

Notice of decision

Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

Application type	State significant development
Application number and project name	SSD-9670 Western Sydney University Innovation Hub
Applicant	Western Sydney University
Consent Authority	Minister for Planning and Public Spaces

Decision

The Executive Director under delegation from the Minister for Planning and Public Spaces has, under section 4.38 of the *Environmental Planning and Assessment Act 1979 (the Act)* granted consent to the development application subject to the recommended conditions.

A copy of the development consent and conditions is available [here](#).

A copy of the Department of Planning and Environment's Assessment Report is available [here](#).

Date of decision

21/11/19.

Reasons for decision

The following matters were taken into consideration in making this decision:

- the relevant matters listed in section 4.15 of the Act and the additional matters listed in the statutory context section of the Department's Assessment Report;
- the prescribed matters under the *Environmental Planning and Assessment Regulation 2000*;
- the objects of the Act;
- all information submitted to the Department during the assessment of the development application [and any additional information considered in the Department's Assessment Report];
- the findings and recommendations in the Department's Assessment Report; and
- the views of the community about the project (see Attachment 1).

The findings and recommendations set out in the Department's Assessment Report were accepted and adopted as the reasons for making this decision.

The key reasons for granting consent to the development application are as follows:

- the project would provide a range of benefits for the region and the State as a whole, including \$120.5 million capital investment, creation of 942 construction jobs, and a tertiary education facility for engineering innovation and commercial floorspace in the Parramatta CBD.
- the project is permissible with development consent and is consistent with NSW Government policies including the *Greater Sydney Regional Plan: A Metropolis of Three Cities*, the *Greater Sydney Commissions' Central City District Plan*, and the *Future Transport Strategy 2056*.
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards. The consent authority has included conditions of consent to ensure construction impacts are appropriately managed, transport access arrangements are adequate and measures for environmentally sustainable development (ESD) are incorporated into the design.
- the community views have been considered and adequately addressed through changes to the project and the recommended conditions of consent.
- weighing all relevant considerations, the project is in the public interest.

Attachment 1 – Consideration of Community Views

The Department exhibited the Environmental Impact Statement for the project from 23 May 2019 until 19 June 2019 (28 days) and received 8 submissions from public authorities, including Parramatta City Council outlining issues and recommended conditions of consent. No public submissions were received.

The key issues raised by the community (including in submissions) and considered in the Department's Assessment Report and by the decision maker include built form and heritage, urban design, traffic, access and parking and noise. Other issues are addressed in detail in the Department's Assessment Report.

<i>Issue</i>	<i>Consideration</i>
<p><i>Built Form and Heritage</i></p> <ul style="list-style-type: none"> The built form does not comply with the site-specific boundary setbacks controls under Parramatta Development Control Plan 2011 (PDCP 2011), resulting in adverse impacts on the surrounding area in terms of heritage and scale. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The development provides an appropriate and contextual response in height, bulk and scale and will not adversely affect the heritage significance of the adjacent contributory heritage items. The development has evolved through a design competition process and will deliver an architecturally distinct building that will achieve design excellence. <p><i>Conditions</i></p> <ul style="list-style-type: none"> A condition is included to ensure the design integrity is maintained during the detailed design phase of the development.
<p><i>Urban Design (public domain)</i></p> <ul style="list-style-type: none"> Better street activation is required at ground level Further design consideration for a future pedestrian connection to the Lancer Barracks. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The development provides an acceptable level of street activation due to the north-south plaza and a 3-storey open podium enhancing site permeability and a highly legible and defining site entry with retail shops. The RtS included further design resolution of the ground plane to enhance the pedestrian experience and provide a clear path of travel through the site with flexibility for a future pedestrian connection to the Lancer Barracks. <p><i>Conditions</i></p> <ul style="list-style-type: none"> A condition is included requiring a detailed Public Domain Plan to be approved by Council.
<p><i>Traffic, Access and Parking</i></p> <ul style="list-style-type: none"> Further details requested in relation to pedestrian impacts to and from the Parramatta Railway Station and Bus Interchange. The loading bays are insufficient to service the demands generated by the retail/commercial floorspace Cumulative impact of construction traffic on the amenity of the surrounding area. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> Further assessment of the pedestrian impacts provided in the RtS indicates the proposal will not result in any overcrowding at key intersections during peak periods. The RtS includes measures to manage and mitigate impacts from servicing and loading activities, including a booking system to manage the access of servicing vehicles and allocation times to restrict its use. The cumulative construction traffic impacts and access arrangements can be appropriately managed to minimise impacts to the surrounding area. <p><i>Conditions</i></p> <ul style="list-style-type: none"> Conditions are included requiring a Loading Dock Management Plan and a Construction Pedestrian Traffic Management Plan to be approved by the Coordinator General, Transport Coordination at TfNSW.
<p><i>Noise</i></p> <ul style="list-style-type: none"> Construction and operational noise impacts to the surrounding residential receivers. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The Department is satisfied the construction and operational noise impacts generated will not result in unreasonable impacts upon neighbouring receivers subject to the implementation of noise mitigation measures. <p><i>Conditions</i></p> <ul style="list-style-type: none"> Conditions are included requiring a construction Noise and Vibration Management Plan and noise attenuation measures to mechanical plant at the detailed design stage.