



Planning &
Environment

**STATE SIGNIFICANT DEVELOPMENT
Section 4.55(1A) Modification Applications**

AUSTRALIAN TECHNOLOGY PARK, EVELEIGH

SSD 7317 MOD 6



Environmental Assessment Report
Section 4.55(1A) of the *Environmental Planning
and Assessment Act 1979*

August 2018

Cover Photograph: Photomontage of Building 2 at the Australian Technology Park (Source: SSD 7317)

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*NSW Government
Department of Planning & Environment*

1. BACKGROUND

1.1 Introduction

This report provides an assessment of an application to modify the State significant development (SSD) consent for the commercial campus at the Australian Technology Park (ATP) (SSD 7317).

This modification application seeks approval for amendments to Building 2, including changes to the configuration of the lower and upper ground floor level layouts, façade materials, signage zones and car parking.

The application has been lodged by Mirvac Projects Pty Ltd (the Applicant), pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (the EP&A Act).

1.2 The site

The ATP site is located in the City of Sydney Local Government Area (LGA), in the suburb of Eveleigh (**Figure 1**). It is located approximately 2.5 kilometres (km) to the south west of the Sydney central business district (CBD), approximately 5 km to the north of Sydney Airport, within 200 m of Redfern railway station and 400 m from Redfern town centre.

The ATP has an area of 13.5 hectares (ha) and is bound by:

- the main western railway line and railway shed to the north
- Henderson Road to the south
- Alexandria Child Care Centre, Alexander Street and Rowley Lane to the west
- Garden Street and Cornwallis Street to the east.



Figure 1: The ATP site (in solid red), with the three approved building locations (in red dash) (Base map source: Nearmap)

1.3 Previous approvals

On 20 December 2016, the Planning Assessment Commission (Commission) (now the Independent Planning Commission) granted development consent for a commercial campus at the ATP (SSD 7317), which included:

- site preparation works, site clearance, excavation and remediation
- construction of three mixed use buildings (Buildings 1, 2 and 3 as shown in **Figure 1**) with a total gross floor area (GFA) of 107,427 square metres (m²)
- car and bicycle parking
- landscaping, road and public domain works
- building identification signage zones.

The development consent includes the following conditions relevant to these modification requests:

- Condition A2 (Terms of Consent) lists the approved plans for Buildings 2
- Condition B8 (Car Parking) (as amended through Mod 5) allows a maximum of 735 new car parking spaces to be provided in Buildings 1 and 2 and the Public Domain, with 497 of those to be provided in Building 2
- Condition F7 (Signage Zones) requires that the final signage design, content and illumination (if proposed) within the approved signage zones be approved by the Secretary
- Condition G8 (Car Parking Not to be used as Commuter Parking) requires car parking spaces in Buildings 1 and 2 to only be used by employees or visitors of Buildings 1, 2 and 3.

The development consent has been modified on six occasions, and four further modifications are currently under assessment (**Table 1**).

Table 1: Summary of modifications

MOD No.	Summary of Modifications	Approval Date
MOD 1	Defer the timing of a landscape and public domain plan and the delivery of works.	26 June 2017
MOD 2	Amendments to a Voluntary Planning Agreement, parking provision, building identification zones and ground floor layout in Building 2.	22 August 2017
MOD 3	Modifications to Building 3, including changes to the building form and design, increase in GFA by 406m ² , establish a rooftop community garden and introduction of signage zones.	1 December 2017
MOD 4	Modifications to Building 1, to provide additional rooftop plant and photovoltaic panels, which increases the height to 60.9m AHD.	20 October 2017
MOD 5	Modifications to Building 2 to introduce a tunnel below Locomotive Street to accommodate a future travelator, with associated loss of three car parking spaces.	29 June 2018
MOD 7	Modifications to Building 1, including changes to the external facades, and addition of awnings, signage zone and load bank room at Level 8 with associated cowl at roof level.	17 July 2018
MOD 8	Modifications to Building 1, to increase the number of lockers and decrease the number of bicycle parking spaces.	Under assessment
MOD 10	Modifications to Building 3, including an increase in GFA due to an increase in balustrade height on level 2 and other internal and external changes.	Under assessment
MOD 11	Modification to amend various conditions to align the timing of deliverables with the Applicant's construction and occupation program.	Under assessment
MOD 12	Modification to amend the approved landscape masterplan, provide public domain signage and external signage strategy.	Under assessment

Construction of Building 1 is nearing completion, with construction of Buildings 2 and 3 well underway.

1.4 Other relevant applications

The Department is currently assessing two SSD applications associated with the Locomotive Workshop to the north of Building 2, namely:

- SSD 8517 for the adaptive reuse of the eastern portion of the Locomotive Workshop (Bays 1 – 4a) and two annex structures for a mix of retail, function centre, education, recreation and industrial uses. This proposal also seeks consent for part of the tunnel and traveller linking the Locomotive Workshop to Building 2
- SSD 8449 for the adaptive reuse of the western portion of the Locomotive Workshop (Bays 5 – 13 and Bay 15) and two annex structures for commercial and light industrial uses.

2. PROPOSED MODIFICATION

2.1 Description of the modification

This application (SSD 7317 Mod 6) seeks approval for various modifications to Building 2, including:

- alterations to the Lower Ground Level layout, including:
 - re-allocation of 201 car parking spaces for use by visitors to the ATP and reconfiguration of the car parking layout (resulting in a reduction of 34 spaces)
 - subdivision of a retail tenancy into three tenancies on the southern elevation, with associated new entrance doors onto Central Avenue
 - reconfiguration of the waste room, mail room and dock manager rooms to provide a food and beverage cool store.
- subdivision of six retail tenancies into 12 tenancies on the Upper Ground Level (northern elevation), with associated entrance doors onto Locomotive Avenue
- changes to the stairs, lift core and atria on the Upper Ground Level and levels above
- extension of an awning at the south-western corner of the building, fronting Village Square
- refinement of façade materials at Lower Ground Level and Plant Level
- changes to the approved signage zones on the southern, western and northern elevations and introduction of a new signage zone on the northern elevation (**Figure 2**).

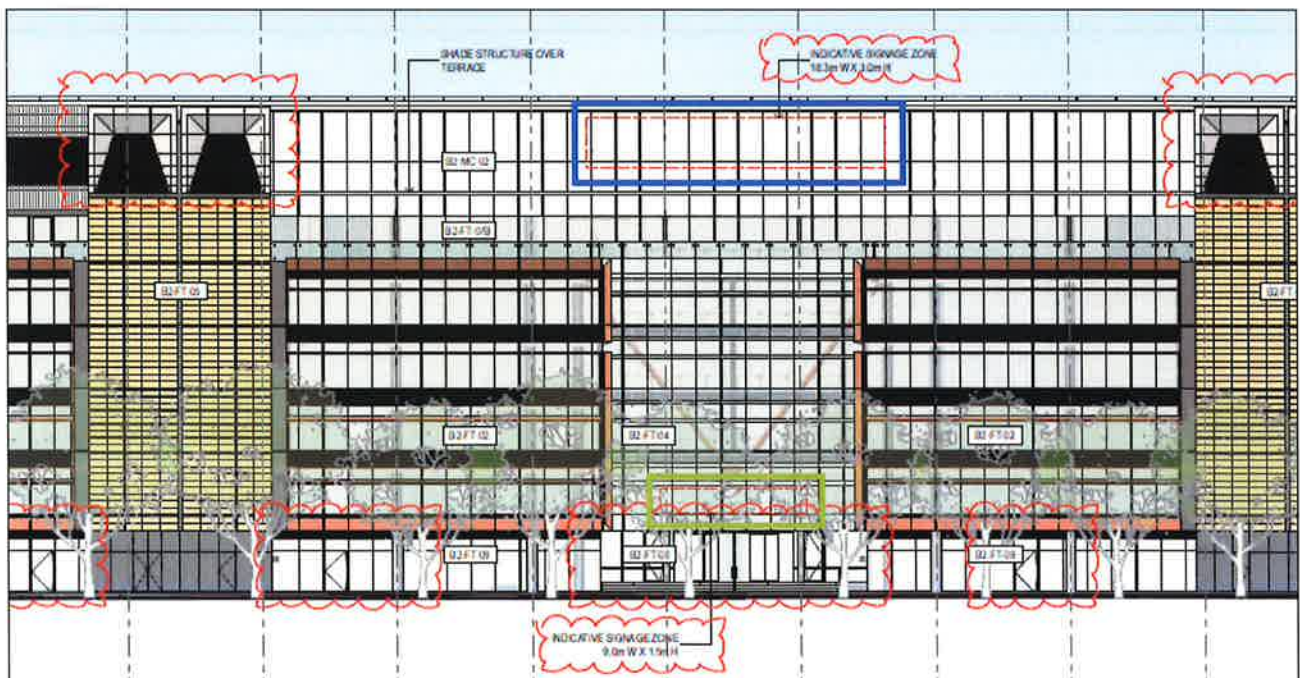


Figure 2: Part of the northern elevation of Building 2, showing the proposed new signage zone (in Green) and the signage zone to be increased (in Blue) (Base source: Applicant's modification request)

The Applicant is seeking the internal and external refinements due to design development, and changes to car parking in Building 2 so that 201 car parking spaces can be used by visitors to the ATP (including the Locomotive Workshop).

3. STATUTORY CONTEXT

3.1. Modification of approval

Section 4.55(1A) of the EP&A Act requires the consent authority to be satisfied the following matters in **Table 2** are addressed in respect of the subject applications.

Table 2: Consideration of proposed modifications against Section 4.55(1A) of the EP&A Act

Section 4.55(1A) matters for consideration	Comment
(a) that the proposed modification is of minimal environmental impact	The Department is satisfied that the proposal is of minimal environmental impact, as the changes are limited to minor internal and external design refinements that will not adversely impact on the surrounding area. Relevant environmental impacts are considered in Section 5 of this report.
(b) that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all).	The Department is satisfied that the proposal is substantially the same development as originally granted under development consent SSD 7317, as it is limited to minor internal and external design refinements that will not adversely impact on the surrounding area.
(c) the application has been notified in accordance with the regulations	The Department made the application publicly available on its website and notified surrounding landowners and relevant government agencies. Details of the notification are provided in Section 4 of this report.
(d) any submission made concerning the proposed modification has been considered.	The Department has considered the submissions in Section 4 and 5 of this report.

3.2. Consent Authority

In accordance with the Minister for Planning's delegation of 11 October 2017, the Director, Key Sites Assessments, may determine the modification applications as:

- Council has not made an objection; and
- there are no public submissions in the nature of objection; and
- a political disclosure statement has not been made.

3.3. Environmental Planning Instruments

The original development application (SSD 7317) was assessed against the following environmental planning instruments (EPIs):

- State Environmental Planning Policy (State and Regional Development) 2011
- State Environmental Planning Policy (State Significant Precincts) 2005 (SSP SEPP)
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy (Urban Renewal) 2010
- State Environmental Planning Policy No. 1 – Development Standards
- State Environmental Planning Policy No. 55 – Remediation of Land
- State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64).

The Department is satisfied that the proposal remains consistent with these EPIs. Consideration of the proposed new signage zone against the relevant criteria in Schedule 1 of SEPP 64 is set out in **Section 5** and **Attachment B**.

3.4. Objects of the EP&A Act

The Minister or delegate must consider the objects of the EP&A Act when making decisions under the Act. The Department is satisfied the proposed modification is consistent with the objects of the EP&A Act.

4. CONSULTATION AND SUBMISSIONS

4.1. Consultation

On 24 April 2018, the Department made the application publicly available on its website and notified the City of Sydney Council (Council), NSW Heritage Council, UrbanGrowth NSW and surrounding landowners with a request for comments by 10 May 2018 (16 days).

The Department received submissions from Council and the NSW Heritage Council. Council advised that it had no comments on the proposed modification. The NSW Heritage Council does not object to the proposed modifications, noting that the proposed changes are minor and do not substantially alter the building design, and would not result in any further impact on the heritage values of the site. No public submissions were received.

4.2. Response to Submissions

In response to a request from the Department, the Applicant provided additional information to support the application, including:

- clarification on car parking to be provided in each building of the ATP
- further information on changes to the atria, and associated implications to gross floor area (GFA)
- assessment of the proposed new signage zone against Schedule 1 of SEPP 64

This additional information was made publicly available on the Department's website. The Department has considered the proposed modification and given specific consideration to the key issues raised in **Section 5** of this report and/or by way of recommended conditions at **Appendix C**.

5. ASSESSMENT

5.1 Key assessment issues

The Department considers the key assessment issues are:

- provision of car parking
- changes to signage zones
- changes to the internal layout.

Each of these issues is discussed in the following sections of this report.

5.2 Provision of car parking

Car parking was key consideration in the assessment of the original SSD application (SSD 7317). The Department supported the proposed car parking in Buildings 1 and 2 and the public domain, which resulted in 1,574 spaces within the wider ATP (**Table 3**). This was below the SSP SEPP maximum of 1,600 car spaces in the ATP and limited car parking provision given the site's access to public transport.

The proposed modification seeks to reallocate 201 car parking spaces approved on the Lower Ground Floor of Building 2 (intended for use by employees of Building 2) for use by visitors to the ATP (including visitors to the Locomotive Workshop). In doing so, the Applicant proposes to reconfigure the parking layout to comply with the provisions for 'short-term and town centre parking' (Class 3), rather than 'residential or employee parking' (Class 1a) in Australian Standard AS2890.1-

2004 (Off-Street Parking). This reconfiguration results in the loss of 34 car parking spaces in Building 2, including the loss of six accessible parking spaces.

The Applicant is seeking this reallocation to provide car parking connected to the proposed new retail offer within the Locomotive Workshop (via a travelator under Locomotive Avenue proposed in SSD 8517). The reduction in car parking for employees in Building 2 would be compensated by reallocating 230 car parking spaces in the Channel 7 building for use by employees of Buildings 1 and 2.

Table 3: Summary of car parking provision

Building / location	Approved car parking (SSD 7317)	Approved car parking (SSD 7317 Mod 2)	Approved car parking (SSD 7317 Mod 5)	Proposed car parking (SSD 7317 Mod 6)
Building 1	217	205	205	205
Building 2	489	500	497	463 (-34)
Building 3	0	0	0	0
On-street within the public domain	42	33	33	33
Channel 7 Visitors	363	363	363	363
Channel 7 Staff	339	339	339	339
Biomedical Staff	33	33	33	33
Locomotive Workshop	4	4	4	4
Nicta Building	66	66	66	66
National Innovation Centre	4	4	4	4
International Business Centre	17	17	17	17
Total	1,574	1,564	1,561	1,527 (-34)

Having reviewed the information provided by the Applicant, the Department considers that the proposed reallocation and reduction in car parking is acceptable, as the proposal remains compliant with the maximum car parking limit of 1,600 spaces in the SSP SEPP (**Table 3**).

The proposal effectively swops visitor and employee parking between the Channel 7 building and Building 2, to provide visitor parking directly connected to the potential new retail offer in the Locomotive Workshop (should SSD 8417 be approved). The proposal is unlikely to adversely impact on car parking in the surrounding area, as visitor parking spaces within the Channel 7 building will be allocated to employees of Buildings 1 and 2. Given the accessible location of the ATP precinct, the reduction in car parking will further encourage the use of sustainable transport options, including trains, busses, trains, walking and cycling.

The Department notes that Condition G8 currently restricts car parking in Buildings 1 and 2 for use only by employees and visitors of Buildings 1, 2 and 3, and shall not be used as a commercial commuter car park. As the Department supports the reallocation of car parking spaces between Building 2 and the Channel 7 building for the reasons set out above, this condition will be amended so that the car parking spaces in Building 2 can be used for employees and visitors to the ATP, including the Locomotive Workshop. The Department notes that car parking in Building 1 will continue to be restricted for use by employees of Buildings 1, 2 and 3 and may not be used as commercial commuter car parking.

While the Applicant has requested that the consent not be modified to reflect the reduction in car parking spaces in Building 2, the Department considers it appropriate and reasonable that the consent be modified to accurately reflect the approved plans and the amount of car parking spaces still available under the SSP SEPP for future developments.

Following concerns raised by the Department, the Applicant has provided two additional accessible parking spaces on the Mezzanine Level of Building 2 to compensate for the loss of six spaces from the Lower Ground Level. This results in a total of five accessible spaces in Building 2, together with four accessible spaces in Locomotive Avenue for visitors to the Locomotive Workshop (as proposed in SSD 8449 and SSD 8517). This will ensure that the proposal continues to comply with the Building Code of Australia 2016 and the Disability (Access to Premises – Buildings) Standards 2010, which requires 1% of parking to be accessible.

The Department considers that the proposed changes to car parking in Building 2 are acceptable, subject to Condition G8 being amended so that car parking spaces in Building 2 can be used for employees and visitors to the ATP, including the Locomotive Workshop, and Condition B8 being amended to require the provision of five accessible spaces within Building 2.

5.3 Changes to signage zones

SSD 7317 approved eight building identification signage zones on Building 2, including:

- two on the northern elevation
- three on the western elevation
- three on the south elevation.

This modification proposes to vary four of these signage zones, as follows:

- relocate and reduce (by 8 m²) a signage zone on the southern elevation
- relocate and increase (by 9.9 m²) a signage zone on the northern elevation (Plant Level)
- introduce a new signage zone (13.5 m²) above main entrance on the northern elevation (at Upper Ground Floor level) (**Figure 3**)
- relocate and reconfigure two signage zones on the western elevation

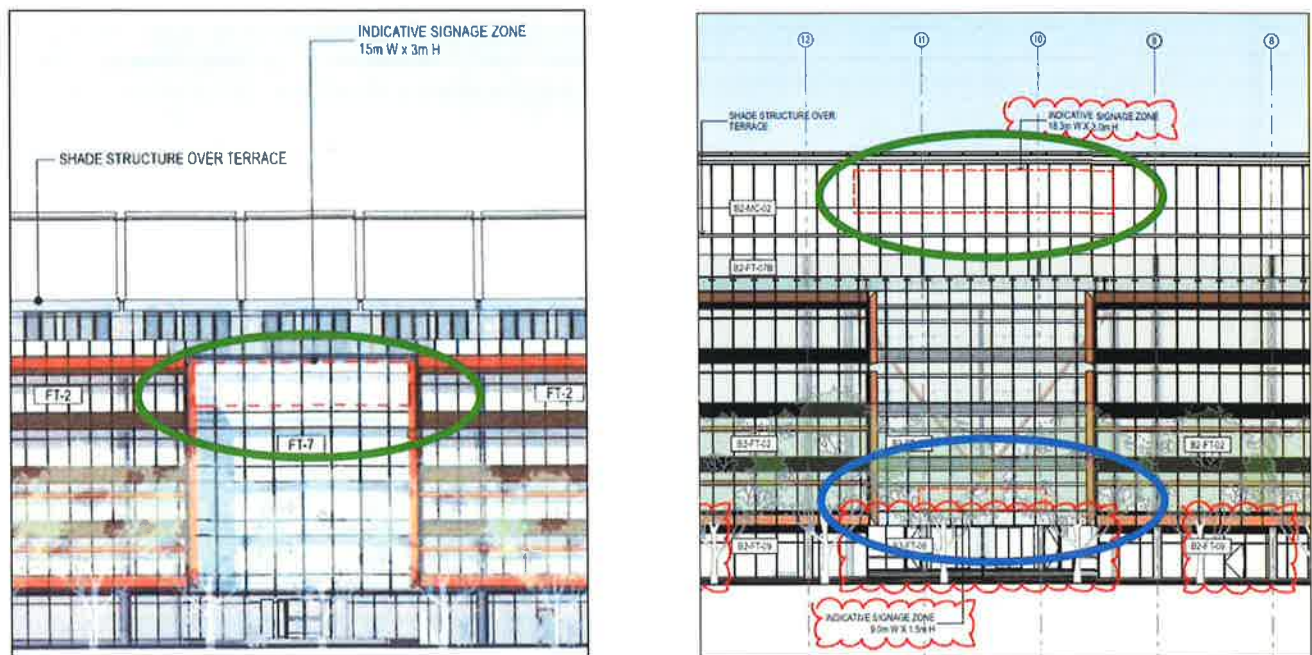


Figure 3: Comparison of approved (left) and proposed (right) north elevation plans showing the signage zone to be relocated and enlarged in green and new signage zone in blue (Source: FJMT)

The signage zones are proposed to be used for business identification associated with the tenants of the building. While the application does not seek approval for the content and illumination of the various zones, the Applicant has provided an assessment of the proposed new signage zone and reconfigured signage zones against Schedule 1 of *State Environmental Planning Policy 64 – Advertising and Signage* (SEPP 64).

The Department assessed the approved signage zones against SEPP 64 in its original assessment (SSD 7317), and was satisfied the location of the building identification signs were compatible with the desired amenity and visual character of the area. The proposed changes to the approved signage zones are appropriate, as they involve a minor relocation and mostly reduce the size of the zones. The enlarged signage zone is similarly acceptable as it will not dominate the scale of the building.

The Department has considered the proposed new signage zone in accordance with Schedule 1 of SEPP 64 (**Appendix B**). The Department is satisfied the proposed changes are compatible with the desired amenity and visual character of the area, and consistent with SEPP 64. The Department also considers that the additional sign will not result in clutter, given the size and position of the new zone above the entrance door. The Department also notes that the original consent (SSD 7317) includes a condition requiring the final signage design, content and illumination within the approved signage zones be approved by the Secretary.

The Department therefore supports the proposed changes to the signage zones and addition of one signage zone.

5.4 Internal and external changes to Building 2

This modification proposes various external and internal amendments to Building 2, such as:

- reconfiguration of the service rooms on Lower Ground Floor level
- inclusion of a drink fountain adjacent to the end of trip facilities and reconfiguration of the entrance into the bicycle storage area on Lower Ground Floor level
- subdivision and reconfiguration of retail tenancies on Lower Ground Floor and Upper Ground Floor levels
- relocation and re-orientation of internal stairs and lift banks and new feature stair (**Figure 4**)
- reduction in the size of the atria on Levels 1 to 5 (**Figure 5**)
- provision of an additional revolving door on the northern elevation
- extension of an awning over the Lower Ground Floor building entrance fronting Village Square
- reconfiguration of the eastern and western amenities layout on Upper Ground Floor level.



Figure 4: Upper Ground Floor level, showing proposed changes to the retail tenancies (in green) and changes to the stairs, lifts and atria (shown in blue) compared to the approved plans above (Source: FJMT)

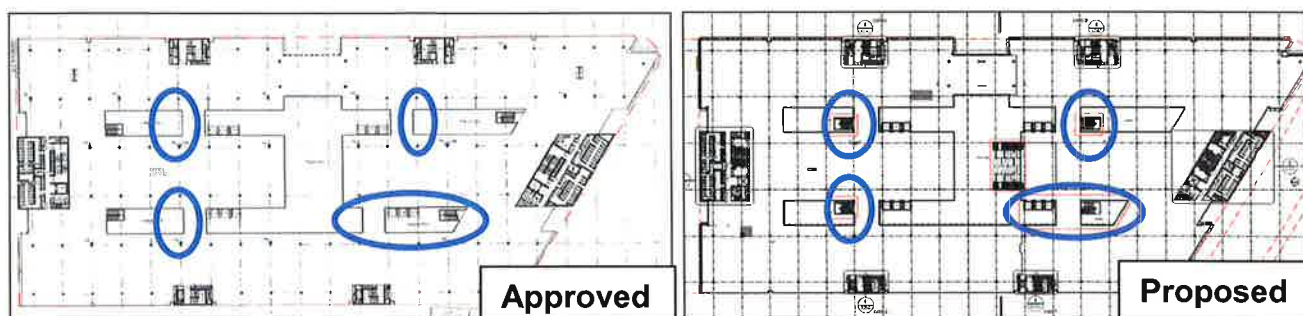


Figure 5: Example showing the reduction in the atria (Level 01), compared to the approved plans above (Source: FJMT)

The Applicant is proposing these changes due to design development, requirements from the future tenant of the building, and recommendations from a review by the project team.

The Department supports the proposed changes, as they are minor in nature and unlikely to result in adverse impacts on the surrounding area. This is because Building 2 is located centrally within the ATP and the changes are mostly internal design refinements, that do not adversely change the scale and appearance of the building.

The proposed new awning will provide protection from the weather, and the subdivision of the retail premises with associated additional door openings will help to activate the precinct and provide a variety of retail offering.

In response to a request for more information from the Department, the Applicant advises the changes will not increase the overall GFA in Building 2, as there have been efficiencies in floor area during the design development (as shown in **Table 4**). The Department supports the minor refinement to the atria, and associated implications to commercial floor area.

Table 4: Comparison of Building 2 GFA

Level	Approved GFA (m ²)	Proposed (m ²)	Change (m ²)
Lower Ground	1,915	1,697	-218
Mezzanine	119	165	+46
Upper Ground	9,396	9,388	-8
Level 1	9,327	9,272	-55
Level 2	9,286	9,305	+19
Level 3	9,286	9,305	+19
Level 4	9,286	9,306	+20
Level 5	8,071	8,116	+45
Plant	0	0	0
Total	56,686	56,554	-132

While the Applicant has requested that the consent not be modified to reflect the overall decrease in GFA, the Department considers it appropriate and reasonable that the consent be modified to accurately reflect the GFA in Building 2 and align the GFA with the modified approved plans.

6. CONCLUSION

The Department has assessed the modification application in accordance with the matters for consideration under section 4.55(1A) of the EP&A Act, and is satisfied the impacts have been satisfactorily addressed by the proposal and through the Department's recommended conditions.

The Department's assessment concludes the proposed modification is acceptable as it is:

- limited to minor internal and external changes resulting from design development
- not result in any additional adverse impacts on the surrounding area
- not detract from the overall design of the ATP site
- maintain consistency with the objectives of the original approval.

Consequently, it is recommended that the modification be approved, subject to the recommended conditions.

7. RECOMMENDATION

It is recommended that the Acting Director, Key Sites Assessments as delegate of the Minister for Planning:

- a) **consider** the findings and recommendations of this report;
- b) **accept and adopt** all of the findings and recommendations in this report as the reasons for making the decision to approve this modification
- c) **determine** that the application (SSD 7317 MOD 6) falls within the scope of section 4.55(1A) of the EP&A Act;
- d) **modify the consent** SSD 7317; and
- e) **sign** the attached Instrument of Modification at **Appendix C**.

Luke Thorburn
Key Sites Assessments

Endorsed by:



Brendon Roberts
Team Leader
Key Sites Assessments



Cameron Sargent
Acting Director
Key Sites Assessments

APPENDIX A RELEVANT SUPPORTING INFORMATION

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Environment's website as follows.

1. Modification Application

http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9245.

2. Submissions

http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9245.

3. Applicant's Response to Submissions

http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9245.

APPENDIX B STATE ENVIRONMENTAL PLANNING POLICY NO. 64 – ADVERTISING AND SIGNAGE

SEPP 64 applies to all signage that under an EPI can be displayed with or without development consent and is visible from any public place or public reserve.

Under clause 8 of SEPP 64, consent must not be granted for any signage application unless the proposal is consistent with the objectives of SEPP 64 and the assessment criteria which are contained in Schedule 1. **Table 5** below demonstrates the Department's assessment of the consistency of the proposed signage zone with this assessment criteria.

Table 5: SEPP 64 Compliance Table

Assessment Criteria	Comments	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The amended and proposed signage zones are compatible with the future character of the ATP, being is a commercial campus with associated business identification signage.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The final signage design, content and illumination within the approved signage zone is subject to a condition requiring further approval by the Secretary.	N/A
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The amended and proposed signage zones are compatible with the future character of the ATP, being a commercial campus with associated business identification signage.	Yes
3 Views and vistas		
Does the proposal: - obscure or compromise important views? - dominate the skyline and reduce the quality of vistas? - respect the viewing rights of other advertisers	The amended and proposed signage zones do not obscure important views or dominate the skyline, as they located on the building façade and do not protrude above the buildings' height. Additionally, the signage zone is scaled appropriately to be consistent with the character of signage in the ATP Precinct.	Yes
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The amended and proposed signage zones are an appropriate scale, proportion and form, and fits comfortably within the proportion of the buildings in this location. They are also largely consistent with approved signage zones located elsewhere on Building 1 and within the ATP.	Yes
Does the proposal: - contribute to the visual interest of the streetscape, setting or landscape?	The amended and proposed signage zones are compatible with the future character of the ATP, being is a commercial campus with associated business identification signage.	Yes
- reduce clutter by rationalising and simplifying existing advertising?	The Department considers that a total of three signs on the façade will not result in signage clutter.	Yes
- screen unsightliness?	The amended and proposed signage zones will screen a section of the façade that would otherwise appear blank.	Yes

- protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage zones do not protrude above the top of the building.	Yes
- require ongoing vegetation management?	N/A.	N/A
5 Site and building		
- Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? - Does the proposal respect important features of the site or building, or both? - Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The amended and proposed signage zones are an appropriate scale, proportion and form, and fit comfortably within the proportion of the buildings in this location. It is also largely consistent with approved signage zones located elsewhere on Building 2 and within the ATP.	Yes
6 Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	The final signage design, content and illumination within the approved signage zone is subject to a condition requiring further approval by the Secretary.	N/A
7 Illumination		
Would illumination: - result in unacceptable glare? - affect safety for pedestrians, vehicles or aircraft? - detract from the amenity of any residence or other form of accommodation?	The final signage design, content and illumination within the approved signage zone is subject to a condition requiring further approval by the Secretary.	N/A
Can the intensity of the illumination be adjusted, if necessary and is the illumination subject to a curfew?	The final signage design, content and illumination within the approved signage zone is subject to a condition requiring further approval by the Secretary.	N/A
8 Safety		
Would the proposal reduce safety for: - pedestrians, particularly children, by obscuring sightlines from public areas? - any public road?	The proposed signage zone will not obscure any sightlines from the public domain and surrounding areas, ultimately not affecting the safety of pedestrians. The final signage design, content and illumination within the approved signage zone is subject to a condition requiring further approval by the Secretary.	Yes

APPENDIX C RECOMMENDED INSTRUMENT OF MODIFICATION

The recommended conditions of consent can be found on the Department of Planning and Environment's website as follows.

http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9245.