



**Planning &  
Environment**

***State Significant Development Assessment  
Report***

***Open Water Surf Sports Lagoon Facility  
Pod B P5 Carpark, Hill Road  
Sydney Olympic Park***

***SSD 7942***



Environmental Assessment Report  
Section 89H of the *Environmental Planning and  
Assessment Act 1979*

December 2017

## ABBREVIATIONS

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Applicant	URBN Surf (Sydney) Pty Ltd
CIV	Capital Investment Value
Council	City of Parramatta Council
Department	Department of Planning and Environment
EIS	The Environmental Impact Statement entitled ' <i>URBN SURF Sydney – Pod B P5 Carpark, Hill Road, Sydney Olympic Park – Environmental Impact Statement for State Significant Development (SSD 7942)</i> ', prepared by SJB Planning and dated June 2017
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPI	Environmental Planning Instrument
Minister	Minister for Planning
RTS	The Response to Submissions report entitled ' <i>Response to Submissions - State Significant Development (SSD 7942): URBNSURF Sydney, Pod B P5 Carpark, Hill Road, Sydney Olympic Park</i> ', prepared by URBN Surf (Sydney) Pty Ltd and dated 26 October 2017
Secretary	Secretary of the Department of Planning and Environment, or her delegate
SEPP	State Environmental Planning Policy
SOP	Sydney Olympic Park
SOPA	Sydney Olympic Park Authority
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
SSP SEPP	State Environmental Planning Policy (State Significant Precincts) 2005

Cover Photograph: Photomontage of proposed development (Source: Applicant's EIS)

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## EXECUTIVE SUMMARY

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This report assesses a State significant development application (SSD 7942) lodged by URBN Surf Pty Ltd (the Applicant) for the construction and operation of an open water surf sports lagoon facility within Sydney Olympic Park (SOP). The key components of the development include site preparation works, an open water lagoon and wave generator, lagoon-side amenities building, building identification signage, outdoor events area, landscaping, car parking and service areas. The project has a capital investment value (CIV) of approximately \$24 million and will generate approximately 179 jobs during construction and 46 jobs during operation.

The development is a SSD under Schedule 2 of the State Environmental Planning Policy (State and Regional Development) 2011, as it is a development within the Sydney Olympic Park site that has a CIV of more than \$10 million. Therefore, the Minister for Planning is the consent authority.

The Environmental Impact Statement (EIS) for the proposed development was publicly exhibited from 12 July to 25 August 2017 (45 days). The Department of Planning and Environment (the Department) received 12 submissions during the exhibition, including eight from public authorities and four public submissions. No public authorities objected to the proposal, including the City of Parramatta Council (Council) and the Sydney Olympic Park Authority (SOPA) who generally supported the proposed development. Two public submissions objected and two supported the proposal. The key issues raised in submissions were potential parking impacts during major events held in SOP, landscaping design, water management, ecology and sustainability.

The Department supports the proposal as it provides a world class sports and recreational facility for surfing which is consistent with the vision for SOP outlined in the *Sydney Olympic Park Master Plan 2030* (SOP Master Plan) and the draft *Sydney Olympic Park Master Plan 2030* (2016 Review). The Department considers the proposal exhibits design excellence through its integration of built form with the lagoon, varied use of materials, façade treatments and building heights, engagement with the public domain and use of sustainable materials, and landscaping fitting to the Parklands context of the site.

The Department acknowledges while the proposal results in the loss of 678 car parking spaces on site, parking availability in SOP would remain consistent with SOPA's Major Events Transport Strategy, and is unlikely to cause a significant increase in on-street parking in surrounding suburbs or adversely impact on the ability of SOP to cater for major events.

The Department also considers the loss of parking, and planned delivery of new public transport infrastructure such as the Parramatta Light Rail (Stage 2) to service SOP, is likely to encourage increased use of public transport during major events which is consistent with key objectives of the SOP Master Plan and 2016 Review.

The Department's assessment has also found potential water quality and quantity impacts can be effectively managed so the proposed development does not result in adverse impacts to the downstream environment, including local ecology.

All other issues have been assessed, and appropriate conditions recommended, where necessary to ensure the impacts of the development are appropriately mitigated and/or managed.

Therefore, the Department concludes that the proposal is in the public interest and recommends the application be approved, subject to conditions.

# 1. BACKGROUND

## 1.1. Introduction

This report assesses a State significant development application (SSD 7942) lodged by URBN Surf Pty Ltd (the Applicant) for the construction and operation of an open water surf sports lagoon facility within Sydney Olympic Park (SOP). The key components of the development include site preparation works, an open water lagoon and wave generator, lagoon-side amenities building, building identification signage, outdoor events area, landscaping, car parking and service areas.

## 1.2. Site location and context

The site is located within SOP, which is 13 km to the west of Sydney Central Business District (CBD) and 6 km east of Parramatta, within the City of Parramatta Local Government Area (**Figure 1**). The Sydney Olympic Park contains elite and recreational sports facilities, commercial and residential development, and parklands.



**Figure 1: Site location plan – regional context (Source: Google)**

The site is located to the north of the SOP Town Centre, away from the major sporting venues and facilities. The site is situated on the southern side of Hill Road at the junction of Hill Road and the Holker Busway (**Figure 2**).

The site has an area of approximately 36,755 m<sup>2</sup> and is irregular in shape, comprising a part of Lot 71 in DP 1191648. The site has a 202 m frontage to Hill Road and a 157 m frontage to the Holker Busway (**Figure 2**). The land falls approximately 5 m from the south (RL 10) to the north-west (RL 5.0) towards Hill Road.

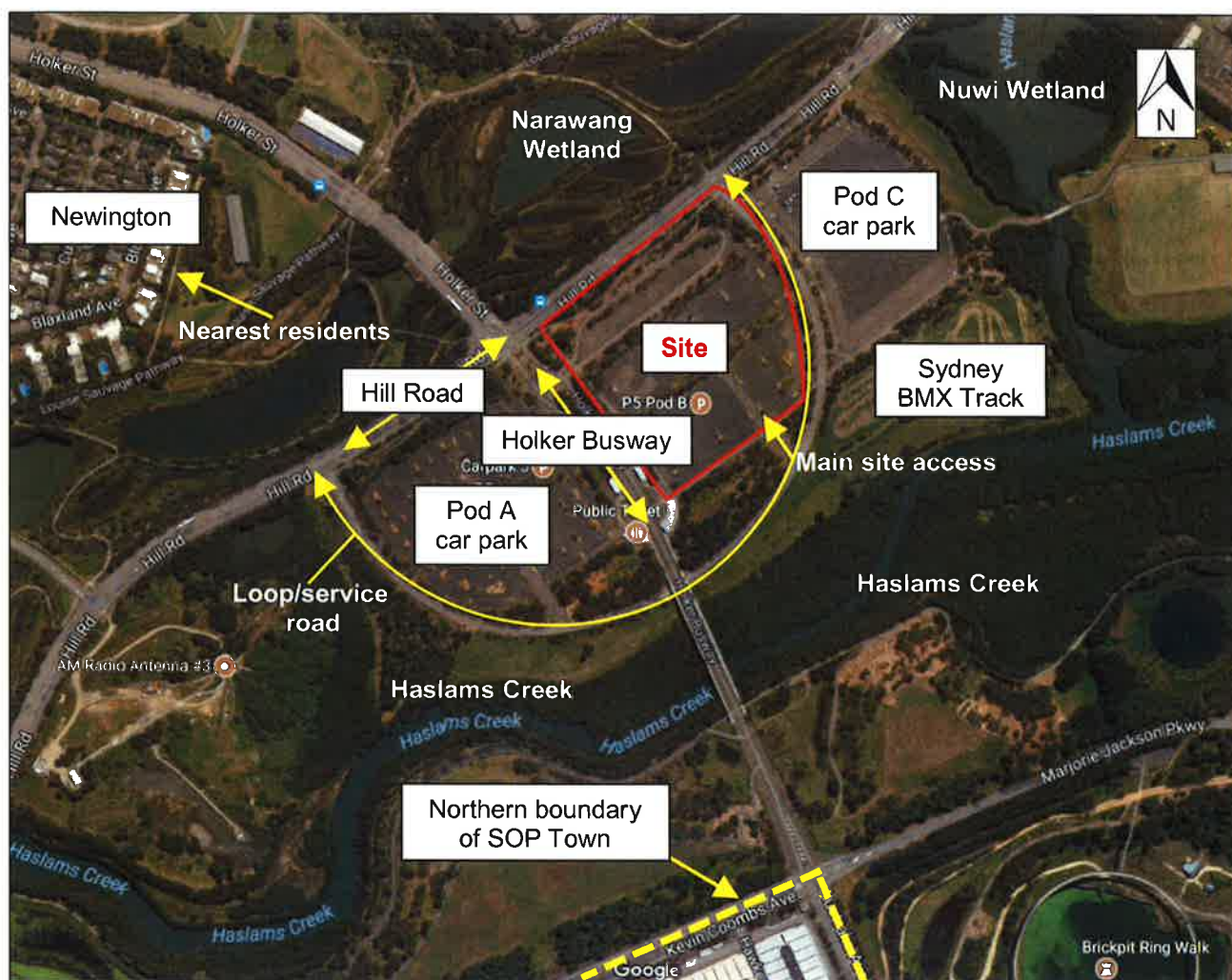
The site is currently used as a car park (known as the Pod B P5 car park) with 844 car parking spaces and a bus parking area at the northern end. The site adjoins the Pod A P5 car park and Holker Busway to the west, and the Pod C P5 car park to the east (**Figure 2**) which together provide an additional 1,706 car parking spaces. These car parking areas are currently used for overflow



parking during major events held at SOP such as The Royal Easter Show, State of Origin and NRL Grand Final.

The site predominantly comprises a hardstand area with minimal landscaping.

A loop/service road runs from Hill Road in the west around the southern circumference of the car park (Pods A, B and C) under the Holker Busway to provide vehicular access to the site from the south (**Figure 2**). The site can also be accessed by buses from the Holker Busway (via Hill Road).



**Figure 2: Site location plan outlined in red (Source: Google)**

### 1.3. Surrounding development

The area surrounding the site is characterised by (**Figure 2**):

- the Narawang Wetland on the opposite side of Hill Road to the north
- the Nuwi Wetland to the north-east
- the Pod C P5 car park to the east beyond the site access road
- the Sydney BMX Track to the south-east beyond the site access road
- Haslams Creek to the south beyond the site access road
- the Pod A P5 car park to the west beyond the Holker Busway.

The closest residential properties are located in Blaxland Avenue, Newington, approximately 390 m west of the site (**Figure 2**).

## 2. PROPOSED DEVELOPMENT

### 2.1. Project Description

The application (SSD 7942) seeks consent for the construction and operation of an open water surf sports lagoon facility. The components of the proposal are summarised in **Table 1** and illustrated in **Figures 3** to **Figure 6**.

**Table 1:** Key components of the proposal

Aspect	Description				
<b>Site preparation works</b>	<ul style="list-style-type: none"> <li>Demolition of the northern portion of the existing car park.</li> <li>Bulk earthworks (balanced cut and fill) involving excavation up to 2 m below ground level to form the lagoon floor and redistribution of fill across the site.</li> <li>Construction of retaining wall batters to the north-west and north-east of the lagoon.</li> </ul>				
<b>Open water lagoon and wave generator</b>	<ul style="list-style-type: none"> <li>Construction of an open water surf sports lagoon, including: <ul style="list-style-type: none"> <li>compacted soil, concrete reinforcement columns (under structures) overlain with a high-density polyethylene (HDPE) liner</li> <li>capacity to hold 22 ML of water (RL 8.5 at water level)</li> <li>wave generator housed in a central pier structure 8.2 m wide by 93.16 m long (RL 9.9)</li> <li>water 4 m deep sloping upwards from the wave generator in the north to 1.2 m at the wading bay adjacent to the lagoon-side amenities</li> <li>central pier and viewing platform 5 m to 10 m wide by 92.36 m long (RL 9.8)</li> <li>pool deck surrounding lagoon 3.5 m to 4 m high (RL 9.0) with varying widths</li> </ul> </li> </ul>				
<b>Amenities building</b>	<ul style="list-style-type: none"> <li>Construction of part-one, part-two storey mixed-use lagoon-side amenities building in three sections comprising: <ul style="list-style-type: none"> <li>a two-storey Main Entry Building up to 7.45 m high (RL 16.45), including: <ul style="list-style-type: none"> <li>retail space, café, offices/administration and amenities (ground floor)</li> <li>indoor restaurant, alfresco bar and amenities (first floor)</li> </ul> </li> <li>a single-storey Surfing Functions Building up to 4.35 m high (RL 13.35), including change rooms, rentals area, first aid, lifeguard, service and control rooms</li> <li>a two-storey Surf Academy up to 12.8 m high (RL 17.8), including <ul style="list-style-type: none"> <li>workshop, storage and offices/administration (lower ground floor)</li> <li>teaching/training facilities (ground floor double height space).</li> </ul> </li> </ul> </li> <li>Four building identification signs on the southern and western elevations.</li> </ul>				
<b>Ancillary Events</b>	<ul style="list-style-type: none"> <li>Outdoor lagoon-side events area and use of the facility for ancillary special events (e.g. surf competitions).</li> </ul>				
<b>Landscaping</b>	<ul style="list-style-type: none"> <li>Provision of landscaping across the site in ten key zones.</li> </ul>				
<b>Access and car parking</b>	<ul style="list-style-type: none"> <li>Retention of the existing main site access.</li> <li>Retention of 159 car parking spaces from the existing Pod B car park for staff and public use (including patrons), incorporating a service access to the outdoor events area.</li> </ul>				
<b>Service areas</b>	<ul style="list-style-type: none"> <li>Service yards (x2) including loading/unloading, waste collection and dedicated staff car parking areas (7 spaces) and plant rooms (e-house, water treatment area/s etc).</li> </ul>				
<b>Hours of construction and operation</b>	<table> <tr> <th>Construction</th><th>Operation</th></tr> <tr> <td> <ul style="list-style-type: none"> <li>7 am to 5 pm (Monday to Saturday)</li> <li>No works on Sundays or public holidays</li> </ul> </td><td> <ul style="list-style-type: none"> <li>6 am to 10 pm (All days)</li> <li>Extended to 12 midnight for the café, restaurant and alfresco bar (Fridays and Saturdays only)</li> </ul> </td></tr> </table>	Construction	Operation	<ul style="list-style-type: none"> <li>7 am to 5 pm (Monday to Saturday)</li> <li>No works on Sundays or public holidays</li> </ul>	<ul style="list-style-type: none"> <li>6 am to 10 pm (All days)</li> <li>Extended to 12 midnight for the café, restaurant and alfresco bar (Fridays and Saturdays only)</li> </ul>
Construction	Operation				
<ul style="list-style-type: none"> <li>7 am to 5 pm (Monday to Saturday)</li> <li>No works on Sundays or public holidays</li> </ul>	<ul style="list-style-type: none"> <li>6 am to 10 pm (All days)</li> <li>Extended to 12 midnight for the café, restaurant and alfresco bar (Fridays and Saturdays only)</li> </ul>				
<b>Jobs and CIV</b>	<ul style="list-style-type: none"> <li>179 jobs during construction and 46 jobs during operation.</li> <li>CIV \$24 million.</li> </ul>				

The lagoon would have a maximum patron capacity of 80 patrons per hour (40 beginners and 40 advanced riders). The wave generator would produce waves of varying height and quality for patrons of varying levels of surfing competency in two key zones (**Figure 3**).



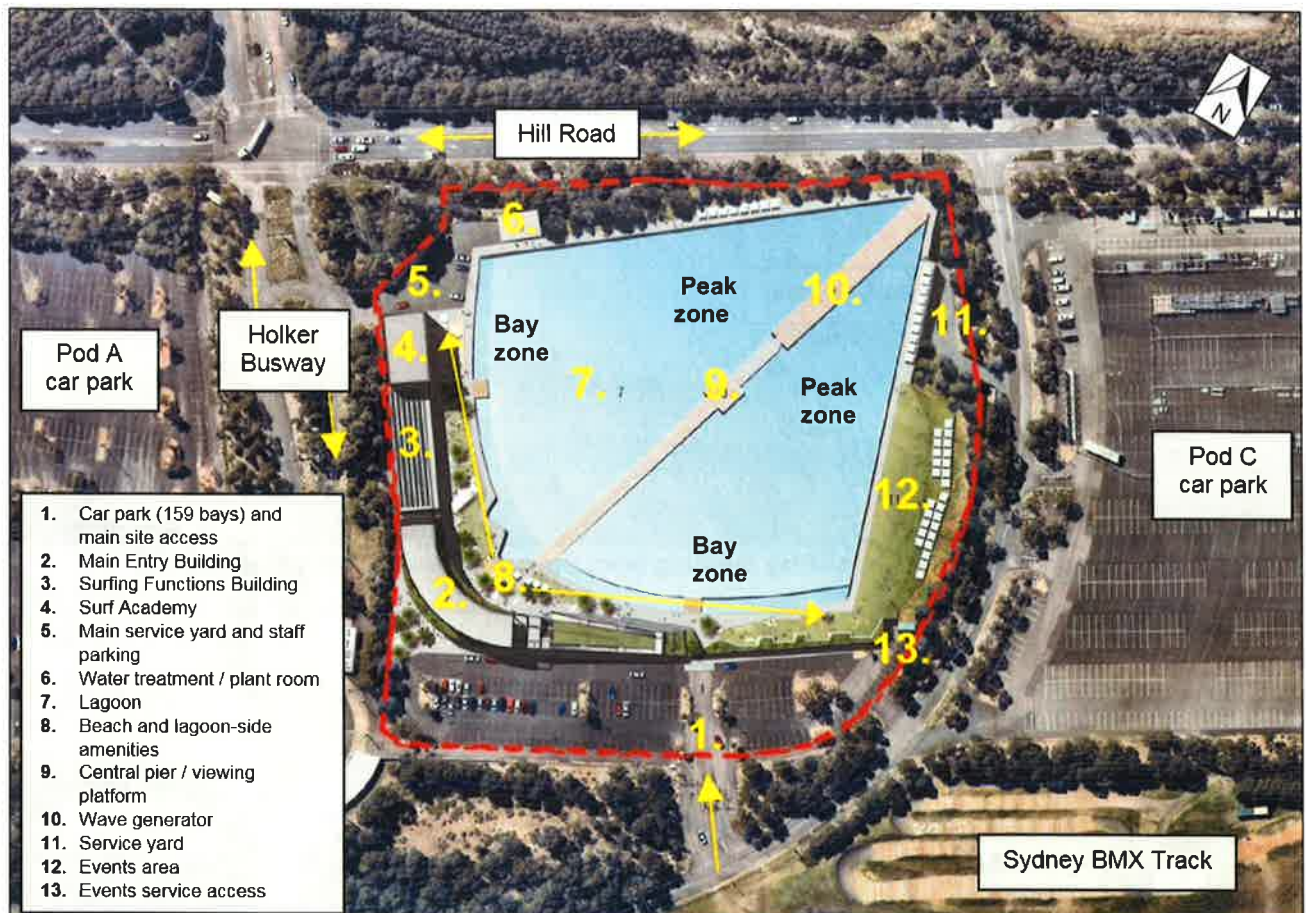


Figure 3: Site plan for the proposed facility (Source: EIS)



Figure 4: Photomontage of the proposed facility from above (Source: EIS)





Figure 5: Photomontage of the main entry building from the proposed car park (Source: EIS)



Figure 6: Photomontage of the surf academy from the main service yard (Source: EIS)

### 3. STATUTORY CONTEXT

#### 3.1. State Significant Development

The proposal is State Significant Development (SSD) under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is development with a CIV of more than \$10 million and is located within the Sydney Olympic Park site pursuant to clause 2(f) of Schedule 2 of the State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP). Therefore, the Minister for Planning is the consent authority.

#### 3.2. Permissibility

The site is zoned RE1 Public Recreation under the State Environmental Planning Policy (State Significant Precincts) 2005. The proposed development comprises a recreational facility (outdoor) which is permissible with consent in the RE1 zone.



Other uses proposed (food and drink premises, special events, offices, retail etc) are ancillary to, and support, the dominant use of the site as an outdoor recreational facility.

### 3.3. Delegated Authority

In accordance with the Minister for Planning's delegation dated 11 October 2017, the Executive Director, Key Sites and Industry Assessments may determine the application as:

- the relevant local council has not made an objection; and
- no political disclosure statement has been made; and
- there are less than 25 public submissions in the nature of objection.

### 3.4. Environmental Planning Instruments

The environmental planning instruments (EPs) that apply to the site include:

- State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (State Significant Precincts) 2005 (SSP SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)
- State Environmental Planning Policy No. 64- Advertising and Signage (SEPP 64)
- State Environmental Planning Policy No. 55- Remediation of Land (SEPP 55)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- Draft Coastal Management State Environmental Planning Policy
- Draft Environment State Environmental Planning Policy.

The Department's detailed consideration of the proposal against the EPs is provided in **Appendix B** of this report. In summary, the Department is satisfied the application complies with the relevant provisions of the EPs.

### 3.5. Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the objects set out in Section 5 of that Act. Decision-makers are required to consider the objects in Section 5 of the EP&A Act when making decisions under that Act. The Department has considered the objects of the EP&A Act in **Table 2** and is satisfied that the proposal complies with all objects.

**Table 2:** Compliance with EP&A Act objects

Objects of the EP&A Act	Consideration
(a) to encourage:	
(i) <i>the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment</i>	The proposal has been designed, and incorporates suitable management and mitigation measures, to ensure it does not adversely impact any natural or artificial resources. The proposal results in the use of an underutilised overflow car park for the purposes of a world class sports, tourism and recreation facility.
(ii) <i>the promotion and co-ordination of the orderly and economic use and development of land</i>	The proposed land use is permitted and results in the use of an underutilised overflow car park for sports and recreation. The proposal therefore constitutes an orderly and economic use of land.
(iii) <i>the protection, provision and co-ordination of communication and utility services</i>	The proposal would not adversely impact on communication and utility services and would be adequately serviced by this infrastructure.
(iv) <i>the provision of land for public purposes</i>	The proposal does not propose the provision of land for public purposes but would be open for public use.

(v) <i>the provision and co-ordination of community services and facilities</i>	The proposal provides a world class focused sport and recreation venue for the use of the local community. Programs, sessions and events at the facility would be developed to engage with schools and disadvantaged groups within the community.
(vi) <i>the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats</i>	As demonstrated in <b>Section 5.5</b> and <b>Section 5.6</b> of this report, the proposal has been designed, and incorporates suitable water and ecological management and mitigation measures, to ensure it does not adversely impact on any of native or threatened species surrounding the site.
(vii) <i>ecologically sustainable development (ESD)</i>	<b>Section 3.6</b> of this report considered the proposal against the principles of ESD.
(viii) <i>the provision and maintenance of affordable housing</i>	The proposal does not affect or involve provision of affordable housing.
(b) <i>to promote the sharing of the responsibility for environmental planning between the different levels of government in the State</i>	The proposal is SSD in accordance with the SRD SEPP. The Department has consulted with Council, SOPA and all other relevant public authorities on the proposal.
(c) <i>to provide increased opportunity for public involvement and participation in environmental planning and assessment.</i>	<b>Section 4</b> of this report sets out the details of public exhibition and involvement on the proposal.

### 3.6. Ecologically Sustainable Development

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

- (a) *the precautionary principle*
- (b) *inter-generational equity*
- (c) *conservation of biological diversity and ecological integrity*
- (d) *improved valuation, pricing and incentive mechanisms.*

The Applicant has considered and addressed ESD principles as they relate to the proposal in Section 5.9 and Appendix 7 of the Environmental Impact Statement (EIS). This describes the Applicant's approach to integrating sustainable practices (minimising water and energy use) into the detailed design, construction and ongoing operation of the development.

The Department has assessed the proposed development in relation to the ESD principles and has made the following conclusions:

- **Precautionary Principle** – the proposal will not result in any serious or irreversible environmental damage, as:
  - the site is currently used as a car park and does not contain significant biodiversity or ecological value
  - mitigation and management measures are proposed to ensure the environmental impacts of the proposal are suitably managed
  - the location of the site encourages sustainable transport choices as it is reasonably well served by public transport
  - the proposal incorporates integrated water management plan
  - the proposal includes measures to reduce water and energy consumption through rainwater collection and reuse and building design that maximises thermal performance and space conditioning, utilises photovoltaic cells and energy efficient lighting.
- **Inter-Generational Equity** – the proposal will not result in adverse impacts on the health, diversity and productivity of the environment for the benefit of future generations, as:

- it will not result in any serious or irreversible environmental damage, as detailed above
- mitigation and management measures are proposed to ensure the environmental impacts of the proposal are suitably managed.
- **Biodiversity Principle** – the site is currently used as a car park and does not contain significant biodiversity or ecological value. Suitable measures would be implemented to avoid or mitigate potential impacts on environmentally sensitive areas surrounding the site.
- **Valuation Principle** – suitable mitigation measures would be implemented for minimising, recycling and managing waste generated by the development. The proposal also incorporates suitable stormwater, wastewater and water sensitive urban design initiatives, all of which will seek to minimise the overall environmental costs of the development.

Having considered the objects of the EP&A Act, including the encouragement of ESD in its assessment of the application, the Department is satisfied the proposal encourages ESD.

### **3.7. Secretary's Environmental Assessment Requirements**

In accordance with section 78A (8A) of the EP&A Act, the Secretary notified the Applicant of the Secretary's Environmental Assessment Requirements (SEARs) for the application. The Department is satisfied the Applicant's EIS adequately addresses compliance with the SEARs to enable an assessment of the application for determination purposes.

### **3.8. Environmental Planning and Assessment Regulation 2000**

Subject to any other references to compliance with the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) cited in this report, the requirements for notification (Part 6, Division 6 of the EP&A Regulation) and fees (Part 15, Division 1AA of the EP&A Regulation) have been complied with.

### **3.9. Strategic Context**

#### ***A Plan for Growing Sydney and Towards our Greater Sydney 2056***

*A Plan for Growing Sydney* (The Plan) and *Towards our Greater Sydney 2056* are strategic documents that guide land use planning decisions in the Sydney Metropolitan area over the next 20 to 30 years respectively. The documents present a strategy to accommodate Sydney's population growth, strengthen its global competitiveness and deliver investment, jobs and sporting venues for Western Sydney.

The proposal is consistent with these documents as it will provide new jobs in the Global Economic Corridor and the West Central Subregion, would contribute to the growth of an identified Priority Growth Area, provides a new sporting facility in Western Sydney and suitably manage the impacts of development on the environment. This will support the urban renewal of the SOP as an identified strategic centre providing more jobs located closer to home and creating vibrant hubs of activity.

#### ***Directions for a Greater Sydney***

*Directions for a Greater Sydney* builds upon *Three Cities* and *Towards our Greater Sydney 2056* by presenting a vision for Greater Sydney to 2056 and 10 directions to realise this vision. The plan also outlines the significant policies and plans to which the NSW Government has currently committed to provide clarity on how to grow a Greater Sydney.

The proposed development is consistent with Direction 2 ('A City for People') of the plan as it would Provide opportunities for sporting and sporting groups to help enhance local identity and the social networks of communities within Greater Sydney.



### ***Draft Greater Sydney Region Plan***

The *Draft Greater Sydney Region Plan* supports a 40-year vision for a metropolis of three cities that will rebalance growth and deliver its benefits more equally and equitably to residents across Greater Sydney. The *Draft Greater Sydney Region Plan* is consistent with the 10 directions in *Directions for a Greater Sydney* and seeks to update directions and actions in *A Plan for Growing Sydney* and *Towards our Greater Sydney 2056*.

The *Draft Greater Sydney Region Plan* identifies SOP as part of the Greater Parramatta and Olympic Peninsula Global Economic Corridor. The Plan aims to grow and reinvent SOP as a 'Super Lifestyle Precinct' which inspires a lifestyle of wellbeing, healthy activity and celebration in a unique setting which attracts allied and like-minded business.

The proposal is consistent with the *Draft Greater Sydney Region Plan* as it provides a new facility which supports participation in sport and recreation and a lifestyle of wellbeing and healthy activity.

### ***Revised Draft Central District Plan***

The *Revised Draft Central District Plan* (The Revised District Plan) is on public exhibition until 15 December 2017 and replaces the *Draft West Central District Plan* released in November 2016. The Department has therefore considered the Revised District Plan in its assessment which covers the Parramatta, Cumberland, Blacktown and The Hills local government areas.

The Revised District Plan identifies SOP as a Strategic Centre and sets a jobs target of 45,000 to 46,500 new jobs in SOP by 2036. The Revised District Plan sets out specific actions to strengthen SOP by exploring opportunities to attract public and private sports, health and physical education and tertiary education facilities as anchor tenants to activate the SOP Town Centre, and coordinate land use and infrastructure planning around the future Parramatta Light Rail Stage 2.

The proposal is consistent with the Revised District Plan's future vision for the area, noting the development will create approximately 179 construction jobs and 46 operational jobs, will provide a world class sporting facility which supports participation in sport and recreation in Western Sydney, and would not impact the ability to deliver Stage 2 of the Parramatta Light Rail.

### ***Sydney Olympic Master Plan 2030 and 2016 Review***

SOPA is responsible for managing development in SOP through the *Sydney Olympic Park Master Plan 2030* (the SOP Master Plan).

The SOP Master Plan was approved by the Minister for Planning on 8 October 2009 and provides a comprehensive planning framework to guide the long-term urban transformation of SOP into an active and vibrant suburb within metropolitan Sydney, whilst ensuring it remains a major sporting and entertainment precinct.

SOPA is required to review the Master Plan every five years in accordance with the SSP SEPP. SOPA is currently undertaking this review process and exhibited the Sydney Olympic Masterplan 2030 (2016 Review) and accompanying amendments to the SSP SEPP from 10 October 2016 to 15 November 2016.

In accordance with clause 1.5 of the SOP Master Plan and 2016 Review, the detailed provisions of the *Parklands Plan of Management 2010* are applicable as the site is not located within the SOP Town Centre.

Notwithstanding this, the Department is satisfied the proposed development is consistent with relevant planning principles contained in Part 3 of the SOP Master Plan and 2016 Review as it would:

- be designed to effectively integrate with the adjacent public domain
- incorporates suitable environmental sustainability measures
- incorporates landscaping species chosen to sensitively integrate with the surrounding environment
- would not adversely impact on the ability of SOP to cater for major events in terms of traffic, parking and access.

### **Parkland Plan of Management 2010**

The Parklands that are subject to *Parklands Plan of Management 2010* (Parkland POM) are part of Sydney Olympic Park, and consist of 430 hectares of public land adjacent to the major SOP sporting venues and Town Centre.

The Parklands POM sets out the public access and land use regime to identify the various uses that may be appropriate for the different parts of the Parklands. The main function of SOPA is to maintain the Parklands and only permit the use of the whole or any part of the Parklands for activities of a recreational, historical, scientific, educational or cultural nature.

The Department has considered the relevant provisions of the Parklands POM in detail in **Appendix B** of this report. The Department considers the proposal to be consistent with the Parklands POM as it would:

- provide a sports facility which is consistent with the categorisation of the site as a sports and recreation park
- facilitate public participation in sporting activities in the Parklands
- be consistent with relevant provisions of applicable EPIs and the *Sydney Olympic Park Authority Act 2001*
- be sensitively designed to integrate into the surrounding natural environment and incorporates ecologically sustainable development principles
- incorporates suitable measures to ensure potential environmental impacts are suitably managed or mitigated
- utilises surplus event car parking capacity to provide a world class sporting facility in the Parklands without affecting the ability of SOP to cater for major events.

## **4. CONSULTATION AND SUBMISSIONS**

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### **4.1. Exhibition**

In accordance with section 89F of the EP&A Act, the Department publicly exhibited the application for 45 days from 12 July until 25 August 2017. The application was made publicly available on the Department's website, at the Department's Information Centre (NSW Service Centre), at the City of Parramatta Council and the Sydney Olympic Park Authority.

The Department also advertised the proposal in the *Sydney Morning Herald* and the *Daily Telegraph* on Wednesday 12 July 2017 and the *Auburn Review* on Tuesday 11 July 2017, and notified adjoining landholders and relevant State and local government authorities in writing.

The Department received 12 submissions in response to the exhibition, including eight from public authorities and two public submissions objecting to the proposal and two in support. A link to the submissions may be viewed at **Appendix A**.

### **4.2. Public Authority Submissions**

The Department received eight public authority submissions. The submissions from public authorities to the exhibition are summarised in **Table 3** below.

**Table 3:** Summary of public authority submissions to the EIS

<b>Sydney Olympic Park Authority (SOPA)</b>
<p><b>SOPA</b> provided comments on the proposal noting:</p> <ul style="list-style-type: none"> <li>• further information is required regarding ancillary events and functions to be held on site</li> <li>• habitat for endangered fauna species are located in close proximity to the site and recommended precautionary conditions to protect these species during removal of swales on site</li> <li>• the proposed Water Cycle Management Plan complies with SOPA's water policy</li> <li>• staff parking should be provided in the general parking area, construction vehicle access and service vehicle access (during operation) would be restricted during major events</li> <li>• appropriate lighting is required to manage impacts on fauna surrounding the site</li> <li>• adequate management of waste material (groundwater and leachate) is required during construction.</li> </ul>
<b>City of Parramatta Council (Council)</b>
<p><b>Council</b> advised it is generally supportive of the proposal but raised some concerns regarding:</p> <ul style="list-style-type: none"> <li>• the design of the public plaza entry and car park facilities</li> <li>• landscaping and biodiversity conservation</li> <li>• sustainability</li> <li>• pedestrian access during construction</li> <li>• bicycle parking</li> <li>• social outcomes and public health.</li> </ul>
<b>Transport for NSW (TNSW)</b>
<p><b>TNSW</b> did not object to the proposal and noted:</p> <ul style="list-style-type: none"> <li>• the proposal results in the loss of 678 car parking spaces and further assessment is required of the likely impacts of this on the surrounding areas (e.g. Newington), particularly during major events</li> <li>• bus services in the area will be expanded in response to demand from increased development within SOP and Wentworth Point</li> <li>• planning for Stage 2 of the Parramatta Light Rail is progressing but the alignment cannot be confirmed at this stage. TNSW recommended the Applicant provide regular updates of development milestones.</li> </ul>
<b>Roads and Maritime Service (RMS)</b>
<p><b>RMS</b> did not object to the proposal but raised concern regarding:</p> <ul style="list-style-type: none"> <li>• potential impacts on future widening of the eastern side of Hill Road</li> <li>• the impact of the loss of 678 car parking spaces during major events</li> <li>• further details on the proposed service/staff access to the main service yard via the Holker Busway</li> <li>• the requirement for additional swept path analysis for the longest vehicle and ambulance vehicles</li> <li>• reducing the number of lanes at the car park access to simplify movements and reduce conflict points.</li> </ul> <p>RMS recommended conditions for a Travel Plan, provision of car and bicycle parking in accordance with the relevant Australian Standards and a Construction Pedestrian Traffic Management Plan.</p>
<b>Environment Protection Authority (EPA)</b>
EPA did not object to the proposal and advised it has no comments on the proposal.
<b>Department of Primary Industries (DPI)</b>
DPI noted the Applicant may be required to obtain licenses for groundwater and surface water extraction and requested clarification be provided regarding lagoon water discharge scenarios.
<b>Office of Environment and Heritage (OEH)</b>
OEH advised the site does not contain biodiversity, natural hazards or Aboriginal cultural heritage issues.
<b>Sydney Water Corporation (SWC)</b>
SWC did not object to the proposal and advised the development could be serviced by its existing water and wastewater systems.

### 4.3. Public Submissions

The Department received four public submissions (two objecting and two support) during the exhibition of the application.

The two objections raised:

- potential parking impacts on residents in Newington and Wentworth Point, particularly during major events in SOP, including the Sydney Royal Easter Show (SRES)



- the impact of the proposal on the operation of the SRES, particularly the loss of car parking and capability to use the site for logistics (i.e. unloading cattle) related to the operation of the SRES
- the proposal does not constitute the best use of the site noting potential infrastructure upgrades identified for SOP such as the Parramatta Light Rail potentially adjacent to the site
- incorrect references in the Applicant's Construction Environmental Management Plan.

The two supporting submissions noted the proposal would provide:

- regeneration of an unused site to generate jobs and give a boost to surfing as a sport in the area
- provision of another physical activity option in the area.

One of the supporting submissions also noted the need for suitable measures to be put in place to maintain the amenity of residents in Newington.

#### 4.4. Applicant's Response to Submissions

On 26 October 2017, the Applicant lodged its Responses to Submissions (RTS) for the proposal. No significant changes were made to the proposal through the RTS, however it was accompanied by additional information and new and updated technical reports to address the issues raised in submissions, including:

- updated architectural plans
- a Remedial Action Plan
- BCA Report
- updated Acoustic Report
- updated Landscape Plan
- updated Construction Environmental Management Plan (CEMP)
- acceptance of most conditions recommended by public authorities, including those recommended by SOPA in relation to fauna management during construction.

The Department made the RTS publicly available on its website and referred it to the relevant public authorities for comment.

**Table 4:** Summary of public authority submissions to the RTS

<b>SOPA</b>
<p><b>SOPA</b> advised it is supportive of the proposal and noted:</p> <ul style="list-style-type: none"> <li>• it has no objection to ancillary events being held at the facility, subject to the preparation of Event Management Plans for those with a capacity of over 500 patrons</li> <li>• over 10,000 car parking spaces would remain for public use during major events in SOP and therefore the loss of 678 car parking spaces on site is unlikely to cause a significant increase in on-street parking in surrounding suburbs</li> <li>• permits issued to staff and service vehicles to use the Holker Busway to access the site will require the Applicant to comply with regulatory signage.</li> </ul> <p>SOPA recommended conditions for event management, lighting, water management, pest fauna management and general construction management.</p>
<b>Council</b>
<p><b>Council</b> acknowledged issues previously raised had been addressed and suggested conditions of consent be imposed to address residual issues to ensure:</p> <ul style="list-style-type: none"> <li>• the ground of the Main Entry Plaza is finished with permeable pavement</li> <li>• the car park provides clear pedestrian access paths, directional signage and balanced lighting to ensure pedestrian safety and minimise light spill</li> <li>• retention of existing mature screening trees around the site supplemented with additional plantings</li> <li>• the lagoon is suitably cleaned to ensure appropriate water quality.</li> </ul>
<b>TNSW</b>
<p><b>TNSW</b> advised the recent announcement of the preferred route for Stage 2 of Parramatta Light Rail indicates an alignment along Hill Road and the Holker Busway adjacent the site. TNSW requested the Applicant consult with its Light Rail team prior to construction and notify the team of significant construction milestones.</p>

<b>RMS</b>
<b>RMS</b> requested the Department confirm permits for staff and service vehicles to access the Holker Busway would allow the Applicant to be exempt from existing access restrictions.
<b>DPI</b>
<b>DPI</b> advised issues previously raised have been adequately addressed.

## 5. ASSESSMENT

**Table 5** identifies the matters for consideration under section 79C of the EP&A Act that apply to SSD. The table represents a summary for which additional information and consideration is provided for in further sections of the report and the relevant appendices or the EIS.

**Table 5:** Section 79C(1) Matters for Consideration

<b>Section 79C(1) Evaluation</b>	<b>Consideration</b>
(a)(i) any environmental planning instrument	The proposal is consistent with requirements of all EPIs ( <b>Section 3, Section 5</b> and <b>Appendix B</b> ).
(a)(ii) any proposed instrument	<b>Appendix B.</b>
(a)(iii) any development control plan	DCPs do not apply to SSD.
(a)(iia) any planning agreement	Not applicable.
(a)(iv) the regulations	The development application satisfactorily meets the relevant requirements of the Regulation, including the procedures relating to Development Applications (Part 6 of the Regulations), public participation procedures for SSD and Schedule 2 of the Regulation relating to EISs.
(a)(v) any coastal zone management plan	Not applicable.
(b) the likely impacts of that development	Any impacts of the development are appropriately mitigated or conditioned. This is considered in detail in <b>Section 5</b> of this report.
(c) the suitability of the site for the development	The site is suitable for the development, as discussed in <b>Sections 3</b> and <b>5</b> of this report.
(d) any submissions	Refer to <b>Sections 4</b> and <b>5</b> of this report.
(e) the public interest	Refer to <b>Section 5</b> of this report.
Biodiversity values exempt if: (a) On biodiversity certified land (b) Biobanking Statement exists	Not applicable.

### 5.1. Key Assessment Issues

The Department has considered the proposal, the issues raised in submissions and the Applicant's RTS, and considers the key assessment issues associated with the proposal to be:

- built form and design excellence
- landscaping
- traffic and transport, parking and access
- water quality, management and marine ecology.

The Department's assessment of all other issues considered relevant to the proposal is provided in **Section 5.6** of this report.

## 5.2. Built Form and Design Excellence

The application seeks approval for a part-one part-two storey building with a maximum height of 12.8 m and a gross floor area (GFA) of 1,669 m<sup>2</sup>. This equates to a floor space ratio (FSR) of approximately 0.4:1. The SSP SEPP provides no maximum height or FSR controls for the site.

The Department considers the built form of the proposed building to be modest and appropriate noting it would be low-rise at one to two storeys high and would cover just 4% of the total site area. Council, SOPA and SOPA's Design Review Panel (DRP) did not raise any concerns in relation to the height of the proposed building and FSR of proposal.

The SSP SEPP requires the Department to consider whether the proposal exhibits design excellence in terms of:

- architectural design, materials and detailing
- form and external appearance of the building enhancing the public domain
- sustainable design principles
- the results of any design competition required for the site (if required).

The Department's consideration of whether the proposal exhibits design excellence is set out below.

### Architectural Design, Materials and Detailing

The proposed building is curved to respond to the shape of the lagoon with landscaping which reinforces integration of the built form and the lagoon. The building is low-scale and incorporates a high standard of materials and detailing to ensure the development is compatible with the natural qualities of the site and the Parklands.

The materials have been selected for longevity, sustainability and to create visual interest (by minimising extensive blank facades) and include (but are not limited to):

- cedar wall cladding and vertical wall battens (Main Entry Building)
- clear corrugated and white custom sheet wall cladding (Surf Academy and Surfing Functions Building)
- pre-cast concrete (lagoon perimeter)
- zinc roof (or similar), incorporating a green roof over the Main Entry Plaza
- clear and coloured glazing.

The design has been reviewed by SOPA's Design Review Panel (DRP) prior to lodgement. The DRP generally supported the built form as it responds to the shape of the lagoon, has a seamless indoor-outdoor design approach and use of sustainable materials sit well against the Parklands setting of the site.

The Applicant also incorporated the DRP's advice into the design by orienting the entire facility to address the Holker Busway as the primary public arrival point and to facilitate non-car transport to the site, ensuring the proposal does not result in any adverse visual impacts to the adjacent public domain and incorporating sustainable design principles.

In addition to this, as demonstrated in **Figure 7**, the Department considers the proposal successfully articulates the building form through its use of varied materials and façade treatments, varied building heights, modulation and articulation.

Given the above, the Department considers the proposal achieves a high standard of architectural design, materials and detailing, which responds to the Parklands setting of the site.



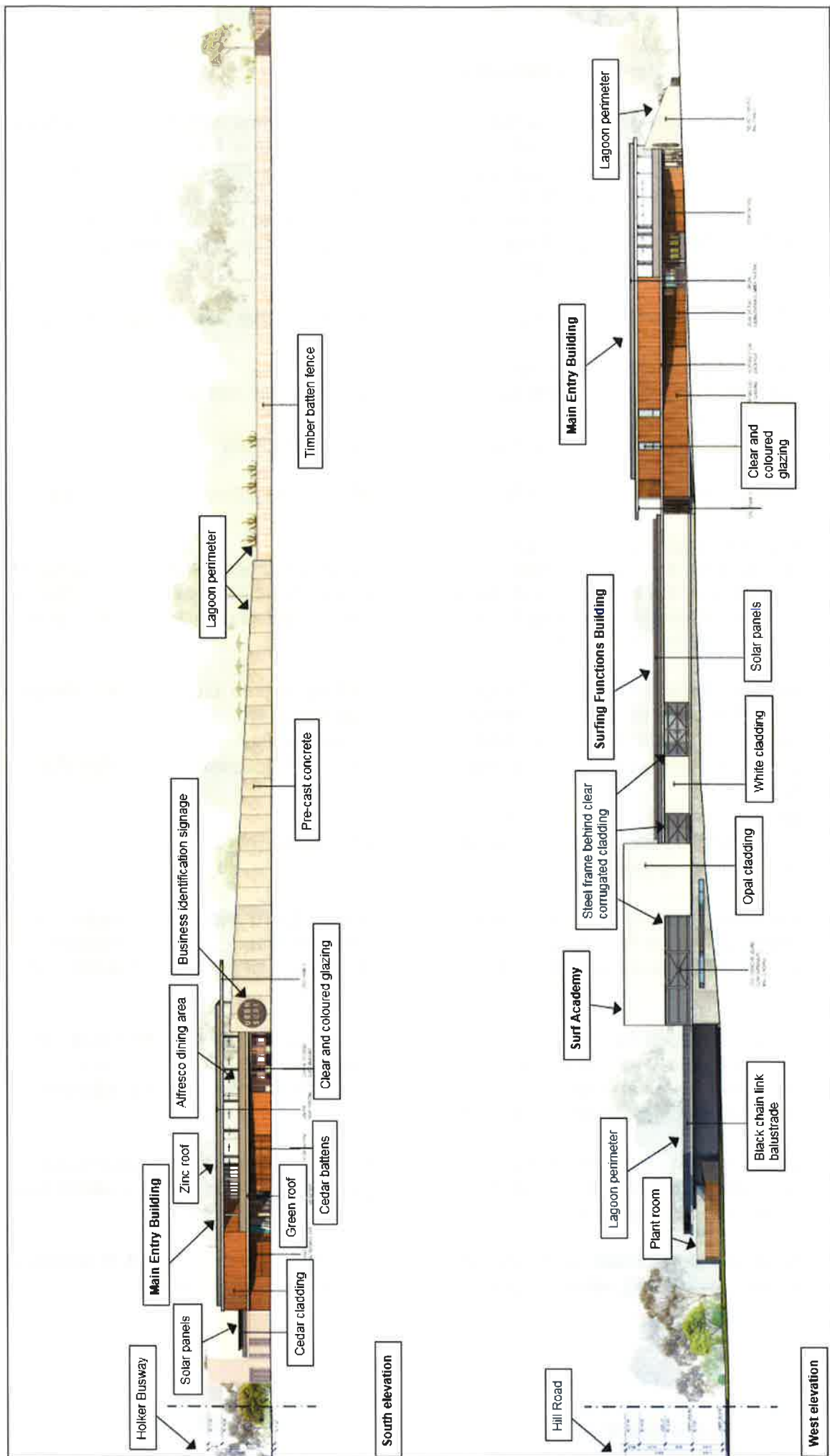


Figure 7: Sections of proposed buildings (Source: EIS)

### Form and External Appearance of the Building Enhances the Public Domain

The Department considers the form and external appearance of the building will positively enhance the quality and amenity of the public domain because:

- the Main Entry Building incorporates:
  - a substantial entry plaza opening out to the main car park and Holker Busway which would suitably activate the public domain (**Figure 8**)
  - activating ground floor uses including a café and retail area which are publicly accessible
  - glazing and an open alfresco dining area overlooking the main entry plaza which opens the building to, and provides passive surveillance of, the public domain (**Figure 5**).
- the Surf Academy, Surfing Functions Building, service buildings, car park and lagoon would be largely shielded from sight within the public domain due to the retention of existing mature vegetation surrounding the site and would therefore provide an acceptable interface with the public domain (**Figure 3**)
- the proposal is of a high standard of architectural design, colours, materials and detailing which provides texture and visual interest to the streetscape and is appropriate for the site context
- the proposal incorporates suitably sized and positioned business identification signage (**Figures 5 to Figure 6**) which:
  - integrates into the external facades of the building and lagoon perimeter
  - makes a positive contribution to the building's design, the surrounding public domain and reflects its specialised use as a wave park for sporting recreation
  - does not detract from the scenic, visual, amenity or other environmental qualities of the Parklands.

### Sustainable Design Principles

The proposal incorporates suitable sustainable design measures including a primary northern-eastern orientation that provides optimum access to sunlight and rainwater collection from roofs and reuse in on-site buildings. Connection to SOPA's recycled water supply will be used for landscaping irrigation. The building design also maximises thermal performance and includes utilisation of photovoltaic cells (solar panels) and energy efficient lighting.

Further consideration of the sustainability of the development is provided in **Section 5.6** of this report.

### Conclusion

The Department considers the proposal exhibits design excellence as appropriate for a wave park through its integration of built form with the lagoon, varied use of materials, façade treatments and building heights, engagement with the public domain and use of sustainable materials fitting to the Parklands context of the site. The Department is therefore satisfied the proposal achieves design excellence in accordance with the SSP SEPP.

## **5.3. Landscaping**

The EIS contains a draft Landscaping Plan (LP) which breaks down landscaping into ten zones catering to different functions and user groups, including the Car Park (Zone 1), Landscaped Batters/Retaining Walls (Zone 2), Lagoon Walkway (Zone 3), Events Space (Zone 4), the Hill (Zone 5), Activity Node (Zone 6), Cove Lounge (Zone 7), Children's Play (Zone 8), Surf Academy (Zone 9) and Main Entry Plaza (Zone 10) (**Figure 8**).

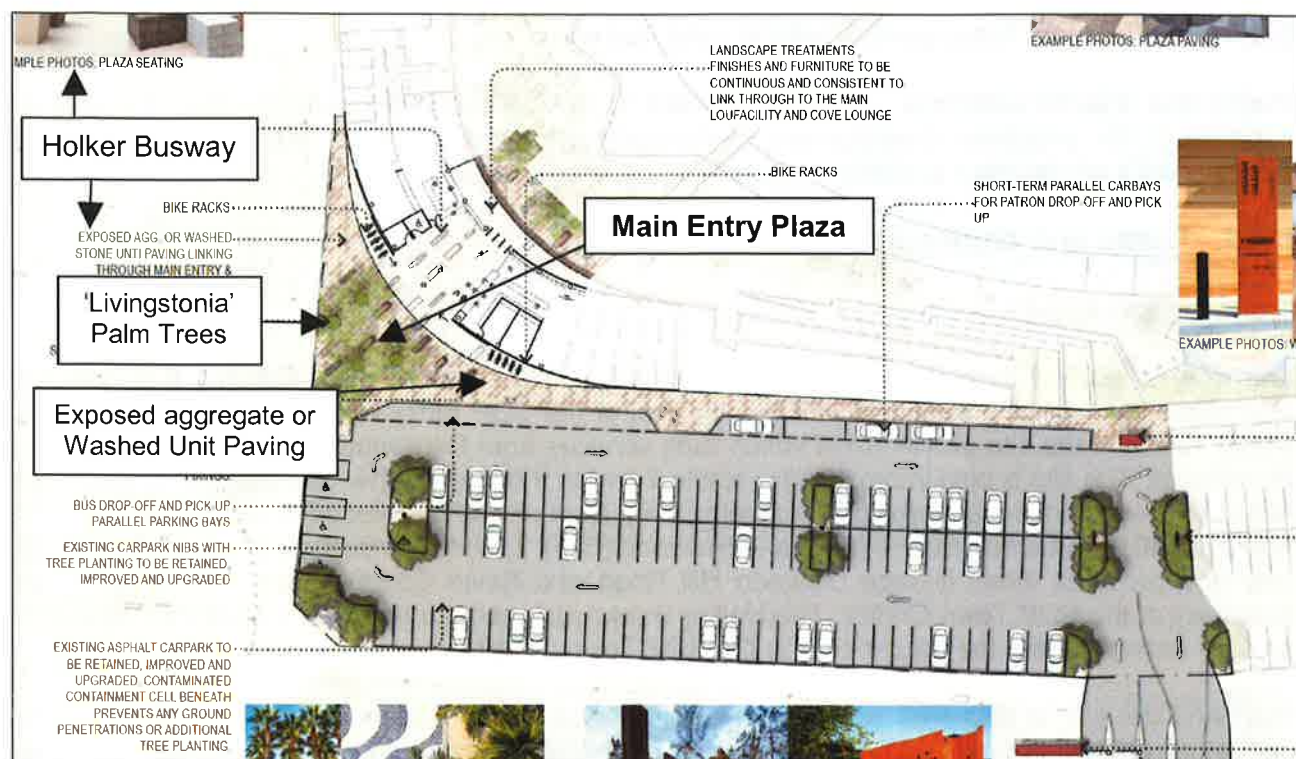


Figure 8: Landscaping masterplan (Source: EIS)

Key lagoon-side features of the landscaping include a toddler pool, outdoor fitness equipment, adventure playground, bouldering, mini half pipe skate ramp and climbing wall. The proposed soft landscaping responds to the site's proximity to environmentally sensitive land at Haslams Creek and the Narrawang Wetlands. Externally, plantings such as Sydney Turpentine-Ironbark Forest will be used to complement endangered native species surrounding the site and provide substantial screening of the facility from key public vantage points. Internally, plantings aim to achieve an aesthetic feel related to surfing by using native species found on coastal fringes.

Council initially raised concerns with the draft LP, including the need to retain mature screening trees on the site boundaries supplemented with additional plantings, the need to secure recreational offerings proposed (e.g. the mini half pipe) which respond to the needs of Western Sydney communities, and with regards to the level of shade offered by tree plantings in the Car Park, the Lagoon Walkway, Children's Play and Activity Node Areas. Council also recommended permeable paving be used for the ground treatment of the Main Entry Plaza and the design exhibit a higher level of integration with the adjacent public domain and Holker Busway (Figure 9).





**Figure 9: Landscaping plan for the Main Entry Plaza and Car Park (Source: Applicant EIS)**

The Applicant noted minimal impact will occur to existing mature screening trees on the site boundaries. The Applicant also advised it is committed to creating a high quality external environment, working with Council to ensure the facility is well utilised by the local community and addressing residual landscaping issues (e.g. pavement finishes and shading) during the detailed design of the proposal.

The Department accepts the Applicant is committed to landscaping the site to a high standard and ensuring lagoon-side amenities respond to the needs of the local community.

To ensure this is the case, the Department recommends a condition requiring the Applicant to finalise the LP for the site in consultation with Council and to the satisfaction of SOPA, prior to the issue of the relevant Construction Certificate. Key specific requirements of the LP would be to provide:

- a high level of shading in the eastern lagoon deck area, the Children's Play Zone and Activity Node Zone
- a toddler pool, adventure playground, mini half pipe skate ramp and climbing wall as lagoon-side features
- retain existing large mature screening trees on the site boundaries (where possible) supplemented with additional local endemic plantings
- an entry plaza finished with permeable paving which provides a high level of integration with the adjacent public domain and public access from the Holker Busway.

The Department supports the proposed landscaping strategy, in particular the use of native plant species that are appropriate for the Parklands setting of the site and the provision of recreational infrastructure which respond to the needs of Western Sydney's community. The Department's assessment concludes the proposed landscaping design would be acceptable, subject to final design resolution with Council and SOPA.

## 5.4. Traffic and Transport, Parking and Access

Public and agency submissions raised concern about the potential traffic, parking and access impacts of the proposed development, particularly when major events are held in SOP. The Department's assessment of these impacts is considered separately below.

### 5.4.1. Traffic and Transport

#### Transport and Access Context

The site is located approximately 1 km (12-minute walk) north of the SOP Train Station and approximately 1.6 km (19-minute walk) south-east of the SOP Ferry Wharf. A bus stop is located within 100 m of the site on Hill Road which runs services from Parramatta to Burwood (525) every 20 minutes. The site is also in proximity (1 km to 2 km) to a range of other regional bus routes which service the surrounding suburbs of Strathfield (X25), North Ryde/Chatswood (533), Lidcombe (401), Auburn (540), Macquarie Centre (544) and Burwood (526). The Holker Busway is a bus access road only and provides direct linkage between Hill Road and Kevin Combs Avenue on the northern boundary of the SOP Town Centre. The Holker Busway is used during major events held in SOP to provide transport from the P5 car park to the SOP Town Centre.

SOP and the site is also well serviced by existing cycling and existing pedestrian networks with pedestrian footpaths provided on both sides of the Holker Busway and Hill Road, providing good pedestrian access to the SOP Train Station to the south and the SOP Ferry Wharf to the north-west.

The Stage 1 Parramatta Light Rail is also set to be extended from Camellia or Rydalmere to Ermington, Melrose Park, Wentworth Point and to SOP as part of Stage 2, providing improved public transport to SOP and surrounding suburbs (**Figure 10**).

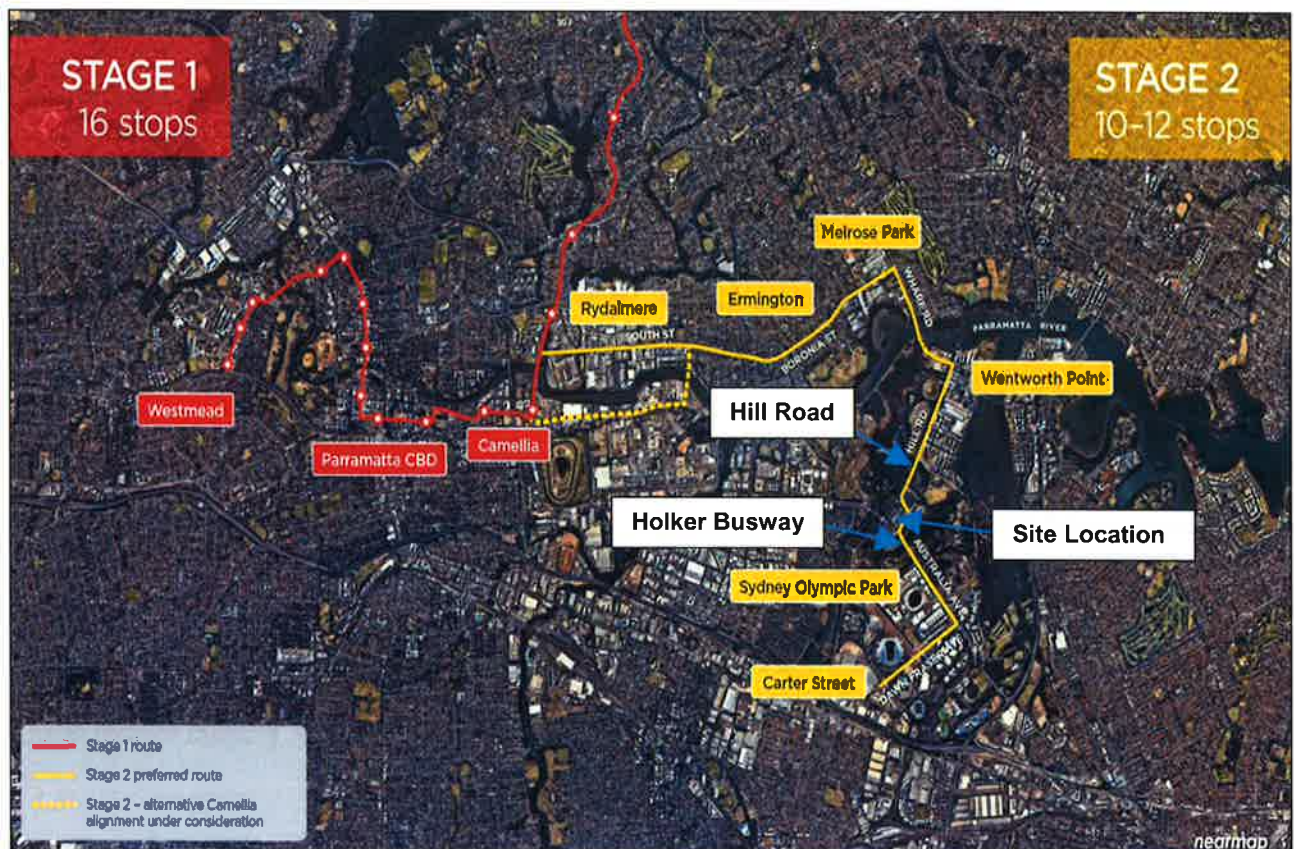


Figure 10: Parramatta Light Rail Stage 1 and Preferred Stage 2 Route (Source: TNSW)

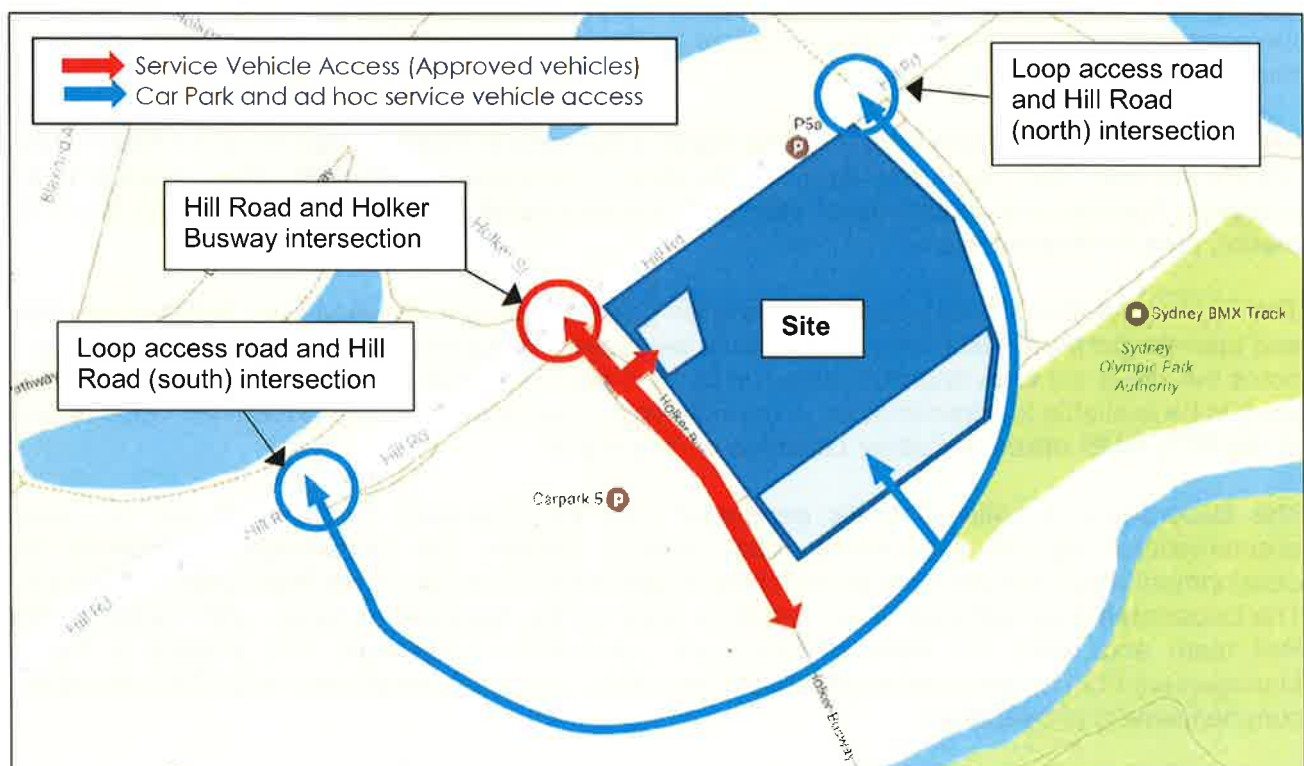


The preferred Stage 2 route (**Figure 10**) indicates it will run from Wentworth Point, down Hill Road, around the site, onto the Holker Busway and SOP Town Centre. The business case for Stage 2 is expected to be completed in 2018 with the funding and construction timing details to follow.

TNSW requested the Applicant consult with its Light Rail team prior to construction and notify the team of significant construction milestones. TNSW also advised bus services will be expanded in the area in response to demand from increased development within SOP and Wentworth Point.

Given the proximity of the site to the SOP Train Station and Ferry Wharf, local bus, pedestrian and cycling networks, and expected improvements in public transport (bus and rail) in the near future, the Department considers the transport needs of the site will be well-served.

Staff and visitor access to the site by car would be from the south via the loop road off Hill Road (**Figure 11**). This access would also be used infrequently by small service vehicles for ease of access to the ancillary events area. Service vehicles (and a limited number of staff) would access the site via the service yard in the north-east corner of the site off the Holker Busway which is currently restricted for bus use only. It is noted access to the Holker Busway would temporarily be restricted during some major events held in SOP. The TA indicates this may occur up to 10 times a year during which deliveries (if required) would be undertaken via the existing main site access.



**Figure 11: Proposed site access arrangements (Source: EIS)**

### Traffic Generation

The Traffic Assessment (TA) in the EIS estimates the proposed development would generate a peak of up to 140 vehicle movements per hour (70 inbound and 70 outbound trips). This would occur during summer peak season when there is a changeover of sessions (i.e. when there is overlapping of guests arriving and departing at the same time). Staff vehicle movements would typically occur outside peak guest vehicle movement periods.

These traffic numbers were used to determine the impact of the development on key intersections surrounding the site (**Figure 11**), including:

- the intersection of the loop access road and Hill Road (north)

- the intersection of Hill Road and the Holker Busway
- the intersection of the loop access road and Hill Road (south).

The results of the intersection analysis found the proposed development would not change the level of service (LOS) of these intersections during the AM, PM and weekend peak periods. The intersection of Hill Road and the Holker Busway would remain at a LOS B to C (depending on the period) and the intersection of the loop road and Hill Road (south) would operate at an optimal LOS A (all periods).

It is noted the loop road intersection (north) already operates at a LOS C to F (depending on the period) which at times means vehicles experience delays when making a right turn onto Hill Road departing the facility. However, the Department does not consider this to be a significant issue given it would affect few vehicles per hour and noting vehicles wishing to travel north to Wentworth Point can alternatively use the southern loop road intersection which operates at LOS A.

The background traffic counts used for the intersection analysis were taken in the lead-up to a major event (SOP V8 Super Cars event). These traffic counts represent busy road network conditions and result in a highly conservative intersection analysis. Typical non-event periods would experience much lower traffic levels on Hill Road and improved intersection performance. Finally, Council, SOPA, RMS and TNSW did not raise any concerns in relation to traffic generation or the ability of the surrounding road network to accommodate for the increase in traffic movements associated with the development.

RMS advised it is in the early stages of investigating the need to widen the section of Hill Road which adjoins the site. RMS noted any development which precludes widening will have implications for achieving transport improvements on Hill Road and requested the Applicant consult with it on this matter, prior to determination.

The Applicant subsequently advised it has been granted a long-term lease from SOPA to develop and operate the proposed facility which would be contained wholly within the site. The Department notes the site is set back approximately 7 m to 13 m from Hill Road and therefore sufficient width is likely to be available to accommodate some widening in the future should it be required. Upon review of the RTS, RMS raised no further concerns on this matter.

The Department is satisfied traffic generated from the proposed development can be safely accommodated by the surrounding road network. Further, the Department is satisfied the development would not preclude potential future upgrades to the part of Hill Road adjoining the site. The Department has recommended conditions requiring the Applicant to consult with TNSW's Light Rail team and notify the team of significant construction milestones and prepare a Traffic Management Plan in consultation with TNSW and RMS, and to the satisfaction of SOPA, prior to the commencement of operations.

#### **5.4.2. Parking**

##### Car Parking (Normal Operations)

The car parking rates for recreational facilities in the SOP Master Plan and 2016 Review do not apply to the proposed development as the site is located outside the SOP Town Centre. These rates would otherwise require a maximum of 965 spaces to be provided. Noting the proposed wave park is unique in that it would have a low site population (i.e. average of 150 people on the site at any one time) relative to area, the TA found the application of the SOP Master Plan and 2016 Review car parking rates would be excessive. Given the maximum capacity of the lagoon is 80 patrons per hour and it covers most of the site area, the Department supports the view in the TA that providing 965 spaces will be significantly in excess of what the site actually requires.



The parking demands of the facility using forecast patronage (worst-case 187 visitors at 1.6 people per car) and an anticipated mode share of 66% of staff (30 people) using a car to get to the site, calculated the parking demand of the facility to be 147 spaces (117 public and 30 staff).

The proposed development is provided with 159 car parking spaces in a car park controlled by SOPA for public use but with staff and users of the wave park offered parking at a discounted rate. Seven dedicated car parking spaces for key administration and operations staff would also be provided in the main service yard in the north-eastern corner of the site.

The Department has reviewed the TA in detail and is satisfied the methodology and assumptions of parking demand are sound and reasonable. The Department considers the provision of 166 car parking spaces is sufficient to meet the parking demand of the facility of 147 spaces during typical operations. Further, the approach to parking provision is consistent with key objectives of the SOP Master Plan and 2016 Review to limit spaces for new developments to encourage public transport use. It is also noted when major events are not being held in SOP, there would be significant additional availability in the order of 1,713 overflow spaces available adjacent to the site in the Pod A and Pod C car parks for patron use (**Figure 2** and **Figure 3**).

SOPA initially requested all staff car parking be provided in the general parking area (i.e. the portion of the existing Pod B car park to be retained to the south). However, the Applicant considers the seven allocated bays for key administration and operations staff play an important operational function given their proximity to the workshop and office and noted they would create no significant traffic issues affecting the function of the Holker Busway. Upon review of the RTS, SOPA raised no further concern regarding staff parking and advised permits can be issued for vehicles to access the Holker Busway.

RMS requested the car park provide clear pedestrian access paths, directional signage and balanced lighting to ensure pedestrian safety. To address this issue, the Department has included these as specific requirements of the LP to be finalised to the satisfaction of SOPA, prior to construction.

#### Car Parking (Major Events)

RMS, TNSW and public submissions raised concern about the loss of 678 car parking spaces and the potential impacts of this on the surrounding suburbs such as Newington during major events held in SOP. A public submission from the Royal Agriculture Society (RAS) also raised concern about the loss of car parking and capability to use the site for logistics (i.e. unloading cattle) related to the operation of the Sydney Royal Easter Show (SRES).

The Applicant has advised the site was released by SOPA for tender because it was not being utilised for car parking during major events and therefore the loss of the car parking is unlikely to result in displacement of cars onto surrounding streets. The Applicant noted SOPA is responsible for coordinating events and spatial demand requirements of different users within SOP and committed to continuing to work with SOPA to ensure the operational impacts of the wave park are minimised on major events such as the SRES.

The Department specifically raised the acceptability of the loss of car parking on site with SOPA who advised its *Major Event Impact Assessment Guidelines 2007* requires 10,000 car parking spaces to be available for use during major events. SOPA noted even with the reduction of 678 car parking spaces, more than 10,000 spaces would remain available for public use on major event days. As such, SOPA concluded parking availability in SOP would remain consistent with its major events transport strategy, the loss of the 678 spaces is unlikely to cause a significant increase in on-street parking in surrounding suburbs, and would not adversely impact on the ability of SOP to cater to major events.

SOPA also noted in the medium to long-term, demand for parking on major event days is likely to decrease as public transport infrastructure such as the Parramatta Light Rail (Stage 2) and Sydney Metro West are delivered in SOP.

Given SOPA's advice, the Department is satisfied the proposed development would not result in the displacement of cars onto local streets during major events held in SOP or affect the ability of SOP to cater for major events. The loss of parking is likely also to encourage increased use of public transport to SOP during major events which is consistent with key objectives of the SOP Master Plan and 2016 Review. The TA estimates this could equate to the removal of 670 to 680 vehicle trips per hour from the SOP road network immediately prior to and after a major event.

To encourage sustainable travel to the site and ensure the operation of the development and major events held in SOP are effectively coordinated, the Department recommends conditions requiring the Applicant to prepare a Green Travel Plan and a Major Events Management Plan (MEMP) for the development to the satisfaction of SOPA, prior to the commencement of operations.

In respect of the impact of the development on unloading cattle for the SRES, the Department considers this issue is outside the scope of the application and is ultimately an operational matter to be addressed by SOPA as the land manager and lead government agency responsible for ensuring events held in SOP are effectively coordinated. Notwithstanding this, the Department considers the implementation of the MEMP would help to minimise any impacts of the development on major events held in SOP, including the SRES.

#### Bicycle Parking

The proposal includes provision of 10 bicycle racks for visitors with capacity for 20 bicycles either side of the Main Entry Building in the Main Entry Plaza. Existing bicycle parking facilities are also located near the Holker Street bus stops immediately adjacent to the site which would be available for the use of patrons.

The SOP Master Plan and 2016 Review does not set minimum bicycle parking requirements for recreational facilities.

Council considered visitor bicycle parking would be sufficient but requested an additional 5 spaces (based on 10% of staff) be provided for long-term secure staff parking. The Applicant has advised there is sufficient room for these spaces in the area adjoining the service yard and office/administration area. The Department agrees 5 additional spaces would benefit the development and has recommended a condition for additional staff bicycle parking spaces to be provided.

RMS requested bicycle parking be designed in accordance with the relevant Australian Standards and consideration be given to end-of-trip facilities to encourage active travel to the site. The Department has recommended standard conditions requiring bicycle parking to be designed (layout, security etc) in accordance with the Australia Standards and notes extensive change rooms would be provided in the Surfing Functions Building for use as end-of-trip facilities.

With recommended conditions in place, the Department concludes the facility would provide sufficient bicycle parking and end-of-trip facilities to encourage sustainable travel to the site.

#### **5.4.3. Access**

The staff and visitor access arrangements to the site are described in **Section 5.4.1** and illustrated in **Figure 11**.

RMS requested the Department confirm permits (to be supplied by SOPA) for staff and service vehicles to access the Holker Busway would allow the Applicant to be exempt from existing access restrictions (e.g. regulatory signage). RMS also requested the Applicant provide a swept path analysis for the longest vehicle and ambulance vehicles accessing the site and consider reducing the number of lanes in the car park access to simplify movements and reduce potential conflict points.

SOPA has confirmed the proposed access arrangements are acceptable and exemption permits can be supplied for a limited number of vehicles to use the Holker Busway via Holker Street across Hill Road. The Applicant has also provided a swept path analysis which demonstrates service vehicles can enter and exit the site in a forward direction and are wholly contained within the site. With regards to the car park access, the Department understands the existing configuration with four lanes (two in and two out) operates effectively and reduces the potential for queuing onto the public road network during major events.

Given the above, the Department considers the proposed access arrangements are acceptable. The Department has recommended a condition requiring the Applicant to prepare a MEMP to the satisfaction of SOPA to ensure the site access arrangements are effectively managed during major events held in SOP.

### **5.5. Water Quality, Management and Marine Ecology**

The Department notes water quality and quantity needs to be carefully managed during operation to ensure the proposed development does not cause adverse impacts to the downstream environment. Lagoon water also needs to meet specific quality requirements so it is suitable for public recreational use.

Haslams Creek to the south of the site is a reconstructed stormwater channel which has been designed to mimic a natural creek and provides habitat for native animals, contains an Endangered Ecological Community (Estuarine Saltmarsh) and threatened flora species (Narrow-leaved *Wilsonia*). The Narawang Wetland to the north of the site comprises a series of man-made ponds containing native vegetation and habitat for threatened species (the Green and Golden Bell Frog and the Latham's Snipe). The Nuwi Wetland is located to the north-east of the site and provides habitat linkage between the Narawang Wetland and the northern end of Haslams Creek (**Figure 12**).

All three areas are interconnected with the Narawang Wetland capturing overflow from Haslams Creek during flood events. The Nuwi Wetland also plays an important role in discharging diverted floodwaters from the Narawang Wetland back into Haslams Creek.

To ensure the proposal does not result in adverse impacts to environmentally sensitive areas surrounding the site and lagoon water quality is sufficient for public recreational use, careful management of the following is required:

- wastewater discharge off-site
- lagoon water quality and quantity, including emergency off-site discharge
- quantity and quality of stormwater run-off.

The Department and DPI has reviewed the Applicant's Water Management Plan (WMP) in detail and is satisfied water would be effectively managed so that it does not result in adverse impacts to the downstream environment or public health. The Department's key reasons for reaching this conclusion are outlined below.



Figure 12: Lagoon water and stormwater discharge points (Source: EIS)

#### Wastewater Discharge

Wastewater from on-site facilities (e.g. toilets) and the lagoon water treatment plant / system would be connected to sewer mains for disposal. Therefore, no wastewater would be discharged to the surrounding environment, including Haslams Creek, the Narawang Wetland and the Nuwi Wetland.

#### Lagoon Water Quality and Quantity

The Applicant has advised all potential lagoon faults, hazards, repairs and maintenance do not require off-site emptying of the lagoon and in almost all circumstances, lagoon repairs can be undertaken underwater. However, an ability to discharge lagoon water off-site must be available in the event of an unforeseen emergency or to allow for significant repairs to be undertaken (e.g. resurfacing of the lagoon).

On the rare occasion an off-site discharge is required, the Department notes the proposal is unlikely to result in adverse water quality impacts to the receiving environment because lagoon water would be treated at the on-site treatment system to meet the public health criteria in the Australian Government National Health and Medical Research Council (NHMRC) *Guidelines for Managing Risks in Recreational Water 2008*, which are more stringent than the *Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000* (ANZECC Guidelines). This would also ensure lagoon water quality is sufficient for public recreational use.

The proposed on-site water treatment system incorporates the following key elements:

- bulk screening of gross pollutants
- filtration for removal of suspended solids
- biofiltration for removal of nutrients, pathogens and algae as well as turbidity reductions
- electro oxidation for reduction of total organic loading including from sun screen lotions, human perspiration, pathogens and algae
- Ultra Violet sterilisation to kill remaining pathogens.



It is also noted continuous mixing caused by waves would also provide secondary water treatment via oxygenation.

Council initially requested clarification whether the facility is categorised as a public swimming pool in determining required water treatment methods. The Applicant provided additional information clarifying the lagoon is not a public swimming pool as defined under the *Public Health Act 2010* and would be used exclusively for surfing sports activities only, rather than bathing, swimming and diving. Upon review of this information, Council raised no further concerns.

Emergency discharge of lagoon water would occur via an existing stormwater drain running from the north-east corner of the site to the Nuwi Wetland (**Figure 12**). The Department understands the Nuwi Wetland discharge point was chosen in consultation with SOPA rather than the Narrawang Wetlands or Haslams Creek as they contain threatened and endangered species and noting drainage infrastructure to the Nuwi Wetland is already in place. Discharge would be required to meet the water quality parameters described above, controlled at a flow rate of less than 130 litres per second so that it is comparable to a 1 year ARI rainfall event and would not exceed the capacity of the existing drainage system to ensure it does not result in adverse impacts to the downstream environment at the Nuwi Wetland. The WMP also found there would be no circumstances where uncontrolled lagoon water discharge would occur and discharge can be terminated immediately during a significant rainfall or other unforeseen event (e.g. failure of the water treatment system).

In the unlikely event the water treatment system fails, the Applicant has advised no lagoon water discharge would occur off-site until it has been repaired. In any case, as lagoon water would typically be treated to meet the public health criteria in the NHMRC Guidelines, which are more prescriptive than the ANZECC Guidelines for freshwater ecosystems, it is highly unlikely lagoon water would pose a risk to the downstream environment. The Applicant has also advised the quality of lagoon water is likely to be better than in the Nuwi Wetland. As a proactive measure, lagoon water quality would be continually monitored to ensure it meets the NHMRC Guideline values for public health which would also allow for pre-emptive detection of any problems with the water treatment plant. The Department has recommended key conditions requiring the Applicant to implement a suitable water quality monitoring program and ensure no lagoon water is discharged off-site unless it complies with the quality requirements of the ANZECC Guidelines.

Upon review of the WMP, DPI requested a minor clarification on the lagoon water discharge and upon review of the RTS raised no further issues. Council requested the lagoon be suitably cleaned to ensure appropriate water quality is maintained for people visiting the facility. The Department has recommended a condition to formalise this requirement.

#### Stormwater Run-off Quantity and Quality

The proposed stormwater management system comprises two key components, including:

- harvesting and reuse of rainwater from roofs in tanks for supply to toilet facilities
- treatment and diversion of run-off from the lagoon edges and car park for off-site discharge.

Stormwater run-off from the lagoon edges and car park would be treated in bioretention areas or vegetated buffers prior to discharge into vegetated swales which will direct flows to the north of the site to existing vegetated open swales which would discharge the stormwater off-site via culverts beneath Hill Road and into the Narrawang Wetlands (**Figure 12**). This is the same way stormwater is currently discharged off-site from the existing Pod B car park. This system would be designed with capacity up to the 20 year ARI rainfall event to meet SOPA guidelines and so flows do not exceed pre-development rates.

The above measures would ensure stormwater quality run-off meets applicable pollutant load reduction, volume and peak flow reduction targets outlined in SOPA's *Stormwater Management and Water Sensitive Urban Design Policy* and do not adversely impact the surrounding wetlands. A

suitable water monitoring program would also be implemented to ensure SOPA's stormwater targets are being met.

SOPA advised the Applicant's WMP complies with its water quality requirements.

#### Flood Risk and Groundwater

The WMP also found there is negligible flood risk at the site from a 100 year ARI storm event. In addition, groundwater is not expected to be intercepted during construction noting it is located some 4 m to 7 m below ground level which is deeper than required excavations.

#### Marine Ecology

Environmentally sensitive areas surrounding the site (Haslams Creek, Narrawang Wetland and the Nuwi Wetland) provide fisheries habitat. However, given the approach to water management detailed in the WMP, the Applicant's Ecological Assessment (EA) found the quality and quantity of stormwater and lagoon water discharged off-site would be effectively managed so there are no adverse impacts to local ecology. Further, DPI did not raise any issues of concern in relation to marine ecology.

#### Conclusion

The Department's assessment concludes the proposed WMP would ensure water quantity and quality is effectively managed so it does not result in adverse impacts to downstream environment or public health. To ensure this is the case, the Department has recommended key conditions of consent requiring the Applicant to:

- ensure all wastewater is disposed to the sewer
- ensure lagoon water discharged off-site is controlled at an appropriate flow rate
- ensure lagoon water quality complies with the NHMRC Guidelines for public health and that water discharge off-site complies with the ANZECC Guidelines
- ensure that all water quality, temperature and quantity discharge off-site complies with the requirements of the *Protection of the Environment Operations Act 1997*
- ensure stormwater quality run-off meets SOPA's pollutant load reduction targets and that stormwater flows meets SOPA's volume and peak flow reduction targets
- finalise the WMP in consultation with Council and DPI for SOPA's approval, including a suitable lagoon cleaning and water monitoring program, prior to operation.

## 5.6. Other Issues

The Department's assessment of other issues is provided in **Table 6**.

**Table 6:** Department's assessment of other issues

Issue	Consideration	Recommendation
<b>Terrestrial Ecology</b>	<ul style="list-style-type: none"> <li>• The subject site is a car park which is in poor ecological condition. The site provides poor quality habitat for animals and contains trees of little or no significance.</li> <li>• No threatened species, endangered ecological communities, endangered populations, or critical habitat were recorded on the subject site.</li> <li>• However, (as outlined in <b>Section 5.5</b> of this report) the site is surrounded by wetlands which contain and provide habitat for some threatened terrestrial species and Endangered Ecological Community (EEC).</li> <li>• The Applicant's EA found the proposed development could impact on: <ul style="list-style-type: none"> <li>◦ threatened species and EEC surrounding the site (through changes to stormwater quantity</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The Department supports the recommendations of the EA, SOPA and Council to minimise and mitigate ecological impacts and has recommended conditions accordingly.</li> <li>• Key recommended conditions would require the Applicant to: <ul style="list-style-type: none"> <li>◦ prepare a Fauna Management Plan as part of the CEMP</li> <li>◦ incorporate measures to monitor for the presence of GGBFs</li> </ul> </li> </ul>

Issue	Consideration	Recommendation
	<p>and quality, increased noise levels, changes to light levels and introduction of pest species / weeds in landscaping)</p> <ul style="list-style-type: none"> <li>o Green and Golden Bell Frogs (GGBF) entering the site during construction (high rainfall periods)</li> <li>o loss of Blue Tongue lizard habitat in swales to be removed on site.</li> </ul> <ul style="list-style-type: none"> <li>• OEH raised no issues of concern about biodiversity impacts.</li> <li>• Notwithstanding the above, the Applicant's EA found: <ul style="list-style-type: none"> <li>o water can be effectively managed subject to implementation of the proposed WMP (Section 5.5) so there are no adverse impacts to local ecology</li> <li>o predicted noise levels would cause no significant impact on surrounding fauna</li> <li>o lighting levels would be insignificant in the context of existing street lighting</li> <li>o landscaping species should be chosen to comply with surrounding native vegetation</li> <li>o potential impacts to GGBFs during construction can be mitigated by undertaking on site monitoring for calls on site during and immediately after rainfall events and installation of frog exclusion fencing</li> <li>o potential impacts to Blue Tongue lizards can be mitigated by requiring an ecologist on site to capture and relocate lizards from swales prior to construction works commencing.</li> </ul> </li> </ul>	<p>after high rainfall events and prevent GGBFs entering the site during construction into the CEMP</p> <ul style="list-style-type: none"> <li>o ensure an ecologist is on site during swale removal to capture and relocate fauna inhabiting the swales.</li> </ul> <ul style="list-style-type: none"> <li>• With recommended conditions in place, the Department's assessment concludes the proposed development would not result in adverse impacts to terrestrial ecology.</li> </ul>
<b>Sustainability</b>	<ul style="list-style-type: none"> <li>• The EIS contains a Sustainability Statement (SS) which found the proposal would generate demand for 3,737 MWh of electricity a year (12% from on-site facilities and wave pool lighting and 88% from the wave generator and water filtration equipment).</li> <li>• Council requested the proposal incorporate measures to reduce water consumption and energy use.</li> <li>• The Applicant has committed to the application of best practice thermal performance for building fabric, installing energy efficient lighting, PV cells and efficient space conditioning to reduce energy demand from on-site facilities and wave pool lighting by 45%.</li> <li>• Electrical demand from the wave generator and filtration equipment equates to heating of a similar sized aquatic centre.</li> <li>• To offset this demand, the Applicant has committed to further investigating alternative power supplies with the aim of achieving carbon neutrality by 2025.</li> <li>• The water demand of the facility would be 45.5 ML a year (17% from on-site facilities and landscaping, 81% from wave pool evaporation and 2% from leakage and overflow).</li> </ul>	<p>The Department has recommended key conditions requiring the Applicant to:</p> <ul style="list-style-type: none"> <li>• ensure the detailed design of the development incorporates the advice of the SS</li> <li>• install water efficient bathroom fittings and fixtures</li> <li>• prepare a Water and Energy Use Reduction Plan one year after the commencement of use (and every three years thereafter) detailing the results of investigations undertaken to further reduce the water and energy demands of the development.</li> </ul>

Issue	Consideration	Recommendation
	<ul style="list-style-type: none"> <li>• More than 75% of the water demand from on-site facilities and landscaping would be met using recycled water or recollected rainwater.</li> <li>• Water demand from evaporation losses equates to the water demand of about a third of a typical 18-hole golf course. Approximately 32% of these losses would be replenished through rainwater.</li> <li>• The Applicant has also committed to investigating the availability and viability of recycled / non-potable water supplies as they become available.</li> <li>• The Department is satisfied suitable sustainability measures would be incorporated into the detailed design of the proposal to reduce water and energy consumption and the Applicant is committed to investigating additional opportunities to further reduce these demands.</li> </ul>	
<b>Contamination</b>	<ul style="list-style-type: none"> <li>• The site was constructed for the Sydney Olympics in 2000 using imported fill.</li> <li>• The EIS includes a detail site investigation which detected asbestos in seven samples at depths ranging from 1 m to 3 m below ground level across the remainder of the site (i.e. the part of the site to be developed). Asbestos identified comprised small fragments of bonded sheeting, friable fibreboard and fibre bundles.</li> <li>• Concentrations of all other contaminants in the soil samples were below the relevant health-based assessment criteria.</li> <li>• The Applicant has provided a RAP which identifies the preferred strategy as consolidation and isolation of asbestos on-site using an appropriately constructed barrier to prevent exposure.</li> <li>• Soils in which asbestos is detected will be stockpiled, and isolated for consolidation into areas of the site identified for filling as part of the detailed design.</li> <li>• In areas which will be covered by concrete, buildings or other impermeable barriers, asbestos-impacted soil would be covered with geofabric as a marker layer with the surface development placed directly above.</li> <li>• For grassed and landscaped areas, asbestos-impacted soil will be covered with geofabric marker layer and a minimum of 300 mm of clean virgin excavated natural material (VENM).</li> <li>• The RAP finds the proposed cap will be suitable to prevent exposure of future site users to asbestos-impacted soil.</li> <li>• An accredited asbestos removalist would also be on site during asbestos removal works to ensure they are undertaken in accordance with the RAP, relevant guidelines and legislation.</li> </ul>	<ul style="list-style-type: none"> <li>• The Department is satisfied that subject to the requirements of the RAP and recommended conditions of consent, that the land would be remediated in accordance with the requirements of SEPP 55 to ensure the land is made suitable for its intended future use prior to the use commencing.</li> <li>• To ensure this occurs, the Department has recommended key conditions requiring the Applicant to: <ul style="list-style-type: none"> <li>○ undertake all remediation works in accordance with the RAP</li> <li>○ prepare an Asbestos Management Plan prior to construction</li> <li>○ ensure all asbestos removal works are undertaken by a suitably licensed expert</li> <li>○ engage a suitably qualified expert to prepare a Validation Report to verify the land is suitable for the proposed uses, prior to the issue of any Occupation Certificate.</li> </ul> </li> </ul>
<b>Noise and Vibration</b>	<ul style="list-style-type: none"> <li>• The following construction hours are proposed: <ul style="list-style-type: none"> <li>○ 7 am to 5 pm (Monday to Saturday)</li> <li>○ no works on Sundays or Public Holidays</li> </ul> </li> <li>• The Noise and Vibration Assessment (NVA) in the EIS found construction works would comply with</li> </ul>	<ul style="list-style-type: none"> <li>• The Department is satisfied the noise impacts of the proposed development would be acceptable as</li> </ul>



Issue	Consideration	Recommendation
	<p>the relevant noise management level (NML) at the closest sensitive receivers, including the nearest residents in Newington.</p> <ul style="list-style-type: none"> <li>The hours of operation proposed are as follows: <ul style="list-style-type: none"> <li>6 am to 10 pm (all days)</li> <li>extended hours to 12 midnight the café, restaurant and alfresco bar in the Main Entry Building (Fridays and Saturdays only).</li> </ul> </li> <li>The key operational noise sources would be waves, wave generating equipment, building plant, patrons (conservatively assumes up to 500 on site at any one time) and music from within the building.</li> <li>The NVA found operational noise would be below the relevant EPA day and evening criteria (7 am to 10 pm) at the nearest sensitive receivers.</li> <li>The NVA also found when the café, restaurant and alfresco bar operate at night (10 pm to 12 midnight), crowd attendance would be significantly lower resulting in lower noise levels and compliance with the relevant EPA night-time criteria.</li> <li>Operational traffic noise would also be minimal and complies with the requirements of the OEH's <i>Road Noise Policy</i>.</li> </ul>	<p>they would comply with the relevant EPA noise criteria.</p> <ul style="list-style-type: none"> <li>The Department has recommended suitable conditions to ensure any residual noise impacts are effectively managed.</li> </ul>
<p><b>Ancillary Events</b></p>	<ul style="list-style-type: none"> <li>The facility incorporates an area for holding occasional ancillary special events (e.g. surf competitions).</li> <li>SOPA requested further information regarding ancillary events to be held (frequency, duration and impacts).</li> <li>The Applicant has advised it will hold regular small events (e.g. functions for local school groups) with a capacity of less than 500 patrons on site at any one time.</li> <li>Given the capacity of the facility has been assessed at around 230 patrons on site during peak operations, noting the significant availability of overflow parking adjacent to the site, and the LOS of key intersections nearby, the Department is satisfied small events can be held without creating significant additional impacts beyond normal peak operations.</li> <li>Less frequently (monthly, quarterly or annually), the Applicant intends to hold medium (500 to 1000 patrons) and large events (&gt;1,000 patrons) on site (e.g. surfing competitions and food festivals).</li> <li>To manage the impacts of medium and large events, the Applicant has committed to preparing Event Management Plans (EMPs) in consultation with SOPA to ensure all issues (noise, traffic, access, parking etc) are addressed and conflicts with major events held in SOPA are avoided.</li> <li>The Department considers any additional traffic and parking demands created by holding medium and large events on site can be safely accommodated noting:</li> </ul>	<ul style="list-style-type: none"> <li>The Department acknowledges SOP has been purpose built for holding major events and considers the impacts of holding much smaller ancillary events on site can be adequately managed, subject to recommended conditions requiring the Applicant to: <ul style="list-style-type: none"> <li>comply with the noise limits in the consent</li> <li>where required by SOPA, prepare EMPs for events with a capacity of over 500 patrons (including TMPs and NMPs) to the satisfaction of SOPA's Precinct Operations Unit.</li> </ul> </li> </ul>

Issue	Consideration	Recommendation
	<ul style="list-style-type: none"> <li>the site is reasonably well serviced by public transport and will benefit for public transport improvements (bus and rail) in the near future</li> <li>the LOS of key intersections surrounding the site is reasonably good</li> <li>there is significant additional availability of around 1,713 overflow car parking spaces adjacent the site</li> <li>SOP has been specifically designed as a precinct capable of holding major events much larger than those proposed</li> <li>events would be coordinated with SOPA so that conflicts with major events held in SOP are avoided</li> <li>Traffic Management Plans (TMPs) would be prepared for medium and large events.</li> <li>The Department is also satisfied noise from the larger events can be effectively managed so they do not result in adverse amenity impacts noting: <ul style="list-style-type: none"> <li>medium and large events would be held infrequently</li> <li>the significant distance to the nearest residences (390 m)</li> <li>the existence of intervening structures (e.g. Hill Road) between the site and the nearest residences</li> <li>the Applicant has committed to preparing Noise Management Plans (NMPs) outlining all mitigation and monitoring measures to be implemented (including limiting the use of outdoor amplified music and speakers) to ensure applicable noise limits are complied with.</li> </ul> </li> <li>Upon review of the RTS, SOPA advised it has no objection to ancillary events being held on site, subject to the preparation of EMPs for events with a capacity of over 500 patrons.</li> </ul>	
<b>Construction Traffic</b>	<ul style="list-style-type: none"> <li>The primary construction vehicles access would be via the existing main site access from the south via the loop road off Hill Road. A limited number of vehicles would also need to access the north-eastern part of the site via the intersection of Hill Road and the Holker Busway.</li> <li>The Applicant has advised the worst-case construction traffic would occur in the first 3 months during earthworks and ground improvements with up to 20 heavy vehicles (10 in 10 out) and 5 light vehicles per hour accessing the site.</li> <li>Given the low volume of traffic generation and the LOS of key intersections surrounding the site (<b>Section 5.4</b>), the Department is satisfied the construction traffic impacts can be accommodated by surrounding roads.</li> <li>RMS and SOPA recommended the Applicant be required to prepare a Construction Traffic and</li> </ul>	<ul style="list-style-type: none"> <li>The Department is satisfied the construction traffic impacts of the development can be accommodated by the surrounding road network, subject to the preparation of a CTPMP in consultation with RMS, SOPA and Council.</li> </ul>

Issue	Consideration	Recommendation
	<p>Pedestrian Management Plan (CTPMP) for the development.</p> <ul style="list-style-type: none"> <li>Council requested the footpath on the eastern side of Hill Road be kept clear during construction for pedestrian and bicycle access.</li> </ul>	
<b>Construction Management</b>	<ul style="list-style-type: none"> <li>The EIS contains a draft CEMP detailing the erosion and sediment, dust, noise and vibration, traffic, air quality and waste management, community consultation and monitoring measures to be implemented.</li> <li>SOPA recommended conditions requiring the CEMP and various sub-plans (air, noise and vibration, waste, asbestos, traffic and unexpected finds) to be finalised, prior to works commencing.</li> <li>SOPA also requested the CEMP include additional measures to address wastes, potential Acid Sulphate Soils, potential landfill gas and leachate.</li> <li>The Heritage Council did not raise any concerns and recommended standard conditions to deal with unexpected heritage finds during construction.</li> <li>The Department has reviewed the draft CEMP and is satisfied it provides a suitable framework for the effective management of potential construction and demolition related impacts.</li> </ul>	<ul style="list-style-type: none"> <li>The Department has recommended conditions of consent requiring the Applicant to: <ul style="list-style-type: none"> <li>finalise the CEMP and associated sub-plans in line with the recommendations of SOPA</li> <li>implement procedures to deal with unexpected heritage finds.</li> </ul> </li> </ul>
<b>Signage</b>	<ul style="list-style-type: none"> <li>Four building identification signs are proposed located on the southern and western elevations near the Main Entry Building, the north-eastern corner of the lagoon, and the north-western corner of the Surf Academy.</li> <li>The Department has undertaken an assessment of the business identification signs against the relevant provisions of SEPP 64 in <b>Appendix B</b> of this report.</li> <li>The Department concludes the building identification signage would be appropriately sized and located and integrated into the design of the building and lagoon so it would not adversely impact on the design of the building or adjacent the public domain.</li> <li>Five entry signs were also proposed in the RTS. However, with the exception of one sign within the car park, the entry signs are located at key intersections and vehicle access points outside the site are not supported by a road safety assessment or any details of dimensions or illumination.</li> <li>As such, the entry signs are outside the scope of the Department's assessment and it is recommended the Applicant obtain separate approval for these signs post-determination.</li> </ul>	<ul style="list-style-type: none"> <li>The Department's assessment has found the proposed building identification signage is capable of being consistent with the design and siting criteria of SEPP 64.</li> <li>The Department has recommended conditions requiring the Applicant to: <ul style="list-style-type: none"> <li>prepare a Signage Plan including final details of building signage to be approved by SOPA, prior to construction</li> <li>obtain separate approval for entry signage.</li> </ul> </li> </ul>
<b>Site Suitability</b>	<ul style="list-style-type: none"> <li>A public submission raised concern the proposal does not constitute the best use of the site.</li> <li>The proposal results in the use of an underutilised overflow car park for the purposes of a world class sports, tourism and recreation facility which would</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

Issue	Consideration	Recommendation
	<p>create approximately 179 construction jobs and 46 operational jobs.</p> <ul style="list-style-type: none"> <li>Given the above, the Department is satisfied the site is suitable for the proposed development which constitutes an orderly and economic use of land.</li> </ul>	

## 6. CONCLUSION

The Department has fully considered all relevant matters under section 79C of the EP&A Act, the objects of the EP&A Act and the principles of ecologically sustainable development. The Department has reviewed the EIS and RTS and duly considered advice from public authorities. Issues raised in submissions have been considered and all relevant environmental issues associated with the proposal have been thoroughly assessed.

The Department supports the proposal as it provides a world class sports and recreational facility for surfing which is consistent with the vision for SOP outlined in the SOP Master Plan and 2016 Review. The Department considers the proposal exhibits design excellence through its integration of built form with the lagoon, varied use of materials, façade treatments and building heights, engagement with the public domain and use of sustainable materials and landscaping fitting to the Parklands context of the site.

The Department acknowledges while the proposal results in the loss of 678 car parking spaces on site, parking availability in SOP would remain consistent with SOPA's Major Events Transport Strategy, and is unlikely to cause a significant increase in on-street parking in surrounding suburbs or adversely impact on the ability of SOP to cater for major events.

The Department also considers the loss of parking, and planned delivery of new public transport infrastructure such as the Parramatta Light Rail (Stage 2) to service SOP, is likely to encourage increased use of public transport during major events which is consistent with key objectives of the SOP Master Plan and 2016 Review.

The Department's assessment has also found potential water quality and quantity impacts can be effectively managed so the proposed development does not result in adverse impacts to the downstream environment, including local ecology.

All key issues associated with the proposal have been assessed, and appropriate conditions recommended, where necessary. Key recommended conditions of consent would require the Applicant to:

- remediate the site in accordance with the Remedial Action Plan
- prepare a Construction Environmental Management Plan
- prepare a final Landscaping Plan
- prepare a Water Management Plan
- prepare an Operational Plan of Management
- prepare Event Management Plans (where required by SOPA).

The Department is also satisfied the proposal is consistent with the broader strategic objectives for the area, as outlined in *NSW 2012, A Plan for Growing Sydney*, and the *Draft West Central District Plan*. The proposal will result in a wide range of positive social and economic impacts, including provision of a new sports facility and increased employment opportunities for the community of Western Sydney.



The Department concludes the development is in the public interest and should be approved, subject to the recommended conditions.

## 7. RECOMMENDATION

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It is **RECOMMENDED** that the Executive Director, Key Sites and Industry Assessments:

- **consider** the findings and recommendations of this report;
- **grant consent** to the development application subject to conditions in accordance with section 89E of the *Environmental Planning and Assessment Act 1979*; and
- **sign** the attached instrument of consent at **Appendix A**.

Prepared by Andrew Hartcher  
Senior Planning Officer  
Key Sites Assessments

Recommended by:



Cameron Sargent  
**Team Leader**  
**Key Sites Assessments**

Recommended by:



Ben Lusher  
**Director**  
**Key Sites Assessments**

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## DECISION

Approved by:



Anthea Sargeant 20/12/17  
**Executive Director**  
**Key Sites and Industry Assessments**

## **APPENDIX A    RELEVANT SUPPORTING INFORMATION**

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

- 1      Environmental Impact Statement  
[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7942](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7942)
- 2      Submissions  
[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7942](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7942)
- 3      Applicant's Response to Submissions  
[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7942](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7942)

## APPENDIX B CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS

Environmental Planning Instruments (EPIs) that are relevant to this project include:

- State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (State Significant Precincts) 2005 (SSP SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)
- State Environmental Planning Policy No. 64- Advertising and Signage (SEPP 64)
- State Environmental Planning Policy No. 55- Remediation of Land (SEPP 55)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- Draft Environment State Environmental Planning Policy (Draft Environment SEPP)
- Draft Coastal Management State Environmental Planning Policy.

The tables below set out the Department's consideration of the project against all relevant provisions within these EPIs.

<b>State Environmental Planning Policy (State and Regional Development) 2011</b>		
<b>Relevant Sections</b>	<b>Consideration and Comments</b>	<b>Complies?</b>
<b>3 Aims of Policy</b>	The proposal is identified as SSD pursuant to clause 8 of the SRD SEPP.	Yes
<b>8 Declaration of State significant development: section 89C</b>	The proposed development is declared to be SSD because:  a) it is not permissible without development consent (pursuant to the SSP SEPP); and  b) it has a CIV over \$10 million on land specified as the Sydney Olympic Park Site in clause 2(f) of Schedule 2 of the SRD SEPP.	Yes
<b>Schedule 2 State significant development—identified sites</b>	The proposed development has a CIV of \$24 million on land specified as the Sydney Olympic Park Site in clause 2(f) of Schedule 2 of the SRD SEPP.	Yes
<b>2 Development on specified sites</b>		

<b>State Environmental Planning Policy (State Significant Precincts) 2005</b>		
<b>Relevant Sections</b>	<b>Consideration and Comments</b>	<b>Complies?</b>
<b>2 Aims of Policy</b> The relevant aim of this policy is (c) to facilitate the development, redevelopment or protection of important urban, coastal and regional sites of economic, environmental or social significance to the State so as to facilitate the orderly use, development or conservation of those State significant precincts for the benefit of the State.	The proposal involves the redevelopment of an site in the SOP identified as a State significant precinct under Schedule 2 of the SRD SEPP. Part 23 of the SSP SEPP sets out provisions relating to the orderly use, development or conservation of development within SOP (considered below).	Yes
<b>Schedule 3 – Part 23 – Sydney Olympic Park</b>		
<b>7 Land use zones</b> (a) The site is zoned RE 1 Public Recreation.	The proposed development comprises a recreational facility (outdoor) which is permissible with consent in the RE 1 zone. Consideration of the proposal against the objectives of the zone is considered below.	Yes
<b>11 Zone B4 Mixed Use</b>	The proposed development is consistent with the objectives of the RE 1 zone.	Yes
<b>18 Height of Buildings</b>	The site is not subject to a maximum building height.	N/A
<b>19 Floor space ratio</b>	The site is not subject to a maximum floor space ratio.	N/A

<b>20A Demolition requires consent</b>	The application seeks consent for demolition works associated with the existing car park.	Yes
<b>23 Public utility infrastructure</b> The consent authority must be satisfied that any public utility infrastructure (water, electricity, gas and sewage) that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.	The Department referred the application to key utility providers and incorporated comments in this report and relevant conditions.  The Department has recommended a condition be imposed requiring that written advice shall be obtained, prior to the issue of an occupation certificate, from the utility providers confirming satisfactory arrangements have been made.	Yes
<b>24 Major events capability</b> The consent authority must consider impacts of the proposal during major events at the SOP, including: (a) traffic generation on the local and regional road network; (b) management of crowd movement and transport; (c) functioning of major event infrastructure; and (d) emergency evacuation plans.	The proposal will not have a significant impact on traffic generation, crowd movement, major event infrastructure or emergency evacuation plans.	Yes
<b>25 Transport</b> The consent authority must be satisfied that the development includes measures to promote public transport use, cycling and walking.	The proposal is located within walking distance of the SOP Train Station (1 km) and SOP Ferry Wharf (2 km). A bus stop is located immediately opposite the site on the Holker Busway (100 m) and the site is in proximity to multiple buses stops on routes servicing surrounding suburbs. The proposal also includes bicycle parking and is well served by existing walking and cycling networks.  The proposed car parking provision will encourage use of this infrastructure and alternate sustainable modes of travel to the site. Recommended conditions also require the Applicant to prepare a Green Travel Plan.	Yes
<b>26 Master Plan</b> Development consent must not be granted for development on land within the SOP to which a Master Plan applies unless the consent authority has considered that Master Plan.  Development consent must not be granted for development on land within 400 metres of the Olympic Park Train Station unless the consent authority has considered whether the car parking requirements specified in the master plan should be reduced in respect of that development.	The Master Plan states the provisions of the Parklands Plan of Management (2010) are adopted for the subject site. The relevant provisions of the Parklands Plan of Management (2010) are considered in detail below.  Notwithstanding this, the Department has considered the relevant planning principles contained in Part 3 of the SOP Master Plan and 2016 Review in <b>Section 3</b> and <b>Section 5</b> of this report. In this regard, the Department is satisfied the proposed development would: <ul style="list-style-type: none"> <li>• be designed to effectively integrate with the adjacent public domain</li> <li>• incorporates suitable environmental sustainability measures</li> </ul>	See below.  Yes



	<ul style="list-style-type: none"> <li>incorporates landscaping species chosen to sensitively integrate with the surrounding environment</li> <li>would not adversely impact on the ability of SOP to cater for major events in terms of traffic, parking and access.</li> </ul> <p>The site is not located within 400 m of Olympic Park station.</p>	
<b>29 Development within an environmental conservation area</b>	<p>A small portion of the site appears to be located within the mapped environmental conservation area.</p> <p>The Department has considered the likely effect of the proposed development on environmentally sensitive areas surrounding the site in <b>Section 5</b> of this report and is satisfied it would not adversely impact on the ecological value of that area.</p>	Yes
<b>30 Design excellence</b>	<p>The Department has considered whether the proposed development exhibits design excellence in <b>Section 5.2</b> of this report.</p> <p>It is noted the Applicant has engaged with the Sydney Olympic Park Design Review Panel regarding the design and the Panel's recommendations have been incorporated into the design.</p> <p>The Department considers the proposal exhibits design excellence for the reasons outlined in detail in <b>Section 5.2</b> of this report, in particular through its integration of built form with the lagoon, varied use of materials, façade treatments and building heights, engagement with the public domain and use of sustainable materials fitting to the site context.</p> <p>The SSP SEPP requires a design competition to be held in relation to development proposals exceeding 42 m in height and/or specific sites identified within the SOP Master Plan or 2016 Review. The proposed building is only a maximum of 12.8 m in height and the site is not identified as requiring a design competition in the SOP Master Plan or the 2016 Review.</p>	Yes
<b>31 Heritage conservation</b>	<p>The Department's assessment in <b>Section 5</b> of this report demonstrates the proposed development will not have any adverse impacts to nearby heritage items or conservation areas.</p>	Yes

### Sydney Olympic Park Parklands Plan of Management 2010 (Parklands POM)

The Parklands that are subject to Parklands POM are part of Sydney Olympic Park, and consist of 430 hectares of public land adjacent to the major SOP sporting venues and Town Centre.

The Parklands POM sets out the public access and land use regime to identify the various uses that may be appropriate for the different parts of the Parklands. The main function of SOPA is to maintain

the Parklands and only permit the use of the whole or any part of the Parklands for activities of a recreational, historical, scientific, educational or cultural nature.

The following provisions are considered relevant to the proposed development.

Controls and Guidelines	Applicable Requirements	Comment	Compliance
<b>1.11 Categorisation of parkland areas</b>	<ul style="list-style-type: none"> <li>Plan 2 classifies the site as being within a sport and recreation park area which are designed and built or have the potential to provide for a broad range of sport facilities.</li> </ul>	<ul style="list-style-type: none"> <li>The proposal is for a sport facility which is consistent with the categorisation of the site.</li> </ul>	Yes
<b>2.3 Restricted Public Uses</b>	<ul style="list-style-type: none"> <li>Restricted Public Uses are specified uses that SOPA has identified as having a high likelihood of impacting on the safety, care and/or experience of visitors and/or the preservation and functions of assets and/or the integrity of flora and fauna communities within the Parklands.</li> <li>SOPA may approve a Restricted Public Use subject to assessment under the Parkland Uses Compliance Test set out in Appendix 4.2 of the Plan.</li> <li>Approved uses must be undertaken in strict compliance with any conditions.</li> </ul>	<ul style="list-style-type: none"> <li>This is matter between SOPA and the Applicant.</li> <li>The Applicant has provided a Parkland Uses Compliance Test in Appendix 18 of the EIS demonstrating compliance.</li> <li>The Department notes SOPA has given landowner's consent for the proposal which is consistent with the categorisation of the site as a sport and recreation park area under the Plan (see above).</li> </ul>	N/A
<b>2.9 Purposes of Sport and Recreation Parks</b>	<ul style="list-style-type: none"> <li>To facilitate opportunities for the public to participate in formal activities which are typically active in nature; focused on health and fitness; improved athletic skill; sports training and/or competitions and physical exercise.</li> </ul>	<ul style="list-style-type: none"> <li>The proposal is consistent with the purposes for which sport and recreation parks are reserved.</li> </ul>	Yes
<b>2.10 Objectives of Sport and Recreation Parks</b>	<ul style="list-style-type: none"> <li>Provide high quality sporting areas.</li> <li>improve / maintain the land to facilitate public use and enjoyment of the land for sporting.</li> <li>Use land in a manner that protects and enhances the sports and recreational quality of the land.</li> <li>Suitably land uses manage uses and activities.</li> <li>Conserve / protect ecology and heritage.</li> </ul>	<ul style="list-style-type: none"> <li>The proposal enhances the use of an overflow car park by providing a world class sporting and recreation area for surfing in SOP.</li> <li>The facility will sensitively integrate into the surrounding natural environment and incorporate ecologically sustainable development principles.</li> </ul>	Yes

<b>3.1 Objective of Parklands</b>	<ul style="list-style-type: none"> <li>• Maintain and improve the Parklands.</li> <li>• Encourage use and enjoyment of the Parklands by the public.</li> <li>• Promote and increase the recreational, historical, scientific, educational and cultural values of the Parklands.</li> <li>• Maintain the public's right to use the Parklands.</li> <li>• To ensure the protection of the environment within the Parklands.</li> <li>• Achieve purposes for which different land categories in the Parklands are reserved.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposal enhances the use of an overflow car park by providing a world class sporting and recreation area for surfing in the Parklands.</li> <li>• The proposal facilitates public participation in sporting activities in the Parklands.</li> <li>• The facility will sensitively integrate into the surrounding natural environment and incorporate ecologically sustainable development principles.</li> </ul>	Yes
<b>3.6 Development in the Parklands</b>	<ul style="list-style-type: none"> <li>• Development must be consistent with relevant environmental planning instruments and the objects and functions of SOPA as set out in Sections 28 and 29 of the SOPA Act 2001.</li> </ul>	<ul style="list-style-type: none"> <li>• Relevant EPIs are considered in this Appendix and the objects and functions of the SOPA Act 2001 in Section 5.2.2 of the Applicant's EIS.</li> </ul>	Yes
<b>3.9 Constraints and Objectives</b>	<ul style="list-style-type: none"> <li>• The Parklands POM contains overlay plans to be considered by SOPA in managing the Parklands relating to remediated lands, heritage, threatened species, commercial and operational land and nature reserve / brick pit buffer zones.</li> </ul>	<ul style="list-style-type: none"> <li>• The overlay plans and associated issues have been considered in the EIS and accompanying specialist reports, as well as the Department's assessment in <b>Section 5</b> of this report.</li> </ul>	N/A
<b>3.24 Parklands Management Principles and Guidelines</b>	<ul style="list-style-type: none"> <li>• The following principles are applied by SOPA for decisions affecting the Parklands: <ul style="list-style-type: none"> <li>○ visitation</li> <li>○ land occupation</li> <li>○ access</li> <li>○ safety and security</li> <li>○ landscape</li> <li>○ water and energy</li> <li>○ biodiversity</li> <li>○ buildings and infrastructure</li> <li>○ lighting</li> <li>○ fire.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The Department considers this to be a matter for SOPA but notes the proposal will enhance visitor experience, allows public participation, will be fully accessible, incorporates suitable landscaping, water management, energy conservation, ESD, biodiversity, lighting, safety and security measures and is unlikely to present a significant fire risk.</li> </ul>	Yes
<b>3.25 Management Priorities Generally</b>	<ul style="list-style-type: none"> <li>• Key relevant principle to: <ul style="list-style-type: none"> <li>○ build the social value of the Parklands by encouraging community groups and other stakeholders to use the Parklands.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The proposal provides a world class sporting and recreation area which encourages community groups and other stakeholders to use the Parklands.</li> </ul>	Yes
<b>3.25.3 Management Priorities –</b>	<ul style="list-style-type: none"> <li>• Key relevant principles to: <ul style="list-style-type: none"> <li>○ redesign and partially develop Parklands Junction (POD C) to</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The proposal is for the redevelopment of a part of the Parklands Junction to</li> </ul>	Yes

<b>Sports and Recreation Parks</b>	<p>accommodate additional sporting activities while preserving the Parklands Junction as a Transport Interchange, retaining car parking capacity, and ensure major event public transport access through the Holker Busway</p> <ul style="list-style-type: none"> <li>o ensure Parkland Junction continues to provide adequate event-related car parking capacity, while taking opportunities to free up some areas for appropriate redevelopment to support additional sporting uses.</li> </ul>	<p>provide a world class sporting facility and allows the area to continue to function as a transport interchange with adequate event-related car parking capacity.</p> <ul style="list-style-type: none"> <li>• The proposal utilises surplus event car parking capacity to provide a world class sporting facility in the Parklands without affecting the ability of SOP to cater for major events.</li> </ul>
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### State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

The Infrastructure SEPP (ISEPP) aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

The proposal is not within or adjacent to a rail corridor or interim rail corridor as identified on the ISEPP Maps. Further, the proposal does not satisfy the criteria for traffic generating development under clause 104 the SEPP as the proposal does not include a car park with capacity of more than 200 vehicles.

Notwithstanding this, the application was referred to RMS and TNSW for comment in accordance with the ISEPP and their comments are summarised in **Section 4** of this report. The proposal is consistent with the ISEPP given the consultation and consideration of traffic and transport issues raised by RMS and TNSW has been undertaken in the Department's assessment in **Section 5** of this report.

### State Environmental Planning Policy No. 64- Advertising and Signage (SEPP 64)

*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 the SEPP and with the assessment criteria which are contained in Schedule 1. The table below demonstrates the consistency of proposed building identification signage with the assessment criteria.

With respect to the proposed entry signs, the Department notes (with the exception of one sign), they are located at key intersections and vehicle access points outside the site are not supported by a road safety assessment or any details of dimensions or illumination. As such, the considers the entry signs to be outside the scope of the Department's assessment and recommends the Applicant obtain separate approval for the entry signs post-determination.

**SEPP 64 Compliance Table**

Assessment Criteria	Comments	Compliance
<b>1 Character of the area</b>		
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 proposed signage has been integrated into the design and appearance of the building / lagoon and is appropriately sized and located so that it responds to the character and scale of the surrounding environment.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The signage is consistent with the objectives of relevant SOPA Guidelines for outdoor advertising.	Yes
<b>2 Special areas</b>		
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?	<p>The proposed signage has been integrated into the design and appearance of the building / lagoon and is appropriately sized and located so that it responds to the character and scale of the surrounding environment.</p> <p>As such, it is not considered that proposed signage would detract from the amenity or visual quality of the surrounding environment including special areas and heritage items / areas.</p>	Yes
<b>3 Views and vistas</b>		
Does the proposal obscure or compromise important views?	Given the scale of signage proposed and the relatively remote location of the site, the proposed signage would not obscure or compromise important views, would not dominate the skyline and reduce the quality of vistas or affect the viewing rights of other advertisers.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?		
Does the proposal respect the viewing rights of other advertisers?		
<b>4 Streetscape, setting or landscape</b>		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposed signage is minor in relation to the scale of the buildings / lagoon and appropriate for the site setting within the Parklands.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage would contribute to the visual interest of the building and streetscape by contributing to the identification and recognition of site.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The design of the proposed signs is simple and sympathetic to the architectural treatment of the facility and its surrounds. The signs would also contribute to the visual interest of the facility.	Yes
Does the proposal screen unsightliness?	The signage does not screen unsightliness.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signage does not protrude beyond the building and lagoon.	Yes
Does the proposal require ongoing vegetation management?	The proposed signage would not require ongoing vegetation management.	N/A



<b>5 Site and building</b>		
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?	The scale, proportion and form of the proposed signage is minor in relation to the scale of the building / lagoon and appropriate for the site setting within the Parklands.	Yes
Does the proposal respect important features of the site or building, or both?	The scale the proposed signage is minor in relation to the building / lagoon and therefore does not compete with any important features of the building, the site or surrounds.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed building identification signage has been fully integrated with the building / lagoon architecture.	Yes
<b>6 Associated devices and logos with advertisements and advertising structures</b>		
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 URBN SURF logo is included as an integral part of the display of the signage.	Yes
<b>7 Illumination</b>		
Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft?	The Applicant has advised any illumination of signage would be consistent with SOPA's <i>Guidelines for Outdoor Advertising, Identification and Promotional Signage</i> .  Suitable conditions have been recommended to ensure proposed signage does result in unacceptable glare or affect safety for pedestrians, vehicles or aircraft. This include the requirement for signage to comply with the requirements of the SOPA guidelines and the relevant Australian Standards for illumination.	Yes
Would illumination detract from the amenity of any residence or other form of accommodation?	As above. Suitable conditions have been recommended to ensure proposed signage does not impact amenity.	Yes
Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew?	As above. Suitable conditions have been recommended to ensure the illumination of proposed signage is appropriate.	Yes
<b>8 Safety</b>		
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The location of the signage would not obscure sightlines to or from public areas.	Yes
Would the proposal reduce safety for any public road?	The location and size of the building identification signs would not reduce safety for any public road. Suitable conditions have been recommended to ensure any illumination of proposed signage is appropriate.	Yes

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

*State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55) is the primary environmental planning instrument guiding the remediation of contaminated land in NSW. SEPP 55 aims to:

- provide a state-wide planning approach to the remediation of contaminated land

- identify when consent is required or not required for a remediation work
- specify certain considerations that are relevant to applications for consent to carry out remediation work
- require that remediation work meet certain standards and notification requirements.

Clause 7 of SEPP 55 identifies that a consent authority must not consent to the carrying out of any development on land unless:

- it has considered whether the land is contaminated;
- if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out; and
- if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

SEPP 55 requires a consent authority to consider whether the land is contaminated, and if so, whether the land will be remediated before the land is used for the intended purpose.

The EIS includes a detail site investigation which detected asbestos in seven samples at depths ranging from 1 m to 3 m below ground level across the remainder of the site (i.e. the part of the site to be developed). Asbestos identified comprised small fragments of bonded sheeting, friable fibreboard and fibre bundles.

The Applicant has also provided a Remedial Action Plan (RAP) which identifies the preferred strategy as consolidation and isolation of asbestos on-site using an appropriately constructed barrier to prevent exposure. The RAP finds the proposed cap will be suitable to prevent exposure of future site users to asbestos-impacted soil.

As described in detail in **Section 5.6** of this report, the Department is satisfied that subject to the requirements of the RAP and recommended conditions of consent, that the land would be remediated in accordance with the requirements of SEPP 55 to ensure the land is made suitable for its intended future use prior to the use commencing.

### **State Environmental Planning Policy (Sydney Harbour Catchment) 2005**

The *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* (SREP) aims to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained as an outstanding natural asset, and as a public asset of national and heritage significance, for existing and future generations.

The SREP applies to the entire Sydney catchment area including the subject site.

#### Planning Principles (Sydney Harbour Catchment)

Clause 13 of the provides broad planning principles applying to all development in the Sydney catchment area, primarily focusing on the foreshores and waterways area.

The proposed development is located on the northern edge of the SOP Town Centre approximately 670 m from the foreshore of the Homebush Bay. As such, the proposed development is unlikely to adversely impact on the foreshores and waterways area. The key provisions of this clause as they apply to the proposed development relate to the need for suitable stormwater quality and run-off management measures to ensure there is not adverse impact to watercourses, wetlands and ecology surrounding the site.

As demonstrated in **Section 5** of this report, the proposed development incorporates suitable stormwater quality and run-off management measures to ensure the proposed development will not have an adverse impact on watercourses, wetlands and ecology surrounding the site.

#### Planning Principles (Foreshores and Waterways Area)

The site is not located within the Foreshore and Waterways Area.

#### Matters for Consideration

Clause 20 of the SREP identifies that the following matters are required to be considered by consent authorities before granting consent to development under Part 4 of the EP&A Act:

- clause 21 - Biodiversity, ecology and environmental protection
- clause 22 - Public access to, and use of, foreshores and waterways
- clause 23 - Maintenance of a working harbour
- clause 24 - Interrelationship of waterway and foreshore uses
- clause 25 - Foreshore and waterways scenic quality
- clause 26 - Maintenance, protection and enhancement of views
- clause 27 - Boat storage facilities.

The proposed development is located on the northern edge of the SOP Town Centre approximately 670 m from the foreshore of the Homebush Bay. As such, the proposal will not impact on public access to the foreshore, the maintenance of a working harbour, waterway and foreshore use/s, the scenic quality of the foreshore, views to and from the harbour or boat storage facilities. Subject to the recommended conditions, the Department is also satisfied that development would not have any impact on the biodiversity, ecology or environment of the Sydney Harbour Catchment.

#### Foreshores and Waterways Planning and Development Advisory Committee

The proposal is not located in the Foreshore and Waterways Area and as such, a referral to the Committee was not required. Nonetheless, a referral was made in accordance with clause 29 of the SREP and no comments were received.

#### Strategic Foreshore Sites

The site is not identified as a Strategic Foreshore Site.

#### Heritage Provisions

The site is not located near any heritage items shown on the Heritage Map.

#### Wetlands Protection

The southern portion of the site is located adjacent to (and potentially within) land shown as a Wetlands Protection Area on the relevant maps (Sheet 1 and Sheet 2).

The proposed development incorporates suitable stormwater quality and run-off management measures to ensure the proposed development will not have an adverse impact on wetlands and creeks surrounding the site which form a part of the broader Sydney Harbour Catchment.

Given the above, the Department considers the proposed development is consistent with the relevant provisions of the SREP.

#### **Draft Environment State Environmental Planning Policy (Draft Environment SEPP)**

The Statement of Intended Effect for the Draft Environment SEPP is currently on exhibition which proposes to update and consolidate seven existing EPIs, including the Sydney Harbour Catchment SREP.

The provisions of the Sydney Harbour Catchment SREP relevant to this proposal are proposed to remain largely unchanged and therefore, Department is satisfied the proposed development would be consistent with the intended effect of the Draft Environment SEPP.

## **Draft Coastal Management State Environmental Planning Policy (Draft Coastal SEPP)**

The Draft Coastal SEPP was exhibited by the Department until 23 December 2016. The Draft SEPP seeks to balance social, economic and environmental interests by promoting a coordinated approach to coastal management, consistent with the objectives of the *Coastal Management Act 2016*.

The “coastal zone” is defined by four (4) coastal management areas being coastal wetlands and littoral rainforest, coastal environment area, coastal use area and coastal vulnerability area.

The southern portion of the site is located within or on the very edge of the mapped proximity area for coastal wetlands, coastal environment area and coastal use area.

Accordingly, it is considered appropriate to have regard to the provisions of the Draft Coastal SEPP and, in particular:

- Clause 12 – development on land in proximity to coastal wetlands or littoral rainforest land
- Clause 14 – development on land within the coastal environment area
- Clause 15 – development on land within the coastal use area.

### Clause 12 and 14

The Department is satisfied suitable measures are in place to ensure the proposed development does not significantly impact on the biophysical, hydrological or ecological integrity of the coastal environmental area and adjacent coastal wetlands. Further, the Department is satisfied the proposed development incorporates suitable water management measures to ensure it would not affect the quantity and quality of surface and ground water flows in such a way that adversely impacts adjacent coastal wetlands or environment areas, including native flora and fauna.

### Clause 15

The provisions of clause 15 relate mainly to development in the coastal surf zone and are not relevant to the proposed development. It is noted the proposal would not impact on any Aboriginal cultural heritage items or places.

Other clauses in the Draft Coastal SEPP are not considered relevant to the proposed development and do not warrant further consideration.

Given the above, the Department is satisfied the proposed development is consistent with the relevant provisions of the Draft Coastal SEPP.

## **APPENDIX C    RECOMMENDED CONDITIONS**

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