



10 July 2018

Chris Ritchie
Director Industry Assessment
Department of Planning & Environment
23-33 Bridge Street
SYDNEY NSW 2000

Dear Chris,

ASICS FACILITY, SYDNEY BUSINESS PARK (SSD 9153) – RESPONSE TO SUBMISSIONS

1 Introduction

Marsden Park Developments Pty Ltd (Sydney Business Park) is proposing to develop a world-class warehouse and retail facility on behalf of ASICS Oceania Pty Ltd (ASICS) in the Marsden Park Industrial Precinct in Western Sydney. The facility would be used to store and distribute ASICS' range of shoes and sporting goods, and would include a showroom and retail outlet for display and sale of goods to the public. It would also accommodate ASICS' Australian administrative headquarters.

The Environmental Impact Statement (EIS) for the ASICS Facility development was publicly exhibited by the Department of Planning & Environment (the Department) from 26 April to 23 May 2018.

The Department received 8 submissions in response to the exhibition, all from government authorities or service providers, namely:

- Blacktown City Council (Council);
- Department of Industry (DoI);
- Endeavour Energy;
- Environment Protection Authority (EPA);
- Roads and Maritime Services (RMS); and
- Sydney Water;
- Transgrid; and
- Transport for NSW (TfNSW).

None of the submissions objected to the proposed development.

In addition to the submissions, the Department also requested additional information on a number of matters.

A response to the issues raised in submissions, as well as the Department's additional information request, is provided in **Table 1** below.



2 Response to Submissions

Table 1: Response to Issues Raised in Submissions

| Aspect | Issue/Recommendation | Response |
|-------------------------------|---|--|
| Blacktown City Council | | |
| <i>Design and Visual</i> | Amended plans are requested to be submitted which include the following improvements: <ul style="list-style-type: none"> Additional landscaped zones to the perimeter of the site to provide further soft screening of the development and to further reduce urban heat island effects | <p>The architectural and landscape design plans have been amended to include additional landscaping (see Appendices A and B respectively). Whilst it is considered that the proposed design already contained substantial landscaping (representing some 14% of the site area), additional landscaping has been provided in the following areas:</p> <ul style="list-style-type: none"> along the western side of the truck entry; surrounding the frontage of the retail building; under the transmission lines near the tower base; and along the Darling Street frontage near the office entry. <p>The revised plans provide approximately 9,650m² of landscaping, representing some 17% of the site area.</p> |
| | <ul style="list-style-type: none"> Minimum 2 metre wide landscaped zone to both sides of the truck entry driveway | The architectural and landscape design plans have been amended to include minimum 2 metre wide landscaping zones on both sides of the truck entry in the south-western corner of the site (see Appendices A and B). |
| | <ul style="list-style-type: none"> Allow for permeable pavement to the car parking area (WSUD initiatives) | <p>The Stormwater Management Plan for the proposed facility (see Appendix D of the EIS, as updated in Appendix C) has been designed with a number of measures to improve stormwater quality and quantities, including:</p> <ul style="list-style-type: none"> a 250,000kL rainwater tank; primary treatment via Stormwater360 S200 Enviropod pit inserts; and secondary treatment via three Stormwater360 Jellyfish gross pollutant traps. <p>Modelling undertaken in the SMP indicates that the stormwater scheme would meet the stormwater quality criteria in the Growth Centres DCP and Council's Engineering Guide for Development.</p> <p>As such, and given the considerable landscaping provided on the site, Sydney Business Park does not believe that permeable paving in the parking area is warranted or necessary.</p> |
| | <ul style="list-style-type: none"> Building signage on the retail showroom appears excessive. The design may benefit from a more simplified strategy which reduces the number of signs and allows the 'Architecture' (finishes) to be a feature that is intended. | <p>The architectural design plans have been amended to reduce signage (see Appendix A), including:</p> <ul style="list-style-type: none"> removing one of the signs on the eastern façade of the showroom and retail outlet; removing one of the signs on the southern façade of the showroom and retail outlet; and removing one of the Type 1 pylon signs on the frontage to Darling Street, and reducing the height of the other Type 1 pylon sign from 5 metres to 3 metres. |



| Aspect | Issue/Recommendation | Response |
|---------------------------|--|--|
| <i>Site Contamination</i> | The Site Audit Statement and Contamination Clearance Report have not certified that the site is suitable for a playing field and court...An Environmental Site Investigation comprising of an intrusive soil sampling regime to determine if the land is suitable for the proposed use as a sports playing field | <p>Consideration of site contamination is provided in Section 6.2.2 of the EIS. As outlined in that section, the northern portion of the site and its surrounds has a site history that includes operation of a Council-owned sanitary depot. This area was subsequently remediated and certified in a formal Site Audit Statement as being suitable for its intended commercial/industrial land use.</p> <p>The proposed private sports playing field and court is not located within this northern portion of the site. Rather, it is located in the southern area of the site, which was assessed in previous site contamination assessments as having an 'unlikely risk' (see Figure 6.1 of the EIS), with no recommendations for further assessment. A survey plan confirming the location of the court and playing field in relation to the former contaminated areas is shown on Figure 1 below.</p> <p>As such, and given that the proposed court would be surfaced, and that the private sports field is no longer proposed (see below), no further assessment of this area of the site is considered to be warranted.</p> |
| <i>Traffic</i> | The Applicant is required to submit a concept plan which demonstrates potential car parking spaces on the site to comply with the requirements of the Development Control Plan. | <p>The requested conceptual plan is included in Figure 6.10 of the EIS. An amended figure based on the revised architectural design plans is provided on Figure 2 below.</p> <p>As outlined in the EIS, it is noted that any future land use that required additional car parking spaces would be subject to separate development consent. Assessment of car parking requirements associated with such a development would be assessed on its merits at that time.</p> |
| <i>Street Trees</i> | It is recommended that street trees are provided for the full length of the street frontages (with the exception of the areas affected by the transmission easement) to assist with improving the streetscape and providing opportunities for shading | <p>The proposed development does not involve provision of street trees, which have already been provided by Sydney Business Park as part of the estate road development. These have been inspected by, and handed over to, Council already.</p> <p>Notwithstanding, the architectural design plans have been updated to show the existing street trees (see Appendix A)</p> |
| <i>Boundary Treatment</i> | The Applicant is required to provide cross sections in this (north-western) location which demonstrate the anticipated levels of the adjoining lots, including consideration of the likely finished levels to achieve suitable benching for development, fencing, and how level differences will be managed. | The civil design plans have been amended to provide the requested cross sections (see Appendix C). |



| Aspect | Issue/Recommendation | Response |
|---|--|--|
| Department of Industry | | |
| - | No comments or recommendations | Noted. |
| Endeavour Energy | | |
| <i>Electricity Easement</i> | Noted presence of Endeavour Energy easement and requirements for works within easement | Noted. The proposal has been designed and would be constructed in accordance with the easement restrictions. |
| <i>Network Capacity</i> | Noted standard requirements for electricity supply | Noted. Sydney Business Park would address supply in accordance with Endeavour Energy requirements. |
| <i>Vegetation Management</i> | Noted standard requirements for suitable planting in proximity to electricity infrastructure | Noted. The landscape plan avoids plantings within the Endeavour Energy easement area, and large trees in the vicinity of the easement. |
| <i>Access</i> | Noted standard requirements for management and access to the easement | Noted. The proposal has been designed and would be constructed in accordance with the management/access requirements. |
| <i>Safety</i> | Noted standard requirements in relation to 'Dial Before You Dig', public safety and emergency contact | Noted. The proposal would be undertaken in accordance with these safety requirements. |
| Environment Protection Authority | | |
| <i>Sediment Basin</i> | Requested confirmation whether there would only be one sediment basin, as some of the paragraphs of Section 4.1 of Appendix D refer to "sediment basins" | It is confirmed that there would only be one sediment basin on the site. The sediment basin is shown on the Erosion and Sediment Control Plan in Appendix D of the EIS (as updated in Appendix C). |
| <i>Conditions</i> | The EPA recommended a number of conditions in relation to noise criteria, hours of operation for the showroom and retail outlet, minimising dust, waste management and stormwater management | Noted. Sydney Business Park does not object to these recommended conditions |
| Roads and Maritime Services | | |
| <i>Signage</i> | The Applicant is to signpost the proposed entry points to identify driveways as "Truck Entry/Exit Only" and "Car Entry/Exit Only" | Noted. Sydney Business Park would signpost the entry points in accordance with these recommendations (see conceptual plans in Appendix A). |
| Sydney Water | | |
| <i>Water</i> | Notes that an existing water main is available in Darling Street | Noted |
| <i>Sewage</i> | Notes that an existing wastewater main is available in Darling Street, which will drain to a proposed pumping station which is due to be completed mid-November 2018 | Noted. The construction of the facility would be completed after the expected delivery date for the new pumping station. |



| Aspect | Issue/Recommendation | Response |
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| Transgrid | | |
| <i>General Conditions</i> | Provided a number of general conditions in relation to construction | Noted. The proposed development would be constructed in accordance with these general conditions. |
| <i>Technical Conditions</i> | Provided technical conditions/restrictions, including: <ul style="list-style-type: none"> no parking within 17 metres of the transmission line centerline, or 20 metres of the transmission line structure; thoroughfare areas preferably 20 metres from transmission line structures; the private sports field and playing field and court are not consistent with Transgrid's easement guidelines and should be at least 17 metres from the transmission line centerline; no issues with clearances | <p>The architectural, landscape and civil design plans have been amended to address Transgrid's requirements (see Appendices A, B and C respectively).</p> <p>In this regard, the parking spaces under the centerline of the transmission line, and near the transmission line structure, have been relocated.</p> <p>With regard to the private sports playing field and court, it is noted that Transgrid's easement guidelines restrict 'public spaces or recreation areas' within the easement, but not private recreation areas. Single tennis courts are permissible in the easement area.</p> <p>Notwithstanding, Sydney Business Park has sought to address Transgrid's concerns by removing the private sports playing field, with this space now proposed as private open space. The court has been relocated from the transmission line centreline.</p> <p>Sydney Business Park believes that these changes address Transgrid's comments as far as reasonably practicable.</p> <p>It is noted that the proposal addresses the easement restrictions to a greater extent than some contemporary industrial developments in Sydney Business Park. For example, the recently approved modification to the NewCold Storage Facility (SSD 6799 MOD1, approved by the Department on 20 February 2018), includes considerable car parking under the transmission line centreline and adjacent to the transmission line structure. Transgrid did not raise any concerns in relation to that proposal.</p> |
| <i>Access Conditions</i> | Provided a number of conditions in relation to access and maintenance, including fencing, car parking in the easement, excavation and construction safety | Noted. Along with the amendments outlined above, the proposed development would be constructed in accordance with these access and maintenance conditions. |
| Transport for NSW | | |
| <i>Small Delivery Trucks</i> | Notes that the Traffic Assessment includes assessment of light vehicles (eg. staff parking) and heavy vehicles (semi-trailers and B-doubles), however no information is provided about | <p>It is noted that the following responses to TfNSW's comments have been provided with input from Sydney Business Park's traffic consultant, Arup.</p> <p>Traffic generation associated with the proposal and the wider estate have been based on the applicable rates in the RMS'</p> |



| Aspect | Issue/Recommendation | Response |
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| | deliveries in light vehicles or small trucks. | <p><i>Guide to Traffic Generating Developments</i>, in accordance with industry standards. These rates consider total transport associated with land use developments using a range of vehicle sizes.</p> <p>Swept path analysis has been provided in the Traffic Assessment based on the largest vehicles proposed to access the ASICS Facility, including 19 metre articulated vehicles and 26 metre B-doubles. Swept paths for smaller vehicles would be within these curve radii.</p> <p>Although a range of vehicle sizes may access the ASICS Facility, the distribution function of the facility would predominantly use articulated vehicles and B-Doubles to deliver goods to the warehouse. The goods would then be sorted onto pallets to be loaded onto predominantly articulated and heavy rigid vehicle (HRV) trucks for distribution to stores across Sydney and NSW.</p> <p>The showroom and retail outlet would be serviced internally from the warehouse via fork lifts in out-of-hours periods.</p> |
| Access and Internal Circulation | <p>Noted the following in relation to loading dock arrangement and turning paths:</p> <ul style="list-style-type: none"> the absence of a splay at the western approach to the truck access creates a sharp transition and has the potential to cause conflicts between vehicles entering from the west (left turn in) and the trucks queuing to exit; the needs of B-doubles are not addressed inside the facility and the loading dock, including queuing impacts for East bound trucks making a right hand turn into the dock; and Expected hours of operation and the hourly profile of vehicle movements accessing the loading dock are not provided. | <p>With regard to the three comments made by TfNSW:</p> <ul style="list-style-type: none"> the Traffic Assessment includes swept path analysis and sight line assessment, which demonstrates that the largest trucks associated with the development are able to access the site efficiently and safely, with good sight lines available between trucks entering and exiting. Darling Street is a low volume street within an industrial estate with no through traffic. Any potential conflicts are able to be readily managed through entering vehicles waiting for a short period whilst another vehicle exits the driveway, or through larger trucks entering from the east. These movements are unlikely to result in any limited impact on other traffic. Access arrangements would be addressed as part of an operational Traffic Management Plan for the development (see updated mitigation measures in Appendix E); the Traffic Assessment includes swept path analysis for B-Double trucks, although it is noted that B-Doubles are only expected to make up a small proportion of project-related traffic. B-Doubles would be unloaded on the southern part of the apron using forklifts. This would allow other trucks to arrive and depart the dock area; and the hours of operation are outlined in the EIS, and include 24 hours 7 days a week operations for the warehouse. This allows flexibility to schedule B-Double truck access during quieter periods. |



| Aspect | Issue/Recommendation | Response |
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| <i>Bicycle Parking</i> | <p>TfNSW requests that the Applicant:</p> <ul style="list-style-type: none"> provide bicycle parking and end of trip facilities for staff and visitors in accordance with Blacktown City Council development control plans, standards and guideline documents; and develop wayfinding strategies and travel access guides to assist with increasing the mode share of walking and cycling | <p>Bicycle parking and end of trip facilities for staff and visitors would be provided generally in accordance with the applicable requirements, however as outlined in the EIS a total of 50 formal spaces are proposed to be provided. This provision is considered adequate and reasonable given the anticipated staffing levels (ie. 185 employees, approximately 20% of which would operate on separate shifts). Accounting for shift workers, the proposed provision represents a bicycle space for 1 in 3 staff.</p> <p>A wayfinding strategy and travel access guide would be developed as part of the proposed operational Traffic Management Plan (see Appendix E), to assist with increasing the mode share of walking and cycling.</p> |
| <i>Construction Traffic</i> | TfNSW recommends that a Construction Traffic Management Plan (CTMP) is prepared prior to commencement of works on site, in consultation with Council and RMS | Noted. |
| Department of Planning & Environment (additional information request) | | |
| <i>Strategic Planning Context</i> | Provide consideration of updated strategic planning documents, specifically the <i>Greater Sydney Region Plan</i> and the <i>Central City District Plan</i> | <p>Marsden Park is identified as a strategic centre under both the <i>Greater Sydney Region Plan</i> and <i>Central City District Plan</i>.</p> <p>The proposed ASICS Facility is consistent with, and indeed promotes, the directions and objectives of the <i>Greater Sydney Region Plan</i>, particularly in relation to providing jobs and skills for the city, and investment and business activity in strategic centres.</p> <p>It is also consistent with the <i>Central City District Plan</i>, including the planning priorities and the actions for the Marsden Park strategic centre as outlined in the plan.</p> |
| <i>Car Parking</i> | Please review the site layout with the view of providing at least 252 car parking spaces | <p>The design plans have been amended to provide 248 car parking spaces, which is an increase of 5 spaces from that outlined in the EIS (see Appendix A).</p> <p>Increasing car parking capacity beyond 248 spaces was found not to be practicable without significantly affecting the layout and/or landscaping areas of the site, and given the constraints associated with the Transgrid easement.</p> <p>Further, the proposed parking supply is considered to be more than adequate to accommodate the parking demand associated with the proposed development.</p> <p>In this regard, it is noted that the Department's calculations (in Table 1 of its additional information request) are based on gross floor areas, without any allowance for GFA exclusions or</p> |



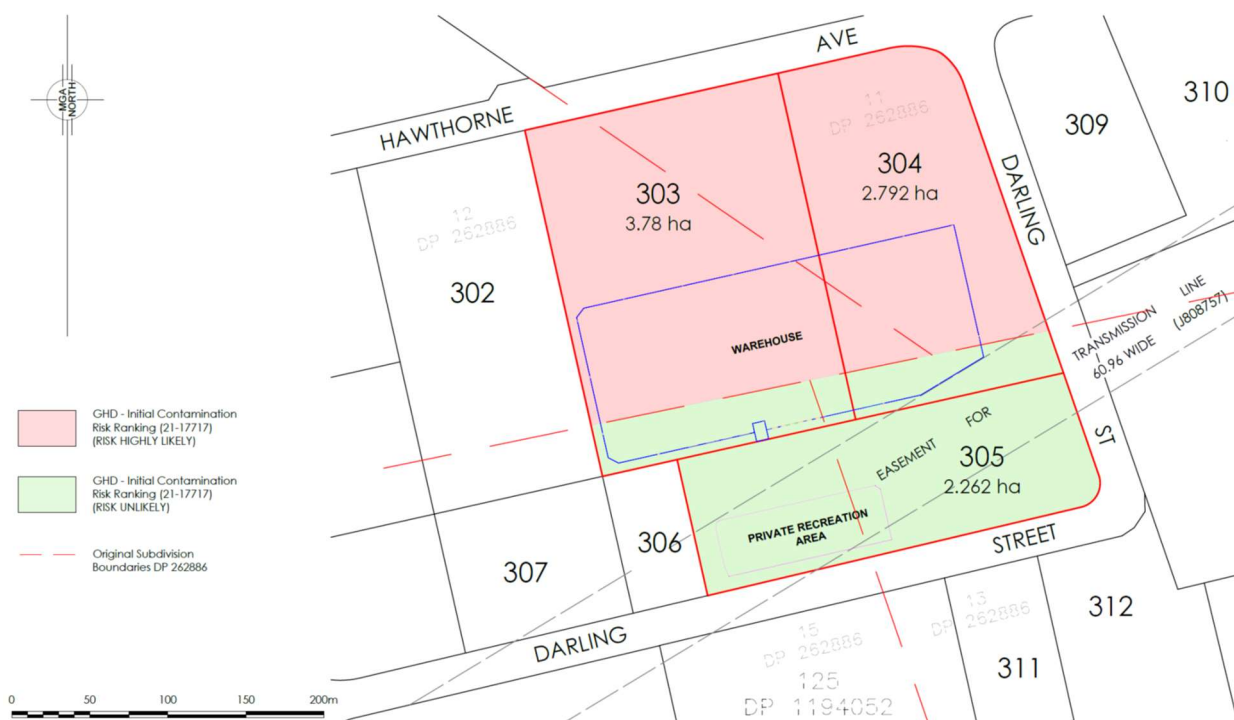
| Aspect | Issue/Recommendation | Response |
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| | | <p>back-of-house areas in the showroom and retail outlet. The calculations in Table 6.3 of the EIS were also conservatively based on these gross areas.</p> <p>With regard to the showroom and retail outlet, if the back-of-house area (250m²) is calculated as warehouse space rather than retail space, then outlet would require some 58 spaces using the rates in the Department's calculations (as opposed to the Department's calculation of 68 spaces). It is noted that this figure (58 spaces) is still considered excessive for a standalone showroom/retail outlet in an industrial area. As outlined in the EIS, additional on-site parking for the showroom and retail outlet would be available on weekends (ie. during peak times) when fewer warehouse and office staff are on site.</p> <p>With regard to the office and warehouse, it is noted that the office area comprises some 160m² of allowable GFA exclusions (ie. lifts, stairs, voids and plant), and the warehouse comprises some 3,000m² of further GFA exclusions (ie. the staging/loading areas). If these were considered, the required parking supply would reduce by a further 14 spaces, or a requirement of 232 spaces in total for the ASICS Facility.</p> <p>As outlined in the EIS, the proposed parking supply is based primarily on a conservative estimate of the expected parking demand for the facility, rather than strict compliance with parking rates. This is considered appropriate given the mixed use nature of the proposal.</p> |
| | Clarify how potential excess parking demand associated with the use of the sports playing field/court for promotional events would be managed | <p>As outlined above, in response to the Transgrid submission Sydney Business Park has removed the private sports playing field, with this space now proposed as private open space (see Appendix A).</p> <p>As outlined in the EIS, any promotional events undertaken in the retail outlet or court would be small scale, and may include occasional meet-and-greets with sports stars on site or other marketing opportunities such as photo shoots, and trials of sporting shoes and equipment. These events would be similar to those undertaken in any retail facility.</p> <p>Any promotional events involving expected numbers of people more than the parking spaces for the retail outlet (ie. 50 spaces) would be undertaken outside normal business hours only (ie. outside Monday to Friday 9am to 5pm). During such times, ample parking would be available within the on-site staff parking areas.</p> <p>Sydney Business Park would include such restrictions within the proposed operational Traffic Management Plan for the</p> |



| Aspect | Issue/Recommendation | Response |
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| | | development (see Appendix E). The plan would also include other measures for managing parking demands associated with the facility. |
| | Confirm that additional potential provision of on-site parking in the landscape area or on the sports field is feasible given the constraints associated with the Transgrid easement | <p>An amended concept plan demonstrating that additional parking could be provided on site to meet the DCP requirements is provided on Figure 2 below.</p> <p>As outlined in the EIS, it is noted that any future land use that required additional car parking spaces would be subject to separate development consent. Assessment of car parking requirements associated with such a development would be assessed on its merits at that time.</p> |
| Traffic | Provide copy of the estate traffic assessment relied upon in the Traffic Assessment | The requested reports, prepared by AECOM on behalf of Sydney Business Park, is provided in Appendix D . |
| | Clarify source of the trip rate used to calculate weekend traffic generation | The weekend trip rate for business parks / industrial lots used within the original AECOM modelling was determined from the Richmond Road daily tube counts and weekend peak hour factor and applied to the RMS predicted daily rates. |
| | Clarify statement in Traffic Assessment (pg 13) regarding 'weekends' | <p>The paragraph referred to should read:</p> <p>"The calculations do not take into account that most warehouse and office workers do not work on weekends, however weekends would see an increase in customer numbers to the retail outlet. Conversely, the site would also have more workers and fewer customers during the weekdays. The calculations are therefore conservative."</p> |
| Retail Use | Provide further details regarding the use of the retail and private open space components for product demonstration and promotional events | <p>As outlined above, any promotional events undertaken in the retail outlet or court would be small scale, and may include occasional meet-and-greets with sports stars on site or other marketing opportunities such as photo shoots, and trials of sporting shoes and equipment. These events would be similar to those undertaken in any retail facility.</p> <p>Any promotional events involving expected numbers of people more than the parking spaces for the retail outlet (ie. 50 spaces), would be undertaken outside normal business hours only (ie. outside Monday to Friday 9am to 5pm). During such times, ample parking would be available within the on-site staff parking areas.</p> <p>Sydney Business Park would include such restrictions within the proposed operational Traffic Management Plan for the development (see Appendix E). The plan would also include other measures for managing parking demands associated with the facility.</p> |



| Aspect | Issue/Recommendation | Response |
|---------------------------|---|---|
| <i>Office Use</i> | Provide explanation as to how the office use is considered to be wholly ancillary and subservient to the dominant use as a warehouse/distribution centre | As outlined in the EIS, the proposal seeks to provide a world-class integrated warehouse facility. The office would primarily provide ancillary support function to the warehousing and distribution of ASICS' products throughout NSW. In this regard, the proposal is similar to numerous warehouse and distribution centres developed within the Marsden Park Industrial Precinct (eg. Lindt Facility, IKEA, Medline Pharmaceuticals, Actron Air, etc.) and the wider Western Sydney Employment Area., and promotes the NSW Government's longstanding policy of generating employment in Western Sydney and jobs 'closer to home'. |
| <i>Employment</i> | Clarify the total number of new jobs to be created as a result of the proposal | <p>As outlined in the EIS, the proposed ASICS Facility is expected to generate 185 operational jobs (gross).</p> <p>It is acknowledged that many of ASICS' 120 existing staff at its Eastern Creek facility would be expected to relocate to the Marsden Park facility, so it could be said that the proposed development would generate (at least) 65 net new jobs at ASICS.</p> <p>However, the existing facility at Eastern Creek would most likely be accommodated by another land user once ASICS vacates the site. It is likely that this land user would employ a similar number of staff as that generated by ASICS (ie. 120 jobs).</p> <p>As such, the proposed development is still likely to generate 185 additional jobs in Western Sydney.</p> |
| <i>Signage</i> | Consider amending plans to provide for a more modest approach to signage. Provide concept design for the proposed Type 1 Showroom/Retail Signage and Type 2 Directional Signage | <p>The architectural design plans have been amended to reduce signage (see Appendix A), including:</p> <ul style="list-style-type: none"> • removing one of the signs on the eastern façade of the showroom and retail outlet; • removing one of the signs on the southern façade of the showroom and retail outlet; and • removing one of the Type 1 pylon signs on the frontage to Darling Street; and • reducing the height of the other Type 1 sign from 5 metres to 3 metres. <p>Concept designs for the proposed Type 1 and Type 2 signage have also been provided (see Appendix A).</p> |
| <i>Transgrid Easement</i> | Revised plans are required in consideration of Transgrid's comments | The architectural, landscape and civil design plans have been amended to address Transgrid's submission (see Appendices A, B and C respectively). |



PROPOSED LOT 3003

PROPOSED LOT 3004

TOTAL SITE AREA
56,200 m²

DEVELOPMENT TABLE

| LOT SITE AREA (APPROX.) | 56,400 m ² |
|---|-----------------------------|
| BUILDING AREAS (GFA) | 4,000m ² |
| WAREHOUSE | 24,965m ² |
| OFFICE - 2 STOREY (INCLUDING DOCK OFFICE) | 4,000m ² |
| SHOWROOM / RETAIL | 1,500m ² |
| TOTAL BUILDING AREA | 30,465m ² |
| PRIVATE OPEN SPACE AND SPORTS FIELD | APPROX. 2,400m ² |
| CAR PARKING PROVIDED | 321 SPACES |
| BICYCLE PARKING REQUIRED | 65 |
| BICYCLE PARKING PROVIDED | 51 |

NOTES:

- ALL LEVELS 400MM
- ALL LEVELS AND EXTENTS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CHALLENGE DESIGN FOR FINAL LEVELS OF ALL BATH TUBS AND ELEVATIONS.
- ALL LANDSCAPES TO LANDSCAPE ARCHITECT'S DETAILS
- INTERIOR LAYOUT SUBJECT TO FURTHER DETAIL DESIGN DEVELOPMENT

SCALE 1:500 @ A1

Page 11



3 Revised Summary of Mitigation Measures

Section 7.1 of the EIS contains a summary of the mitigation measures for the proposed ASICS Facility. An updated summary of mitigation measures, based on the changes outlined in this Response to Submissions, is provided in **Appendix E**.

It is noted that the mitigation measures remain similar to those outlined in the EIS, with the key changes being the removal of the reference to the private sports playing field, and the addition of a commitment to preparing an operational Traffic Management Plan for the proposed development.

4 Conclusion

Sydney Business Park and PJEP trust that the information provided in this Response to Submissions adequately addressed the comments made in submissions on the proposed development, and the Department's additional information requests.

Having regard to all the salient environmental, social and economic issues, it is considered that the proposed development represents continued orderly use of the land. It is respectfully requested that the Minister for Planning (or his delegate), having due regard for the information submitted in this document, grants approval to the proposed ASICS Facility in Sydney Business Park.

Should you have any enquiries in relation to this matter, please do not hesitate to contact me on 0400 392 861.

Yours faithfully,

PJEP – Environmental Planning

Phil Jones

Principal Environmental Planner

Cc: Sydney Business Park, ASICS

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| Attachments: | Appendix A | Revised Architectural Design Plans |
| | Appendix B | Revised Landscape Design Plans |
| | Appendix C | Revised Civil Design Plans |
| | Appendix D | Estate Traffic Assessments |
| | Appendix E | Revised Summary of Mitigation Measures |



APPENDIX A



APPENDIX B



APPENDIX C



APPENDIX D



APPENDIX E