses, potentially for another government utilities provider, to the south.

To the east of the site are the Greyhound Social Club and a low density residential area along Graf Avenue and Boardman Street. The scale of development varies from one to three storeys.

1.2 Project History/Chronology

Following a review of operations on the Potts Hill Reservoirs Land, Sydney Water entered into an agreement with Landcom to investigate the possibility of finding alternative uses for 40.4 ha of surplus land. Sydney Water and Landcom developed a proposal which includes a 15.7 ha business park and a 24.7 ha residential precinct.

On 27 April 2009 the Minister approved the Concept Plan which details the redevelopment of the surplus. On 1 May 2009, the Potts Hill Reservoirs Land listing under Schedule 3 of Major Projects SEPP was gazetted.

On 26 November 2008, approval was granted for the Civil Infrastructure Works Stage 1 project which included subdivision of the Eastern Precinct of the Sydney Water Reservoir Land, demolition of existing built structures, bulk earth excavation and earthworks including compaction, soil remediation, construction of roads and site infrastructure.

The NSW Police Force facility proposal forms part of the business park within the Eastern Precinct included in the Concept Plan for the Reservoirs Land. In January 2009, Landcom requested the Director-Generals Requirements for the Environmental Assessment of the Project Application for the new Police Force Facility.

2 PROPOSED DEVELOPMENT

2.1 The proposed development

The proposal involves the construction of three buildings, car parking, telecommunication towers, a helipad, a storage yard and associated landscaping (Figure 3). The buildings are of a contemporary design and building materials have been chosen to compliment the natural and built surroundings. A summary of the development is found in the following table.

Table 1: Summary of development

Element	Proposed
Site area	30,000m ²
Total floor space	11,679m ²
Floor space ratio	0.39:1
Landscaped area	5,707m ²
Height	Maximum height of buildings – 14.23m Maximum height of telecommunications towers – 30m
Car parking spaces	181 (including 5 disabled spaces)

2.1.1 Buildings

Building 1 – Administration Building

At three storeys, this is the highest building of the development with its highest point at RL 70.24. It is predominantly an administration building with a GFA of 6,533m². Extensive landscaping is proposed for the 20m setback to soften its appearance.

The ground level contains a reception, offices, meeting room, garages and workshops, loading dock, meal rooms, gymnasium, store rooms, plant rooms and amenities. Level 1 and 2 contain largely offices, meeting rooms and associated facilities. The roof level contains plant rooms for air handling units and a chiller compound. An internal lift and three sets of fire stairs provide access all three levels.

Building 2 – Vehicle Service Building

Placed opposite Building 1 running parallel to the western boundary, this is a single storey building consisting of reception area, workshops, garages, store rooms, offices and amenities. It has a GFA of 1,848m² and the plant rooms at roof level bring the height to RL 63.55. This building faces into the site and presents a long façade along the proposed new road to the west. One set of internal fire stairs provide access to the roof.

Building 3 – Warehouse and storage yard

This is a warehouse building with a storage room at mezzanine level. It runs perpendicular to the western boundary at the southern end of the site and has a GFA of 3,298m² and a roof RL 66.60. The ground level consists largely of storage area as well as an office, amenities, reception and communications room.

The 1,618m² yard behind the warehouse at the southern end of the Site will be used to store larger items such as vehicles, boats and machinery and will be screened from view by a Colourbond fence. The yard will be paved with recycled permeable pavers.

2.1.2 Helipad

A well defined circular area surrounded by a grassed area has been designated for a helipad in the north west corner of the Site west of the northern car park. It is estimated that this will be used 3-4 times per month.

Its location and design specifications accord with the *Helicopter Landing Site – Review of Facility Requirements* Report by PSNK Aeronautical Services.

2.1.3 Telecommunication towers

Two telecommunications towers will service the proposal. The first will have a maximum height of 30m will be located on the south west corner of Building 2. The second will be built into the south east corner of Building 1 and extend approximately two metres above the roof of that building.

2.1.4 Access and car parking

Three access points into the Site are proposed. One in the north east corner via a new road off Rockwood Road and two along the western boundary via a new road off Brunner Road. The first of these is just south of Building 3 into the storage yard and the second further north between Buildings 2 and 3.

The development includes 184 at grade car parking spaces, including four disabled parking spaces. The main is the northern car park in front of Building 1 and west to the helipad. There is a further strip of parking along the western side of Building 1, along the northern side of the Building 3 and a few spaces at the entrance of the storage yard. Further parking is to be provided for trucks and specialised police vehicles within the buildings themselves.

Extensive bicycle parking is located at the western end of the row of car parking in front of the warehouse building.

2.1.5 Landscaping

Landscaping of the site includes new planting of native trees, shrubs and grasses predominantly around the perimeter of the Site. It includes planted earth screening mounds, tree plantings, stormwater treatment swales to the north and south of the site, turfed areas and recycled permeable paving.

3 STATUTORY CONTEXT

3.1 State Environmental Planning Policy (Major Projects) 2005

On 14 July 2007, the Minister for Planning declared the development for residential, employment and recreational uses of the Potts Hill Reservoirs Land to be a Major Project under the *Environmental Planning and Assessment Act 1979* (the Act). On 5 November 2008, the Project Application for NSW Police was lodged under Part 3A as it was consistent with the Minister's declaration.

On 27 April 2009, the Minister for Planning approved a Concept Plan for the redevelopment of the surplus land at the Sydney Water Reservoir Site. The approved Concept Plan included an employment lands precinct along the eastern side of the site, which is where the proposed NSW Police facility is to be located.

On 1 May 2009, Amendment 36 to the Major Project SEPP was gazetted and listed the Potts Hill Reservoir Site as a State Significant Site in Schedule 3 of the SEPP. The NSW Police site is zoned B7 Business Park under the MP SEPP. A maximum height limit of 16m and a maximum floor space ratio of 1:1 apply to the site.

3.2 State Environmental Planning Policy No 55 - Remediation of Land

Some degree of contamination has been found within the Eastern Precinct, including the NSW Police Force Facility site, resulting in the need for remediation of the site. Remediation works have been undertaken by Landcom for the entire Potts Hill Reservoirs Land as part of a separate Part 3A approval for civil works.

3.3 State Environmental Planning Policy (Infrastructure) 2007

Schedule 3 of the SEPP lists traffic generating development that is required to be referred to the Roads and Traffic Authority (RTA). Rookwood Road and Brunner Road are classified as arterial roads. Schedule 3 of the SEPP requires that developments with parking for 50 or more vehicles within 90 metres of a classified road to be referred to the RTA for consideration. The Roads and Traffic Authority (RTA) have been consulted accordingly and their comments have been duly considered in this report.

4 CONSULTATION AND ISSUES RAISED

4.1 Public Exhibition and Notification

The Environmental Assessment (EA) was exhibited from Wednesday 19 November 2008 to Friday 19 December 2008 for a period of 31 days and was published in the Sydney Morning Herald, the Daily Telegraph, the Canterbury Bankstown Express and the Canterbury Bankstown Torch. Neighbouring residents/landowners were also notified of the exhibition by mail by the Department. The EA was made available to the public in the Department's Information Centre, at the office of Bankstown City Council and at Bankstown Central Library.

4.2 Submissions received

The Department received submissions from Sydney Water, the Ministry of Transport and the NSW Roads and Traffic Authority. No submissions were received from the public. A detailed summary of the submissions is provided in **Appendix E**. The key issues are addressed in **Section 5** and are noted below:

- RTA advised that traffic signals at Rookwood Road entrance and a seagull intersection at the Brunner Road entrance were acceptable (this was addressed in the Project Approval for the civil works for the Employment Precinct);
- RTA advised that the number of car parking spaces comply with Council's minimum requirements and the design and layout of the car park and loading area comply with the relevant Australian Standards and AUSTROAD guidelines;
- Ministry of Transport recommended that a car parking strategy be implemented to encourage car pooling and the use of public and active transport, secure bicycle storage facilities be provided and a pedestrian link through the Sydney Water operational land to Birrong Railway Station be considered.
- Sydney Water were concerned with the location of the helipad and the impact on adjacent properties, site security, the handling and transport of hazardous materials, energy efficiency of the buildings and vibration management.

5 ASSESSMENT

5.1 Legislative Requirements of the Director-General's Report

Section 75I(2) of the 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 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 and Response to Submissions are located in Appendix C and D respectively.
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 at Appendix E of this report.
Copy of any report of a panel constituted under Section 75G in respect of the project	No statutory independent hearing and assessment panel was undertaken in respect of this project.
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 and assessed in Section 3 .
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 all environmental planning instruments is provided in Section 5 of this report and in the attachments.
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 proponent's EA addressed the DGR requirements and is considered to have satisfied those requirements as addressed in this report. Refer to the Conclusion in Section 6 of this report for a statement relating to this requirement.
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 suitability of the site for the project has been considered in Sections 1 and 5 of this report.
Copies of submissions received by the Director-General in connection with public consultation under section 75H or a summary of the issues raised in those submissions.	A summary of the issues raised in the submissions is provided in section 5 and Appendix E of this report.

The following sections assess each of the key issues associated with the proposal, based on submissions received by the Department, the proponent's assessment of the issue and response to submissions, and the Department's conclusions. In each case, where some environmental impact has been determined as likely to occur, the issue has been addressed through the proponent's commitments to mitigation measures and the Department's recommended conditions of approval.

5.2 Traffic

The typical number of permanent staff proposed for the new police facility is 234. However, this number will potentially reach 400 during training periods and as such, the proposed development has been designed to accommodate up to 400 staff.

Access will be from a new road off Rookwood Road to the east and a new road from the south off Brunker Road which will provide two access points into the Site. These have been approved in the Major Project Civil Works Stage 1 (08_0069). Providing direct access roads into the employment precinct will avoid traffic impacts and conflicts with non site traffic along the residential streets of Boardman Street and Graf Avenue.

A traffic impact assessment has been undertaken for the Concept Plan application (Major Project 07_0099) using existing traffic conditions and estimated traffic conditions based on the total employee numbers predicted for the eastern employment precinct. The traffic assessment concluded that the surrounding road network can accommodate the estimated traffic generation of the Potts Hill redevelopment site with proposed intersection capacity improvements including the signalisation of the intersection at the Rookwood Road access and interim intersection treatment for the new intersection at the Brunker Road access. These works form part of the project approval for civil works.

The proposal is consistent with the Concept Plan with regards to traffic generation potential, namely up to 400 employees and the proponent has committed to provided access, servicing and layout arrangements in accordance with the relevant Australian Standards. The car parking areas and driveway aisles provide sufficient circulation space to accommodate any truck movements and deliveries made to the site.

5.2 Car Parking and Alternative Transport

The Preferred Project Report includes parking provisions for 181 car parking spaces including four disabled parking spaces. This is 27 spaces above the minimum 157 spaces required by the Bankstown City Council Development Control Plan 2005 and is not considered excessive and will ensure that sufficient parking is provided to accommodate the various training activities proposed to be undertaken at the site.

The Ministry of Transport recommended that a car parking strategy be prepared to encourage car pooling and the use of public and alternative transport for travel to the site. A condition of approval to this effect is recommended.

A number of bicycle parking spaces have been provided at the northwest end of the warehouse. This is a short distance to the main office building and each of the buildings includes adequate shower and change facilities and lockers. A condition of approval is recommended to provide secure caging and a covered area for added security and weather protection for bicycles and make cycling to work more engaging throughout the year.

The Ministry of Transport also recommended that a pedestrian link be provided through the Potts Hill Reservoir to provide more direct access to the NSW Police facility from Birrong railway station. Walking distance to the station through Sydney Water's site is approximately 1.2km (versus 1.75km along Cooper and Brunker Road).

Providing a pedestrian link through the site is not supported given the marginal benefits in terms of walking distance to Birrong Railway Station and the potential safety and security concerns that may arise by allowing public access through an area of Sydney Water's operational land which has a low level of passive surveillance and where important infrastructure such as the reservoir are located.

5.3 Design and Built Form

The proposed buildings are low set industrial buildings with a modern appearance. The use of articulation as well as coloured and textured materials reduces the bulk of the buildings. The proposed scale, form and finishes of the buildings are consistent with the Design Guidelines in the Concept Plan and are compatible with there surroundings, both current and future, and result in a satisfactory urban design outcome.

The perimeter of the site will undergo extensive landscaping including vegetated swales and planted earth mounds. The area between the buildings will be largely hard surface. This is considered necessary to allow access to the garages and workshops of Building 2 and to accommodate larger vehicle movements throughout the site.



Figure 3: Building 1 – main administration building



Figure 4: Building 2 – vehicle service building



Figure 5: Building 2 – warehouse and storage yard

5.4 Visual impact and local amenity

Buildings 1 and 3 are located on the eastern boundary and are therefore visible from surrounding properties and passing traffic. Office accommodation has been located in Building 1 to present a typical office façade to the general public. The majority and highest part of the building is set back from the boundary, minimising its visual impact. Building 3 is the most solid in form of the three buildings. It will be constructed at an angle to the boundary which will aid in reducing the bulk when viewed from residential properties. The elevated position of these buildings and perimeter landscaping will further reduce and soften their visual impact. Both buildings include solid perimeter fencing for security purposes, however, materials used will not differ from that used in residential street and will be largely screened by perimeter plantings. The development is therefore not considered to be unacceptably prominent.

The staff parking is located on the northern boundary or facing into the site. Entry to the site is located on the northern and western boundaries via new roads within the eastern precinct. Any noise or light resulting from late night or early morning staff movements will therefore have minimal impact on neighbouring residential properties. As the site will be illuminated 24 hours a day for security purposes, a condition of approval has been recommended that all new external lighting is mounted, screened and directed in such a manner so as not to create a nuisance to surrounding land uses and that the lighting shall be in accordance with AS 4282 – 1997 Control of the Obtrusive Effects of Outdoor Lighting. The Department is satisfied that this condition, combined with the elevated position and perimeter planting, will effectively avoid light spill to residential properties.

5.5 Helipad

The helipad has been designed to all relevant design criteria in terms of 'safety area', 'Final Approach and Take-Off (FATO) area' and Touch Down and Lift-off (TLOF) area. Flight paths have been identified using dominant wind direction and considering residential areas. It has also been established that the landing area provides adequate lateral clearance as well as vertical separation from aircraft using the Bankstown Airport located 5km south west of the site.

The Acoustic Assessment Report assessed the noise emission from helicopters at three locations representing potentially the most affected receivers. Both 'whilst on ground' and 'whilst airborne' noise emission was assessed against the relevant criteria. It also assessed this against the EPA's Environmental Noise Control Manual (ENCM) criteria, even though this is believed to be no longer used, as no formal statement has been issued from DECC regarding helicopter noise.

The results of the assessment revealed compliant levels of noise at all locations with respect to current noise criteria. Slight exceedance of the ENCM criteria was found at Graf Street and the Sydney Water site. With regard to Graf Street, noise monitoring was undertaken without regard of future development of the site. It is considered that Building 1 will provide adequate shielding from helicopter noise. It is also noted that the assessment was undertaken prior to the change in location of the helipad as a result of the PPR in which it was moved to the northwest corner of the site providing greater shielding by Building 1 for the Graf Street residents as well as the main Sydney Water Office Building. Given the level of exceedance, the duration of the exceedance and the infrequent use of site, the Department is satisfied that no additional noise mitigation measures will be required.

Rotor downwash was assessed during noise assessment trials. This found that the velocity of rotor wash at the site boundary with Sydney Water would be negligible compared to ambient winds. The Department is satisfied that the location of the helipad and resultant clearances meets all relevant regulations to achieve safe landings and takeoffs whilst resulting in minimal adverse impacts on adjacent properties and is the best location for this facility on the site. As the Sydney Water Reservoir is already overflowed by some aircraft and helicopters using Bankstown Airport, the overall risk to the reservoir is considered to not be significant.

5.6 Site Security

Sydney Water has raised concerns that the 2.95m high chain link fence proposed along the western boundary of the site is not consistent with the approved Design Guidelines in the Concept Plan, which requires landscaping and palisade style fences. The Department acknowledges that NSW Police has specific security requirements in terms of fencing, lighting and CCTV surveillance for this type of facility. Whilst the proposed fencing does not raise any planning issues, the final design of the fencing should be determined in consultation with Sydney Water as land owner.

5.7 Chemicals and Fuels

Sydney Water advised that any chemicals or fuel brought onto the site need to be appropriately managed because of the proximity to the reservoir. It is recommended that any chemicals or fuel stored on the site be kept in a secure and fully bunded area and, where appropriate, a notification protocol between NSW Police and Sydney Water be developed.

5.8 Geotechnical and remediation works

Geotechnical analyses submitted as part of the Civil Works EA conclude that some parts of the Eastern Precinct require remediation as well as compaction or similar treatment to ensure adequate stability prior to construction. Fill treatment and remediation of the Site has been undertaken under the Civil Works Stage 1 project approval.

To ensure the long term stability of the development, the Department has recommended a condition of approval that prior to the commencement of any foundation works, site stability and foundation design shall be approved by a suitably qualified engineer.

5.9 Construction Management

The original proposed hours of construction were 7am-6pm on weekdays and 7am-3pm on weekends. In their submission for the Civil Works project, DECC noted that standard construction hours are 7am-6pm on weekdays and 8am-1pm on Saturdays, with no work to take place on Sundays or public holidays. The Department has therefore conditioned the construction hours to be in line with these standard construction hours.

The Department has also conditioned the preparation of Construction Management Plans prior to the commencement of relevant works. These will address construction traffic, pedestrian management and parking of construction vehicles, noise and vibration management, management of impact on any neighbouring vegetation and heritage items, air quality, waste management and stormwater management.

The Department is satisfied that the conditions of approval will ensure that construction activities are appropriately managed to reduce the impact on the environment and local residents.

5.10 Ecologically Sustainable Development Principles

The *Protection of the Environment Administration Act 1991* provides five accepted ESD principles. These principles are considered below in respect of the proposed development.

- **Integration Principle**

The new facility will accommodate a significant number of jobs at various levels for highly valuable service to the public. The facility incorporates ESD measures, rain water tanks for the reuse of rainwater, bioretention swales for the treatment of stormwater and pervious pavement. The proponent has committed to providing a 4 Green Star rated facility and formulating an Energy Savings Action Plan and a Waste Management Plan.

- **Precautionary Principle**

All specialist reports have not revealed any uncertainty in relation to the environmental or heritage aspects of the site nor a need to adopt the precautionary principle. In addition, the site is in a non-coastal area and is not within an area deemed to be bushfire prone. Subsequently, the Department is satisfied that the proposal is appropriate and unlikely to experience adverse impacts as a result of climate change.

- **Inter-generational Principle**

The construction and operation of the development incorporates measures which aim to mitigate any adverse impacts on the environment. The construction of a new facility has also allowed the integration of features which ensure the facility will have a lesser impact on the environment in the long term than an older facility of this type.

- **Biodiversity Principle**

The development will not impact the biological diversity and ecological integrity of the site. The proponent's commitment to ESD including energy efficient features, stormwater treatment, water reuse and demand

management, recycling and waste management will assist in reducing the environmental impact of the development.

- **Valuation Principle**

Various features are being included as part of the development which will mitigate any adverse environmental impacts particularly during construction. The cost of installing and implementing these features is included in the total project cost and is considered the best way of placing a value on the environmental impacts of the development.

6 CONCLUSION

The Department has assessed the EA and the PPR and considered the submissions received in response to the proposal. The Department has considered these and other relevant issues and recommends a number of conditions of approval to ensure that all environmental impacts are minimised or managed to an acceptable level. On these grounds, the Department considers the site to be suitable for the proposed development and that the proposal is in the public interest. Consequently, the Department recommends that the proposal be approved, subject to conditions.

7 DELEGATION

The proposed development has a capital investment value of less than \$50 million and less than 25 public submissions were received. No reportable political donations have been declared. Therefore, the Director-General has delegation to determine this application.

8 RECOMMENDATION

It is recommended that the Director-General as delegate of the Minister for Planning:

- (A) consider the findings and recommendations of this report;
- (B) approve the proposal under section 75J(1) of the NSW *Environmental Planning and Assessment Act, 1979*, subject to conditions, and sign the Determination of the Major Project (**Appendix A**).

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APPENDIX A. CONDITIONS OF APPROVAL

APPENDIX B. STATEMENT OF COMMITMENTS

APPENDIX C. ENVIRONMENTAL ASSESSMENT

APPENDIX D. PREFERRED PROJECT REPORT

APPENDIX E. SUMMARY OF SUBMISSIONS
