4. EXHIBITION CONSULTATION AND SUBMISSIONS

4.1 Exhibition

In accordance with 75X(2)(f) and section 89F of the EP&A Act, the modification application and the SSD application and accompanying information, respectively, were made publicly available in accordance with the Regulations for at least 30 days following the date of first publication (see **Table 1**).

Table 1: Exhibition Details

Exhibition/Notification	Format	Dates
Publicly Exhibited	DPI Bridge Street office and the City of Sydney Council's One Stop Shop and on the department's website	13 November 2013 until 13 December 2013
Newspaper Notice	Sydney Morning Herald and Daily Telegraph	Published 13 November 2013
Written Notices	Surrounding landowners	Dated 12 November 2013

4.2 Public Authority Consultation and Submissions

Planning and Infrastructure received three (3) submissions during the exhibition of the application from the City of Sydney, Transport for NSW (TfNSW) and the NSW Environment Protection Authority (EPA). None of these submissions raised objection to the proposal. A summary of the issues raised in submissions is provided below.

City of Sydney

The City of Sydney has requested that any approval issued for the application be limited to the construction period i.e. June 2015, with any extension to this period being the subject of a further application.

Planning and Infrastructure comment:

Whilst there are references in the SSD 5967 EIS seeking approval to extent the use of the concrete batching plant to June 2015, a number of the technical reports that form part of the EIS also include an assessment of the operation of the concrete batching plant up until the end of 2018.

In response to the above comment from Council, the proponent has indicated that it would be more practical to link the use of the concrete batching plant to specific construction in Barangaroo South rather than an indicative timeframe. However, Planning and Infrastructure considers this to be problematic given the uncertainty around the precise future construction program. Accordingly, Planning and Infrastructure considers it appropriate that a time limitation be placed on the use of the concrete batching plant. It is therefore recommended that the consent limits the use of the plant to 30 November 2018.

Planning and Infrastructure also notes that a number of applications for buildings in Barangaroo South are yet to be determined, including for commercial buildings C1 and C2, and that relevant consideration can be given to the use of the concrete batching plant as part of the environmental assessment associated with the subsequent applications. In this regard, the traffic impact assessment completed for each of these developments would account for the use of the plant during construction, and the relevant environmental management sub-plans can be relevantly updated to reference the respective development and any additional management and mitigation measures.

Transport for NSW (TfNSW)
No comment or issues have been raised with respect to the applications.

NSW Environment Protection Authority (EPA)
The EPA has advised that the proposal is not likely to give rise to any new or additional impacts over and above those associated with the current approved plant. On this basis, the EPA advise that the conditions attached the Environmental Protection Licence 13336 are sufficient to regulate any short-term impacts associated with the operation and ultimately, the decommissioning of the plant.

4.3 Public Submissions
As previously outlined, no public submissions were received.

4.4 Response to Submissions
Having regard to the minor nature of the submissions received, as outlined in Section 4.2 above, the preparation of a Preferred Project Report and a Response to Submissions for the modification application and the State significant development application respectively was not considered to be warranted in the circumstances.

5. ASSESSMENT
5.1 Section 79C Evaluation
Table 2 identifies the matters for consideration under section 79C that apply to State significant development, in accordance with section 89H of the EP&A Act. The EIS has been prepared by the applicant to consider these matters and those required to be considered in the DGRs and in accordance with the requirements of section 78(8A) of the EP&A Act and Schedule 2 of the Regulation.

Table 2: Section 79C(1) Matters for Consideration

Section 79C(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Satisfactorily complies. The department's consideration of the relevant EPI's is provided within **Section 3.6** and **Appendix B** of this report.
(a)(ii) any proposed instrument	Not applicable.
(a)(iii) any development control plan (not applicable to SSD)	Under clause 11 of the SRD SEPP, development control plans do not apply to SSD. However, consideration has been given to the Sydney Harbour Foreshores & Waterways DCP at **Appendix B**.
(a)(iiia) any planning agreement	Not applicable.
(a)(iv) the regulations	The development application meets the relevant requirements of the Regulation, including the procedures relating to development applications (Part 6 of the Regulations), public participation procedures for SSDs, and Schedule 2 of the Regulation relating to environmental impact statements.
(a)(v) any coastal zone management plan	Not applicable.
(b) the likely impacts of that development	Satisfactorily complies. See **Section 5.0** of this report
(c) the suitability of the site for the development	The concrete batching plant is a temporary installation on the site and will be linked to the completion of construction activities at Barangaroo South. As illustrated in **Figures 4** and **5**, the concrete

	batching plant has minimal visual impact when viewed amongst other construction activities being undertaken on the site and is conveniently located to supply aggregate to construction activities on the site resulting in beneficial reductions in traffic movements to and from the site. For these reasons, the site is considered to be suitable for the development.
(d) any submissions	Consideration has been given to submissions received during the exhibition period. See **Section 4.2** of this report.
(e) the public interest.	The application is considered to be in the public interest as it will result in a considerable reduction in construction related traffic by up to 40%. The current operation of the concrete batching plant under MP10_0023 MOD 4 has demonstrated that the plant can operate without posing any significant environmental risk. Subject to suitable safeguards and management measures continuing to be employed on the site, the department considers the proposal to be in the public interest.
Biodiversity values exempt if: (a) On biodiversity certified land? (b) Biobanking Statement exists?	 Not applicable Not applicable

5.2 Key and Other Issues

Planning and Infrastructure considers that the key environmental assessment issues associated the proposal to be:

- construction traffic;
- air quality;
- noise and vibration;
- soil and water;
- visual impact;
- ecologically sustainable development; and
- waste management.

These matters are considered separately below.

5.3 Construction Traffic

Planning and Infrastructure acknowledges that the on-going operation of the concrete batching plant on the site for the construction at Barangaroo South presents an opportunity to continue to reduce concrete deliveries associated with the construction program. It has been estimated that the proposal would result in a net reduction of 58,000 agitator truck movements over the term of the proposal, with an overall reduction in air emissions equivalent to removing 2,545 cars from the road network on an annual basis.

The applications are supported by a Transport Assessment Report (TAR) prepared by Arup. The traffic assumption in the TAR are based on a maximum concrete pour-day requiring 2,000m^3 of concrete, of which 20% or 400m^3 will be pre-mixed concrete sourced off-site (and delivered to the site via traditional agitator trucks).

The key reason for the reduced traffic volumes is associated with the capacity of the concrete trucks servicing the site. Arup has advised that a traditional concrete agitator truck has a capacity to carry 6.5m^3 of concrete whereas the cement powder tanker has a capacity of 27 tonnes of powdered cementitious material and an aggregate tipper truck can transport up to 32 tonnes of aggregate material. Based on this capacity, Arup has estimated that for every 100m^3 of concrete produced, a total of 11 trucks will be removed from the road network. This

estimation includes accounting for the 20% of concrete supplied by agitator truck movements.

The forecasted truck movements to the site, for the known construction period to June 2015, with the batching plant operational are illustrated in red in **Figure 9** below. This represents a minor increase in the number of truck movements associated with the operation of the concrete batching plant. This is a result of the production capacity of the concrete batching plant increasing from 1,200m^3 required for the construction of the basement car park (MP10_0023 MOD 4) to 1,600m^3 required for development in the remainder of Barangaroo South on large pour-days. Based on Planning and Infrastructure's review of this data, the following can be concluded:

- The predicted truck movements will vary significantly depending on the construction schedule; and
- The ongoing operation of the concrete batching plant will continue to substantially reduce the average truck movements to the site as concrete will no longer need to be delivered to service the construction of other buildings on site. This is typically in the order of a 40% reduction when comparing the reduction in concrete related traffic deliveries from the use of the batching plant against the total number of concrete related heavy vehicle movements for all of Barangaroo South (for the duration of the plant only).

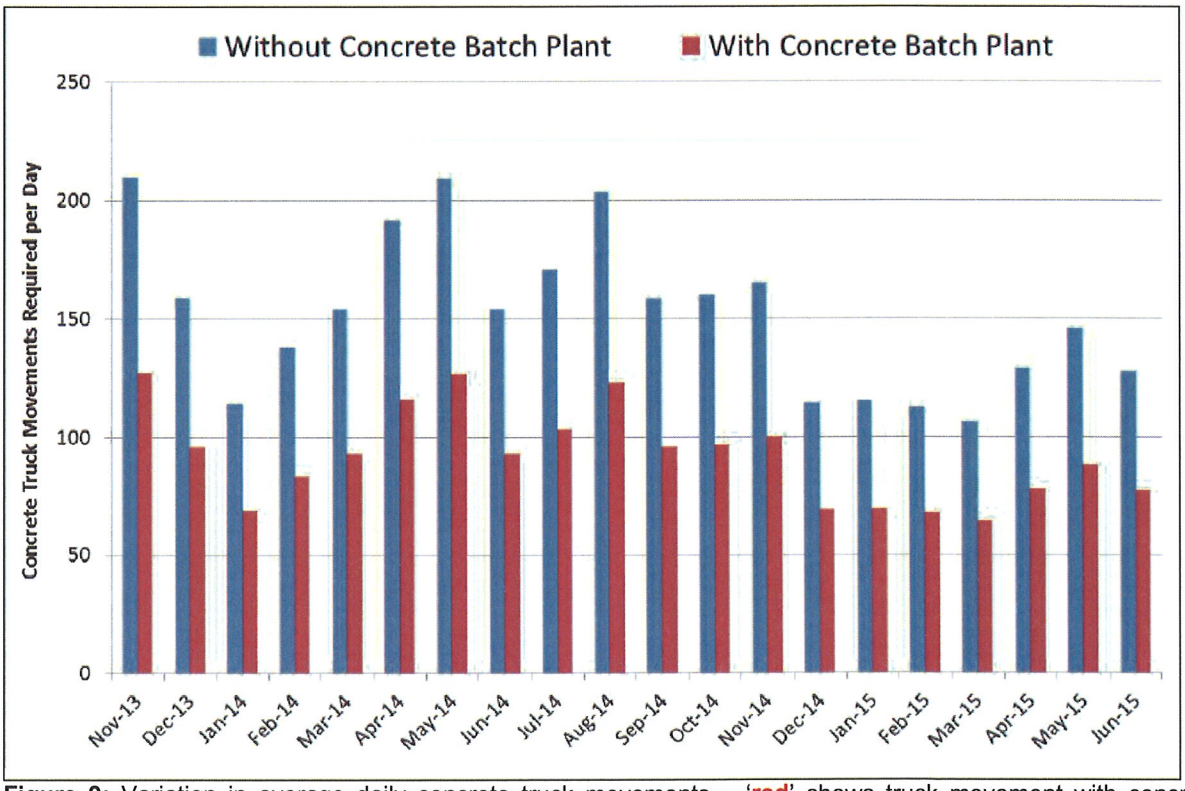

Figure 9: Variation in average daily concrete truck movements – '**red**' shows truck movement with concrete batching plant operation and '**blue**' shows truck movements without concrete batching plant operational.

In addition to the overall reduction in traffic movements, Planning and Infrastructure notes that the proposal will also have the following beneficial impacts:

- The LINSIG intersection modelling indicates that there would be improved levels of performance for surrounding intersections when compared to that without a concrete batching plant operating on site;

- The delivery of raw materials to the site could occur after 9am and prior to 4pm and would still meet production requirements. This would remove a significant number of truck movements from the road network during peak traffic and commuter periods;
- As per the existing approval (MP10_0023 MOD 4), the construction vehicle routes to the site remain unchanged. This includes not using Margaret Street as a construction route between 6am and 10am and 2pm and 9pm, daily; and
- The revised construction methodology would allow concrete to be pumped directly from the concrete batching plant to the construction sites resulting in a significant reduction in internal truck movements on the site. This would result in beneficial environment outcomes, including reduction in dust and noise emissions from the site.

The TAR confirms that the approved gates off Hickson Road will continue to be utilised for construction vehicles and furthermore, that all trucks will queue on site. Given the proposed operation of the concrete batching plant is anticipated to result in an overall reduction in traffic movements to the site, Planning and Infrastructure supports the planned and continued use of these entry gates for construction purposes associated with the operation of the concrete batching plant.

As detailed in Section 4.2 of this report, neither Transport for NSW or the City of Sydney has objected to the continued use of the concrete batching plant. On basis, and subject to the continued use of the concrete batching plant being subject to the same traffic and transport restrictions imposed by condition on MP10_0023 MOD 4, Planning and Infrastructure raises no objection to its continued operation on traffic and transport grounds.

Planning and Infrastructure also notes that a comprehensive Construction Traffic Management Plan has been prepared to assess forecasted traffic generated during the construction of all stages of development on the site, including the cumulative traffic impacts associated with the concurrent construction activities. It is appropriate that this Plan be updated to take into account changes in construction traffic impacts resulting from the ongoing operation of the concrete batching plant. A condition has been accordingly recommended (SSD 5967) to address this requirement.

5.4 Air quality Impacts

A letter from AECOM dated 27 June 2013 regarding the potential air quality impacts arising from the continued operation of the concrete batching plant has been submitted with the applications. The letter assesses the impacts of the concrete batching plant both in isolation and in consideration of the cumulative impacts arising from other construction activities on the site, including the construction of residential buildings R8 and R9, commercial buildings C3, C4 and C5 and the Headland Park construction.

AECOM has identified the following potential sources of air pollution associated with the operation of the concrete batching plant:

- Cement delivery systems;
- Cement discharge to split drum mixer;
- Loader operations between aggregate storage and aggregate weigh bins;
- Aggregate discharge to split drum mixer;
- Delivery and storage of aggregates on site; and
- Movement of concrete tippers on site.

In order to manage and minimise the potential for air pollution, a series of safeguards and mitigation measures are recommended. These measures, as detailed in the AECOM letter, include the following:

- Trucks entering and leaving the site would be well maintained in accordance with manufacturer's specifications;

- Truck movements would be controlled on-site and restricted to designated pathways;
- Truck wheel washes or other dust removal procedures would be utilised to minimise transport of dust off-site;
- Construction activities that generate high dust levels would be avoided during high wind periods;
- Stockpile areas will be watered;
- Cement powder would be transferred from tankers to plant soils via a pneumatic method to minimise the potential for dust release;
- The cement silos will be fitted with a filter bag system, including automatic reverse pulsing to clean bags;
- The cement silos would be fitted with high level sensor alarms and visible beacons to prevent overfilling;
- The aggregate conveyor would be covered to prevent windblown dust;
- The plant would be fitted with a dust extraction system and standalone filter bag system to minimise release of dust associated with the transfer of cement and aggregate to the split drum mixer;
- Water sprays would be used to minimise dust on stockpiles and non-sealed hardstand areas. Where practical fixed sprays will be utilised elsewhere, a water tanker will be utilised; and
- The stockpiles will be actively maintained on a regular basis by the batch plant loader operator and the raw delivery driver to a height of no greater than 3 metres. Stockpiles are proposed to have a dust suppression system to prevent windblown dust affecting the local environment and sensitive noise receivers.

It is noted that the concrete batching plant has been operating under similar mitigation measures pursuant to MP10_0023 MOD 4 and that such measures have generally been incorporated into an updated Air Quality Management Sub-Plan which has been subsequently endorsed by the EPA. Further to the above, Planning and Infrastructure notes that the Environmental Protection License No.13336 issued by the EPA for Barangaroo appropriately regulates any air quality impacts arising from the operation of the concrete batching plant. Subject to compliance with the terms of the Environmental Protection Licence, the EPA has raised no objection to the proposal to extend the operation of the concrete batching plant.

AECOM has advised that whilst there will be an overall reduction in dust emissions from the site resulting from the on-going reduction in truck movements, there is the potential for slight increases in dust emissions as a result of the concrete batching plant operation. Notwithstanding this, and subject to the implementation of the revised Air Quality Management Plan, including the reactive dust monitoring and management program recommended, AECOM are satisfied that adequate protection will be provided to neighbouring sensitive receptors.

Having regard to the above, it is recommended that the development consent (SSD 5967) include a requirement for the Air Quality Management Sub-Plan to be updated to reflect the latest advice from AECOM and furthermore, for the Sub-Plan to be endorsed by EPA prior to the operation of the concrete batching plant under the terms of the consent. Such measures will ensure that the operation of the batching plant is in accordance with *Best Management Practice (Concrete) Guidelines (DECCW 2004*) and that an appropriate reactive dust monitoring/management program is implemented for the term of the plants operation.

5.5 Noise and vibration management

A comprehensive Noise and Vibration Assessment Report was prepared by Wilkinson Murray for MP10_0023 MOD 4 which assessed the potential noise impacts associated with the operation of the batching plant, having regard to construction noise management goals

and objectives that have been established by previous project approvals. The report also assessed the cumulative noise impacts associated with other concurrent construction activities at Barangaroo.

With regard to vibration impacts, the report concluded that there is no potential for adverse impacts to surrounding receivers given the location of the concrete batching plant. Consequently, a detailed assessment of potential vibration impacts was not provided and Planning and Infrastructure was satisfied that vibration management and mitigation measures contained in the Noise & Vibration Management Sub-Plan which forms part of the Construction Framework Environmental Management Plan adequately address the potential for vibration impacts. This remains the case with respect to the current applications.

To accurately predict likely acoustic impacts resulting from the operation of the concrete batching plant, the Wilkinson Murray assessment for MP10_0023 MOD 4 included a noise assessment of a similar concrete batching plant in operation in Bulahdelah. A 'CadnaA' noise prediction program was then used to predict the likely noise at surrounding commercial and residential receivers during the operation of the concrete batching plant and cumulative noise from other concurrent construction activities at Barangaroo South (C3, C4 and C5 construction) and Headland Park Construction.

Wilkinson Murray predicted that the operation of the batching plant, would generally (i.e. at most residential and commercial receivers) comply with the established Noise Management Levels for the site. It was therefore concluded that no specific noise control measures were necessary and that the measures included in the Site Environmental Management Plans were adequate. The Report, however, recommended that a community liaison program be established to identify and forewarn potentially affected receivers of noise issues associated with construction activities.

In their submission on MP10_0023 MOD 4, the EPA acknowledged that the key conclusions in the acoustic report, including the predicted noise exceedences of 2dBA at High Street and 4dBA at Hickson Road are below the maximum management level of 75dBA and below measured existing ambient LAeq noise levels at these locations. Furthermore, the EPA acknowledged that the use of the batching plant would result in a reduced need for concrete haulage trucks which will in turn result in reduced traffic noise levels associated with construction activities. The EPA, however, considered that the cumulative noise impacts will need to be carefully managed and the application of all feasible and reasonable noise mitigation measures employed to achieve the Noise Management Levels as described in the Noise and Vibration Management Sub-Plan.

In support of the current applications, Wilkinson Murray has prepared further advice on the acoustic impacts associated with the continued operation of the concrete batching plant. This report includes consideration of updated cumulative impacts arising from other construction activities on the site including for the development of Residential Buildings R8 and R9.

The key findings of the report remain generally consistent with the conclusions in the assessment of MP10_0023 MOD 4 and are summarised as follows:

- The operation of the concrete batching plant will not result in an increase in cumulative construction noise levels at any commercial or residential receiver, with the exception of residences in High Street, Millers Point;
- The cumulative noise level at High Street, Millers Point, is predicted to increase by 1 dBA, which is not considered to be significant;
- Whilst there will be an increase in the average truck traffic generated by the concrete batching plant per day (ie. when compared with MP10_0023 MOD4) from an average 98 truck movements to an estimated 125 truck movements, the number of

construction truck movements remain well below that estimated to be the case if no concrete batching plant were operation (refer **Figure 9** above); and

- No specific noise control measures are necessary for the operation of the concrete batching plant beyond the measures that have been previously identified in the respective assessment of development at Barangaroo South.

Having regard to the above, Planning and Infrastructure raise no objection to acoustic impacts arising from the continued operation of the concrete batching plant. Furthermore, it is noted that the Environment Protection Licence 13336 will ensure that potential noise and vibration impacts are appropriately controlled and regulated.

A condition is also recommended to require the Noise & Vibration Management Sub-Plan for Barangaroo South to be updated to include the continued operation of the concrete batching plant (as detailed in SSD 5697).

5.6 Soil and water management

Advice has been provided by Worley Parsons/Boral to address the soil and water management associated with the operation of the concrete batching plant. The advice confirms that the extended use of the concrete batching plant does not change the assessment and recommendations for the concrete batching plant relevant to its operation pursuant to MP10_0023 MOD 4. In this regard, a Soil and Water Management Plan (SWMP) has been prepared and tailored to ensure compliance with *the Protection of the Environment Operations Act* (POEO Act) and addresses the following matters:

- Sediment control measures for the establishment and operation of the plant;
- Stormwater management plan for the plant and site;
- Details of waste water disposal; and
- Potential impacts the concrete batching plant may have on existing overland flow paths across the Barangaroo site.

The key elements of the SWMP include the following:

- Minimising the quantity of stormwater runoff from the site;
- Clean water diversion bunds along the upslope boundaries of the concrete plant to eliminate the potential for runoff;
- Reducing the use of town water by promoting the use of recycled water in plant processes. With the implementation of the re-use strategy, all waste water generated across the site will be reused, eliminating the need for waste water discharge off site or into downstream waterways;
- Managing the containment and use of cementitious water within the site;
- Ensuring that sufficient 'first flush' capacity is maintained at all time, in preparation for a rainfall event; and
- Fostering an awareness of water management practices within the operational staff including implementation of the washout procedure, washdown procedure, first flush reinstatement procedure and daily and weekly visual inspections and management strategies.

In its assessment of the MP10_0023 MOD 4, the EPA advised that water management had been appropriately addressed in the SWMP and subsequently, the EPA raised no objection to the continued operation of the concrete batching plant. Based on the advice of the EPA and having regard to the terms of the Environmental Protection License No.13336, Planning and Infrastructure is satisfied that the proposal is acceptable. As detailed above, the SWMP includes measures to ensure that any water discharged from the concrete batching plant will be captured and treated on-site prior to discharge. The requirement to upgrade the SWMP for the continued operation in accordance with SSD 5967 is also recommended.

5.7 Visual impact

The concrete storage silos and associated components of the concrete batching plant are currently visible from the surrounding public domain and neighbouring premises which have views to and over the development site. The cement storage silos attain a maximum height of approximately 19.5m, as illustrated in the **Figure 10** below.

Planning and Infrastructure is satisfied that the visual impact of the proposal is acceptable due to its temporary nature and furthermore, having regard to other construction activities on the site. It is noted that there is no height limit applying to the land on which the concrete batching plant is sited and therefore, the proposal is not inconsistent with the provisions of the MD SEPP and the Concept Plan.

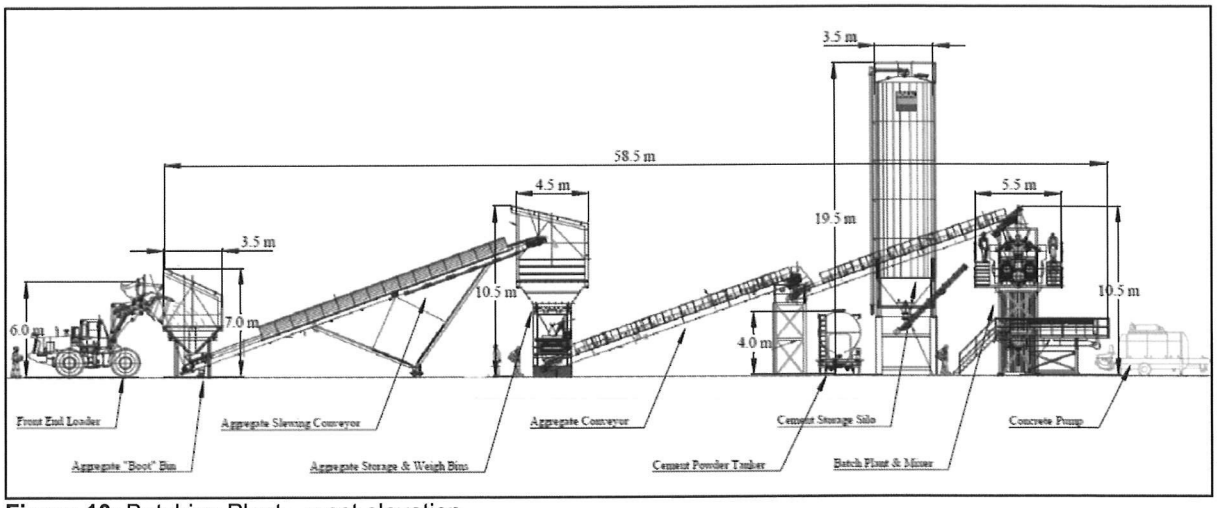

Figure 10: Batching Plant – west elevation

5.8 Ecologically Sustainable development

The concrete batching plant incorporates the following ecologically sustainable development measures:

- The use of energy efficient plant components (including conveyors, augers and concrete mixers) to drive the batching plant;
- The site layout, including the location of the sand and aggregate stockpiles, has been designed to minimise the number of loader movements and reduce the total distance travelled and subsequently, to improve the efficiency of the plant;
- Water management systems which have been designed to capture runoff from the site and re-use the water within the production of concrete;
- Raw materials will be sourced locally to minimise transport energy costs; and
- The plant will be placed in 'idle' when concrete production is not required and the plan will be shutdown daily at the end of the production run, contributing to the energy efficiency of the plant.

In addition to the above, over the life of the operation of the concrete batching plant, it has been estimated that the batching plant will result in a net reduction of 58,000 agitator truck movement or reduced transport emissions of 9,511tCO2-e.

Having regard to the above measures, Planning and Infrastructure considers that the proposal incorporates sufficient measures to reduce greenhouse gas emissions and promote energy efficiency.

5.9 Waste Management

A Waste Management Sub-Plan has been prepared by Lend Lease to address waste management at Barangaroo South. The Sub-Plan currently incorporates appropriate measures to deal with the waste stream associated with the operation of the concrete batching plant approved under MP 10_0023 MOD 4. This Plan also addresses the construction and operational waste management issues associated with the basement car park, residential buildings R8 ad R9 and commercial buildings C3, C4 and C5.

In recognition that the waste management anticipated to result from the continued operation of the concrete batching plant will be generally consistent with that predicted for MP10-0023 MOD4, Arup has prepared a letter submission confirming that the waste management principles and targets contained in the Waste Management Plan (as amended) will be applied to the waste streams generated by the operation of the concrete batching plant. It is also advised that the waste streams and management regime associated with the concrete construction will comprise the following measures, as set-out in **Table 3** below:

Table 3: Waste Stream and Management Measures

Waste Stream	Quantity per day	Management
Rejected concrete (i.e. non-complaint)	0.5 – 2 tonnes	Transfer to plastic lined skip bins and periodically removed by licensed contractor to a concrete recycling facility. The dried concrete is crushed, screened and re-sold as recycled aggregate.
Alkaline cementious waste	2,000 – 10,000 litres	Fully recycle within the batching process.
Silt from water settlement basins	20 - 50 kg	Extracted using a vacuum truck and dewater on-site in an above ground 'washout' basin. The material would be periodically removed by an appropriately licensed contractor to a recycled facility where it is blended with other materials to create road base and other resalable products.
Domestic refuse	2 – 10 kg	Incorporated into the site wide general refuse management strategy.

(Source: Waste Management Plan prepared by Arup dated 21 June 2013)

The EPA has raised no concerns in relation to existing waste management associated with the operation of the concrete batching plant and on this basis, Planning and Infrastructure is satisfied that the waste management measures contained in the Sub-Plan will remain appropriate and relevant to the ongoing operation of the concrete batching plant.

Planning and Infrastructure considers that the increase in waste generated by the operation of the concrete batching plant is moderate in relation to the overall waste generated by all approved projects at Barangaroo South. For these reasons, Planning and Infrastructure considers that waste generated by the proposal will not result in additional detrimental environmental impacts, and can be appropriately managed via the existing Management plan. As with the other environmental management plans, it is appropriate that the waste management plan for the site be amended to incorporate waste streams and waste management associated with the batching plant. A condition is recommended to address this requirement.

5.10 Modification to Barangaroo Concept Plan

The modification to the Concept Plan is required to make the concrete batching plant a permissible use on the site. The siting of the concrete batching plant will not result in any changes to the approved development. In this regard, the key component of the Concept Plan including the siting of development and the urban design outcomes remain unaffected by this modification.

It has always been anticipated that the delivery of concrete to the site would be a necessary component of the construction process. The merit of this concept plan amendment is in its ability to facilitate improved environmental outcome through the construction process, including with respect to the traffic and construction efficiencies.

For these reasons, the modification to the Concept Plan is supported.

6. CONCLUSION AND RECOMMENDATION

6.1 Conclusion

Planning and Infrastructure has assessed the merits of the modification application and the State significant development application and is satisfied that they will not give rise to any adverse environmental impacts, subject to the continued operation of the concrete batching plant in accordance with the terms which are generally consistent with those issued for MP06_0162 MOD 4. In this regard, Planning and Infrastructure is sufficiently satisfied that any potential impacts can be adequately covered by recommended conditions, some of which require amendments to the existing suite of environmental management plans which apply to the site.

All statutory requirements relating to the proposed modification and the State significant development application have been met, and Planning and Infrastructure considers the applications warrants support and should be approved, subject to the recommended modification to the Barangaroo Concept Plan and recommended conditions imposed for the State significant development application.

6.2 Recommendation

It is recommended that the Executive Director, Development Assessment Systems and Approvals, as delegate of the Minister for Planning and Infrastructure:

a) **Consider** the recommendations of this report for the use of a temporary concrete batching plant for construction of approved development at Barangaroo South;
b) **Approve** the modification application, MP06_0162 MOD 7, under section 75W of the EP&A Act, having considered all relevant matters in accordance with (a) above, and **sign** the attached Instrument of Modification at **Tag A**; and
c) **Approve** the State significant development application, SSD 5967, under section 89E of the EP&A Act, having considered matters in accordance with (a) above and **sign** the attached development consent at **Tag B**.

Endorsed by:

Dan Keary
Director, Industry, Social Projects & Key Sites

Approved by:

11.9.14

Chris Wilson
Executive Director, Development Assessment Systems and Approvals