1. PUBLIC AUTHORITIES AND NSW GOVERNMENT AGENCIES SUBMISSIONS

This section provides a response to the matters raised in submissions provided by public authorities and NSW government agencies. A total of 5 (five) submissions were received.

1.1. RESPONSE TO NSW DPIE REQUEST

The NSW DPIE wrote to the applicant on 17 December 2019 requesting a response to the submissions and matters raised during the public exhibition period for SSD-9831.

A response to the matters raised by DPIE is provided in **Table 2** below.

Table 1 – Summary Response to DPIE Matters

Issue/ Matter	Comment	Response
Planning Proposal	The Department understands that Council has only recently resolved to refer the Planning Proposal for the site to the Minister for Planning and Public Spaces for a Gateway Determination. Council's resolution was also subject to the following recommendations: ▪ the Applicant demonstrate compliance with car and bicycle parking requirements. ▪ Council prepare a site-specific development control plan (DCP) amendment and exhibit concurrently with the planning proposal. ▪ the Applicant update relevant supporting studies prior to the exhibition of the planning proposal. On this basis, the proposed amendments to the Bankstown Local Environmental Plan (BLEP) 2015 to increase the maximum permitted building height and floor space ratio are not considered 'certain or imminent'. The Applicant must therefore provide a complete assessment of the proposal against the current relevant provisions of BLEP 2015.	A Planning Proposal seeking to amend the LEP controls received Gateway Determination on 10 June 2020 and will shortly be proceeding to public exhibition subject to compliance with Gateway conditions. A site specific DCP has been prepared and is currently under review by Council. Relevant supporting studies have been revised and will be exhibited concurrently with the Planning Proposal. The revised design includes 160 bicycle parking spaces, meeting the Council request for a minimum of 153. 87 car parking spaces (and 2 loading bays) are provided within the basement. The proponent is continuing to discuss the issue of parking with Council in conjunction with progressing the Planning Proposal. Assessment of the proposal against the current provisions of BLEP 2015 is contained within **Section 5.2.1** of the RtS Report.

Issue/ Matter	Comment	Response
Planning Proposal	The Applicant must demonstrate how the proposal addresses the recommended actions raised in Council's assessment of the Planning Proposal, including, but not limited to: ▪ contributions towards infrastructure and public domain works upgrades (i.e. stormwater/flooding infrastructure and improvements to pedestrian and cyclist connections).	The university will make a significant direct and indirect contribution to the social, economic and cultural strength of the Bankstown CBD and south west Sydney more broadly, and this is acknowledged in state and local strategic planning documents: ▪ Greater Sydney Commission (2019) South District Regional Plan; ▪ Council (2019) Local Strategic Planning Statement ▪ Council (2019) Bankstown Complete Streets ▪ Council (2020) Canterbury Bankstown Employment Lands Strategy (p 39) The issue of direct financial or works-in-kind (WIK) contributions toward local infrastructure items must be considered within the context of DPIE (1995) *Circular D6 –Crown Development Applications and Conditions of Consent*, which acknowledges that Crown projects are in major part, funded by the community, and provide that community with benefits, in this case, long term tertiary education and research. It is therefore potentially counterproductive to take funding from those community benefits to pay for other community benefits. Notwithstanding, Council is progressing an LEP amendment that would increase height and FSR maximums applying to the site. WSU continues to engage with Council regarding matters of localised, direct benefit that are related to a campus in this location.
Planning Proposal	▪ Inappropriateness of the proposed Rickard Road loading zone.	The Rickard Road Loading zone is no longer proposed. No Stopping signs can be placed along Rickard Road if Council require.

Issue/ Matter	Comment	Response
Planning Proposal	Council's resolution to submit the Planning Proposal for a Gateway Determination included the recommendation that it prepare, and concurrently exhibit, a site specific DCP for the site. The Department is concerned that the premature lodgement of the subject SSD application forward of a site specific DCP has not allowed for the proper strategic consideration of the proposal and its impact on the surrounding locality.	A Site Specific DCP has been prepared and is currently with Council for finalisation prior to concurrent exhibition with the Planning Proposal, which received Gateway Determination on 10 June 2020.
Built Form and Urban Design	The Planning Proposal for the site demonstrates a strategic intent for the redevelopment of the site. However, as outlined above, the development potential envisaged under that planning proposal is not 'certain or imminent'. In light of this, the Applicant is not able to solely rely on the envisaged BLEP 2015 amendments to support the proposal. The Applicant must therefore submit written clause 4.6 variation requests to support the proposed departures from the maximum permitted building height and FSR development standards prescribed under clause 4.3 and clause 4.4 of BLEP 2015, respectively.	Clause 4.6 variation requests to clause 4.3 (Height of Buildings) and clause 4.4 (FSR) of BLEP 2015 are contained at **Appendix F** and **Appendix G** respectively.
Built Form and Urban Design	The proposed building height and scale of the development are considered excessive in the context of the current planning controls applying to the site. The Department's consideration of any clause 4.6 variations requests submitted in the response to submissions will have close regard to the comments previously conveyed to the Applicant by the Government Architect (GA) NSW and State Design Review Panel.	A comprehensive response to all matters raised by the GA NSW and State Design Review Panel is contained within **Appendix C**. An assessment of the proposal in the context of the current planning controls applying to the site is contained within **Section 5.2.1** and the clause 4.6 variation requests to clause 4.3 (Height of Buildings) and clause 4.4 (FSR) of BLEP 2015 at **Appendix F** and **Appendix G** respectively.

Issue/ Matter	Comment	Response
Overshadowing Impacts	The Applicant's acknowledgment and consideration of the potential overshadowing impacts to Paul Keating Park in the design of the proposed built form has not provided any substantial public benefits or reduction in impacts to the open space. By virtue of the park's siting south of the proposed development site, impacts in some capacity are likely to be unavoidable. The largely hardscaped public domain space surrounding the local heritage Council Chambers has been included in the calculations of 'open space' that would be impacted. This assessment presented does not properly consider the impact of the proposal on the actual RE1 Public Recreation zoned land. The Department therefore requires the assessment of the proposal's overshadowing impact on Paul Keating Park be revised to consider the land zoned RE1 Public Recreation under BLEP 2015 only. Any adverse impacts identified must be appropriately minimised to ensure the ongoing amenity and enjoyment of this public recreation area. It is noted that the planning proposal includes a clause requiring a minimum of four hours of continuous solar access to a consolidated area of Paul Keating Park during mid-winter. This requirement should be addressed in the response to submissions, including whether is it a pre–requirement for determination or otherwise.	The building has been designed to be architecturally striking and accommodate the required floor area for a viable, vertical university campus, while managing potential shading of Paul Keating Park. The revised design complies with Council's proposed solar access control, which seeks to ensure 4 hours of continual sunlight onto an contiguous area of Paul Keating Park, equal to 50% of the Park's area between 10:00 am and 3:00 pm at the winter solstice. Council confirmed compliance on 29 July 2020. A Solar Study has been prepared by Urbis which illustrates that the proposal is complaint with Council's proposed solar access control. See **Section 5.6** and **Appendix L** for further discussion. The definition of Paul Keating Park is the area that Council intends will be subject to its proposed solar access control, and incorporates recreational areas and civic spaces around the heritage Council Chambers and forecourt to the Town Hall/ Bryan Brown Theatre and Bankstown Library and Knowledge Centre (BLaKC). The extent of Paul Keating Park as assessed within the Solar Amenity Study is therefore considered the most appropriate for the purpose of this impact assessment. The extent of the land zoned RE1 Public Recreation under Bankstown Local Environmental Plan 2015 (BLEP 2015) differs from the defined Paul Keating Park as follows: – It includes the paved footpaths and street trees within The Appian Way; – It excludes turf and paving to the south of the site; and

Issue/ Matter	Comment	Response
		– It excludes the civic spaces, treed landscape and gardens around the Council Chambers and the Town Hall/ Bryan Brown Theatre and BLaKC.
Landscape Design	To ensure the impacts of urban heat island effect are mitigated and the biodiversity values of the site are improved, the submitted landscape design must be updated to address the comments provided by the Environment, Energy and Science Division of the Department.	Street trees are proposed along The Appian Way in deep soil areas adjoining the proposed building. Strata vaults will be used beneath the paving system to increase the accessible volume of soil for the street trees. The trees will share a contiguous soil volume of 248 cubic metres or 31 cubic metres per tree. This will allow the street trees to reach a minimum mature canopy diameter of 8 metres as shown on the landscape plan. However, as the effective shared soil volume per tree is much greater the trees have the potential to grow larger than 8 metres diameter canopy. The trees specified are native advanced specimens 75-100L or greater container size at time of planting. Where possible the planting palette has been revised to include indigenous species. However due to specific microclimate growing conditions in the Ground Level areas under the podium volume, and south facing areas that receive little or no natural light, particular species must be chosen, which may not be indigenous. Supplementing grow lighting will be provided in these low light areas to ensure sustainable plant growth. These specific details will be included with the final construction documentation package or addressed following installation. See **Section 4.9** of the RtS report and the Landscape Design at **Appendix K** for further discussion on landscaping.

Issue/ Matter	Comment	Response
Landscape Design	The landscape plan must include details of the proposed pavement design and any threshold treatments for the proposed pick-up/drop-off facility on the eastern side of Appian Way.	Refer to the Landscape Drawings (**Appendix K**) for prototypical paving pattern to The Appian Way pedestrian zone.
Traffic and Transport	The design of vehicle access arrangements must be reviewed to ensure that all medium ridged vehicle movements do not conflict with kerbs and pedestrian environments (i.e. The Appian Way and basement entry ramp).	The swept paths for medium rigid vehicles (MRVSs) have been revised to address potential conflicts with the kerb at The Appian Way and basement entry, and are provided with the revised TMAP (**Appendix P).**
Traffic and Transport	An assessment of the adequacy and operational performance of the proposed pick-up/drop-off facility is to be provided in supporting a transport mode shift away from private vehicle usage. This assessment must also consider the potential use of the facility from other surrounding land uses and the impact of this on its operation in conjunction with the proposed university use.	Arup have provided additional commentary and swept path analysis has been provided to justify the adequacy and operational performance of the drop-off facility on The Appian Way (refer Addendum Report at **Appendix P**). In summary, based on the mode share targets, the morning peak hour is estimated to generate 51 drop-off trips and 35 pick-up trips to the university. During the morning peak, it is assumed 317 staff and 828 students will arrive. The capacity based on this calculation is 360 vehicles per hour. This will more than cater for the total of 51 vehicles generated by the university with sufficient capacity available for surrounding land uses.
Traffic and Transport	Consideration is to be given to the provision of additional end-of-trip facilities for students to encourage more active travel modes, noting the close proximity of many students living within two to five kilometres of the site.	Arup have confirmed the adequacy of proposed End of Trip (EoT) facilities. Students are more likely to be short-stay and use bicycle racks for quick and easy parking. Refer to **Section 3.4** and **Appendix Q** for additional information. There is inadequate space within the building to provide EoT facilities for students, and basements will not be accessible for students for security and management reasons.

Issue/ Matter	Comment	Response
		Students will have access to personal lockers where they can store helmets, shoes and a change of clothes if required. Therefore, student EoT facilities have not been provided. See further commentary below.
Noise and Vibration	The submitted Acoustic Report prepared by Normal Disney and Young must be updated to address the following matters: ▪ background noise monitoring has not been conducted in accordance with the Noise Policy for Industry, specifically seven days of valid noise monitoring data has not been recorded when taking into consideration noise affected data. ▪ detailed quantitative assessment of predicted construction noise impacts associated with the proposal and measures to minimise and mitigate noise impacts. ▪ consideration of potential road traffic noise impacts and any associated mitigation measures required to attenuate the building. ▪ an assessment of potential noise impacts associated with the use of the various external terrace areas and any associated mitigation measures.	The Acoustic Report includes background noise monitoring (Section 4.2.1 and Appendix A). Loggers were left from 16.05.2019 to 24.05.2019 and additional measurements were conducted between 28.02.20 and 12.03.20. Refer **Appendix S** Potential road traffic noise impacts are addressed in Section 5.3 of the Acoustic Services Report, which concludes that mitigation measures are not required for traffic noise as the only PNTL exceedance would occur if the carpark was at full occupancy during the night time, which is unlikely to occur. In addition, the Acoustic Report does not predict a noticeable impact associated with road traffic noise (0.5 - 0.8 dBA) (Sections 7.1 & 7.2). Section 5.2 of the Acoustic Services Report assesses the noise impacts associated with the use of external terrace areas, concluding the only PNTL exceeded is at night-time. Limiting the use of terraces to no later than 10:00 pm will mitigate this potential impact. Details of quantitative assessment of predicted construction impacts associated with the proposal are included (and updated) in Section 6.1 of the Acoustic Services Report.
Amenity	Details must be submitted demonstrating how internal/external lighting associated with the proposal will be controlled to ensure no adverse off-site light spill impacts.	Norman Disney Young have prepared a Lighting Strategy (**Appendix O**) addressing this requirement.

Issue/ Matter	Comment	Response
		Mitigation measures to control off-site light spill impacts are summarised below: **Commercial Buildings** There are commercial and civic facilities around the site, which are generally occupied during daylight hours. Potential adverse lighting impacts from adjacent properties are limited to glare from luminaires whose light source is not well shielded. **Residential Buildings** Residential buildings are generally occupied during night-time hours. Potential adverse lighting impacts from adjacent properties include glare from luminaires whose light source is not well shielded and illumination into light sensitive rooms, such as bedrooms. **Parkland** Parklands are home to both diurnal and nocturnal animals. Night-time illumination can potentially, negatively impact their behaviour and health. In addition, people using parks at night could potentially be affected bright, unshielded light sources that cause glare. **Sky** Skyglow is a problem worldwide and is caused by quantity of illumination bouncing from the ground plane into the sky, as well as direct illumination from luminaires. **Night-time luminance** Buildings can appear overly bright and obtrusive when contrasted against the night sky. To mitigate this potential impact, internal and external lighting for the proposal will be fitted with a combination of

Issue/ Matter	Comment	Response
		timeclocks, dimmers, motion and daylight sensor control, which will limit the quantity of light and its brightness at all times. Internal lighting will be dimmed or switched off when an area is not in use. External lighting will be dimmed to safe movement light levels during low activity periods, with a proportion of lighting being turned off when the area is not in use. **Glare** Glare is caused when there is high contrast between a light source and the area surrounding it. The potential for glare will be mitigated in several ways. Internal Luminaires will be complaint with UGR <20. External luminaires with direct view light-sources will have candela values complaint with AS4282.2019. High brightness external luminaires will be full cut-off type distributions to limit visibility of the light source. All directional spotlights will have glare shields and will not be aimed towards neighbouring properties. **Spill light** Spill light is caused by the poor control of light sources or poorly aimed directional light. It only applies to this proposal's external lighting. Potential spill light into neighbouring properties will be mitigated by several measures. LED luminaires with tightly controlled beam distributions will be specified. Luminaires with a broad distribution of light have low lumen output so that spill light greater than moonlight does not reach windows of adjacent properties or into the parkland. Lighting will be compliant with AS4282.2019. **Skyglow** Skyglow is caused by a mixture of light bouncing off the ground surface and from direct illumination from luminaires. The potential

Issue/ Matter	Comment	Response
		contribution of the proposal to skyglow will be mitigated in the following ways. Spaces will not be over-lit. Lighting to spaces will be consistent with surrounding areas, while being sufficient to provide safety and amenity. This will limit light reflected from the ground into the sky. None of the installed luminaires will be designed to direct light straight up into the sky. All luminaires will be aimed onto objects to minimise any upwards light spill from the light source. Implementation of the above measures will ensure that the potential adverse impacts of lighting are mitigated, and the off-site areas described on the previous page will not be adversely affected by night-time luminance, glare or spill light, and the proposal's contribution to skyglow will be minimised.
Stormwater and Flooding	The proposal seeks to contribute to the revitalisation of the locality through the establishment of active street frontages at the ground plane interface, particularly along The Appin Way. Details must be submitted demonstrating that necessary improvements will be made to support the establishment of such an area and to mitigate against documented hazardous flooding conditions that would only be exacerbated by the proposed siting of the development.	Refer to Civil Report (**Appendix O**), Flood Assessment (**Appendix T**) and Flood Emergency Response Plan (**Appendix U**) prepared by Bonacci Group. Flood and Stormwater impacts are discussed further in **Section 5.7**.
Signage	Additional details of the proposed business identification signage must be submitted to ensure a thorough assessment is capable of being undertaken. The submission of such detail is also likely to assist the Applicant during any future construction certificate consistency reviews.	The proposal has been revised with signage zones now proposed and signage content subject to a future development application. See **Section 4.5** and **Section 5.4** of the RtS Report for further discussion on signage.
Scope of Works	The submitted architectural and landscape plans imply works extend beyond the site into Lot 7 DP 777510. The land to which the application applies must be clarified accordingly. Where works are	Council has created the site through subdivision and registration of DP 1256167. The site is described as Lot 15 DP 1256167.

Issue/ Matter	Comment	Response
	proposed within Lot 7 DP 777510 the relevant land owners consent must be submitted.	The scope of works outside this lot are discussed further in **Section 3.3** of the RtS Report.

1.2. RESPONSE TO CANTERBURY- BANKSTOWN COUNCIL

A response to the key issues raised by Canterbury Bankstown Council for SSD-9831 is provided in **Table 3** below.

Table 2 – Response to Canterbury Bankstown Council Submission

Issue/ Matter	Comment	Response
Planning Proposal	The SSDA must comply with the planning proposal currently under assessment for the site. The Department of Planning, Industry & Environment must ensure the determination of the planning proposal occurs prior to the determination of the SSDA. The Department of Planning, Industry & Environment must ensure the SSDA complies with the LEP Amendments as published on the NSW legislation website.	A Planning Proposal seeking to amend the LEP controls received a Gateway Determination on 10 June 2020 and will shortly be proceeding to public exhibition subject to compliance with Gateway conditions. The proposal complies with the height and FSR maximums proposed in the LEP amendment, and the proposed solar access control. It is requested that the SSD DA is assessed concurrently with the Planning Proposal including consideration of the Clause 4.6 requests to vary compliance with the current FSR and Height of Building maximums contained in Bankstown LEP 2015. This will facilitate determination of the SSD DA at completion of the assessment process, irrespective of whether that occurs prior to, or after any gazettal of a the LEP amendment.
Stormwater and Flooding	The applicant must contribute to an additional culvert at North Terrace. This infrastructure improvement is required to support the planning proposal and SSDA. Without this infrastructure improvement, the flooding issue cannot be resolved.	The applicant is working with Council on this matter as part of the Planning Proposal process. The building complies with Council's DCP (2015) Part B12 - Flood Risk Management, subject to completion of a range of infrastructure upgrades Council is undertaking and planning within

Issue/ Matter	Comment	Response
	The SSDA proposes to lower The Appian Way as a possible mitigation measure to minimise the affectation on adjacent properties. While such an approach may reduce a net increase of water surface levels, Council does not support this approach for the following reasons: ▪ This approach fails to address the relevance of the high risk flood zone along The Appian Way. Floodplain management guidelines do not support the intensification of land in the high risk flood zone if it is not mitigated adequately. ▪ This approach does not resolve the increase of water depths, velocities and hydraulic hazards within the floodway as a result of the proposal. The high risk flood zone within The Appian Way would remain present regardless of the proposed lowering of The Appian Way, and would continue to pose a significant safety risk to the university users and surrounding public. ▪ This approach does not consider the existence of two large culverts in The Appian Way. Sydney Water owns these culverts and are of a significant size. Based on Council's records, the culverts are positioned immediately below the existing road's asphaltic surface. This would deem the proposed lowering of The Appian Way as very difficult to achieve. ▪ This approach does not consider Council's long term planning and flood mitigation measures to improve existing flooding conditions in the Bankstown CBD and in particular along Rickard Road, The Appian Way and North Terrace. The mitigation measures include maximising the flow intake into the culverts at Rickard Road together with the capacity amplification of the existing stormwater channel in North Terrace. These improvements have the potential to significantly reduce overland flow depths, velocities and flood risk, thus opening the opportunities for development intensification in this part of the Bankstown CBD. The proposed lowering of The Apian Way would create an undesired effect as it would bypass Council's flood mitigation measures.	the CBD. As part of the concurrent LEP amendment process, Council and the proponent are continuing to engage regarding those upgrades. Refer revised Flood Assessment (**Appendix V**) and **Section 5.8**.

Issue/ Matter	Comment	Response
	▪ The preservation of road levels in The Apian Way, in particular near the large inlet structure is essential for Council's flood mitigation measures to properly function. The applicant to contribute to an additional culvert at North Terrace. This infrastructure improvement is required to support the planning proposal and SSDA. Without this infrastructure improvement, the flooding issue cannot be resolved.	
Stormwater and Flooding	The SSDA must adequately address floor levels and evacuation routes. Impact on inlet structure: The SSDA proposes to relocate the northern entry of The Appian Way (at the intersection with Rickard Road), which is adjacent to the inlet structure at the north–west corner of the Civic Tower. Council does not support the proposed relocation of the road as it may have a significant impact on the hydraulic function of the inlet. The SSDA must avoid relocating the northern entry to The Appian Way.	Refer to Civil Report (**Appendix O**), Flood Assessment (**Appendix T**) and Flood Emergency Response Plan (**Appendix U**) prepared by Bonacci Group. Flood and Stormwater impacts are discussed further in **Section 5.8** of the RtS Report.
Stormwater and Flooding	Finished floor levels: The SSDA must confirm the finished floor levels based on water surface levels that relate to the acceptable flood mitigation option for the site. The proposed ramping into the basement car park may also be inadequate to prevent ingress of overland flows from the local street catchment. The SSDA must confirm the finished floor levels based on water surface levels that relate to the acceptable flood mitigation option for the site. The SSDA should increase the proposed ramping into the basement car park to 150mm (matching the footpath level) or at least 100mm	Refer to Civil Report (**Appendix O**), Flood Assessment (**Appendix T**) and Flood Emergency Response Plan (**Appendix U**) prepared by Bonacci Group. Flood and Stormwater impacts are discussed further in **Section 5.7.5**. of the RtS Report.

Issue/ Matter	Comment	Response
	above the 100 year ARI flood level (whichever is higher), should it be confirmed that there is a significant overflow of flood water from Rickard Road over the crest of the driveway between the proposal and the Bankstown Library and Knowledge Centre (BLaKC).	
Traffic and Transport	The applicant must contribute to public domain works to improve pedestrian connections to public transport and shops. This infrastructure improvement is required to support the planning proposal and SSDA. If the proposal is to achieve the mode share targets, the peer review recommends that the applicant contributes to public domain works at The Appian Way (between Rickard Road and The Mall), Civic Drive, Jacobs Street and Rickard Road to improve pedestrian connections to public transport and shops. The public domain works would be consistent with the Bankstown Complete Streets Transport and Place Plan. This infrastructure improvement is required to support the planning proposal and SSDA.	Council is progressing an LEP amendment that would increase height and FSR maximums applying to the site. WSU continues to engage with Council regarding matters of localised, direct benefit that are related to a campus in this location. Arup have undertaken a static pedestrian assessment (using Fruin Level of Service) of key pedestrian routes to determine whether there is sufficient capacity on walking routes, under existing conditions and when the university is operational. Refer to **Section 3.4** and **Appendix P** for additional information. Site observations and spot counts were conducted for the surrounding network to identify pedestrian movements near the site. The surrounding pedestrian network is currently providing a sufficient level of service (LoS) at all locations. The network is busiest in the AM peak as pedestrians travel towards the train station. There is a notable volume of pedestrians during the lunch time peak in the direction of Bankstown Central shopping centre and the surrounds. The results indicate that there is sufficient capacity on the surrounding pedestrian network to accommodate the expected volumes of pedestrian traffic generated by the WSU building. The analysis indicates that the existing pedestrian connections to public transport and shops are sufficient to achieve the mode share targets.

Issue/ Matter	Comment	Response
Traffic and Transport	The SSDA must provide appropriate bike parking and associated end–of–trip facilities on the site. The SSDA should provide a minimum 153 bike parking spaces and associated end–of–trip facilities on the site.	Arup have provided additional details on the bike parking provision, in line with the NSW Planning for Walking and Cycling Guidelines (refer to the Addendum Report **Appendix P**). Arup has calculated that the required number of bicycle parking spaces is 123-240. 62 secure spaces are proposed for the basement, plus 98 spaces in the public domain, making a total of 162 bicycle spaces. This exceeds Council's required 153 bicycle spaces.
Traffic and Transport	The applicant must contribute to any parking infrastructure requirements. This infrastructure improvement is required to support the planning proposal and SSDA. Student parking: In relation to the proposed mode share target of 5% students driving to the proposed university, the peer review estimates the parking demand to equate to 100 car parking spaces assuming there will be 2,000 students on the site at any one time. While the peer review considers the provision of no on–site student car parking to be acceptable, the peer review indicates the wider area cannot accommodate the 100 space demand as existing parking demand in the area is very high, with limited parking capacity available throughout the day. An option is to apply Council's Planning Agreements Policy to address the shortfall. This would enable Council to use the funds to construct public car spaces within the Bankstown CBD. The proposal would need to demonstrate how it would address this issue. **Staff parking:** In relation to the proposed mode share target of 15% staff driving to the proposed university, the peer review estimates the parking demand to equate to 98 car parking spaces assuming there will be 650 staff on the site at any one time. The proposal to	Arup have provided further justification for the proposed car parking provision based on strategic mode share targets, which emphasis active transport modes, as described in Council (2019) *Bankstown Complete Streets*. Both the NSW Government and Council have committed to support growth in the Bankstown CBD through transport measures that maximise accessibility. Complete Streets identifies the large amount of free parking as a key issue within the CBD, noting that it encourages more people to drive, which contributes to congestion. Complete Streets proposes locating public parking stations on a ring road at the CBD edge (Strategy B). Council argues: • Unrestricted parking promotes commuters to park in prime CBD-located carparks; • Off-street parking complexes are an inefficient use of CBD land in their current format; • Car parks dominate the inner CBD area, occupying 15% of its 'quirky' neighbourhood; and

Issue/ Matter	Comment	Response
	provide 84–94 spaces (subject to final basement design) for staff represents a shortfall of 4– 14 spaces. The proposal would need to demonstrate how it would address this issue. **Visitor parking:** The peer review recommends that the proposal provides some visitor car parking spaces e.g. 1–2 spaces. The proposal would need to demonstrate how it would address this issue. **Existing car park:** The proposal does not replace the existing 63 public car parking spaces to be removed as a result of the proposal. The proposal would need to demonstrate how it would address this issue.	• Smart parking is needed, not more parking (pages 91 & 93). The proposal's approach to parking is consistent with Bankstown Complete Streets' strategic directions. Minimising parking on the site will reduce demand for car travel to the university, and foster public transport use, particularly given the high quality public transport infrastructure that is, or will be, in close proximity to the site. This approach is consistent with other Sydney centres, notably Sydney's CBD where there are no minimum requirements for parking provision. Refer to **Section 3.4** and **Appendix P** for additional information.
Loading Facilities/ Drop off pick up spaces	**Loading facilities:** The peer review recommends that all loading activities associated with the proposal be undertaken on the site. An off–site loading zone on Rickard Road would not be desirable from a traffic capacity perspective. The proposal should also ensure the loading dock can accommodate medium rigid vehicles that are 8.8 metres long, and the external driveway is wide enough to cater for safe truck movements without conflicting with vehicles travelling to the Bankstown Library and Knowledge Centre (BLaKC). The proposal would need to demonstrate how it would address these issues. Drop–off / pick–up spaces: The peer review indicates that drop–off / pick–up activity would need to occur at The Appian Way, consistent with the proposal.	All loading activities associated with the university will occur within the dedicated basement loading dock. The basement driveway design has been revised to accommodate simultaneous ingress and egress movements by two medium rigid vehicles. The driveway splays at the BLaKC driveway, and overhead clearance have been adjusted, and a central median with card reader has been incorporated. The BLaKC driveway is not intended to be a significant pedestrian thoroughfare, and therefore potential for conflict between pedestrians and vehicles will limited. Refer to **Section 5.7.3** and **Appendix P** for additional information.
Overshadowing Impacts	The SSDA must minimise the overshadowing and wind impacts.	On 29 July 2020 Council confirmed that the revised design complies with its proposed solar access control.

Issue/ Matter	Comment	Response
	In relation to the proposed built form, Council adopted the following solar access control at the Ordinary Meeting of 22 October 2019: Development must allow for 4 hours of continuous solar access to a consolidated area of Paul Keating Park between 10am and 3pm on 21 June (inclusive of existing shadow). The size of the consolidated area must be a minimum 50% of the area of Paul Keating Park (not including the footprint of the Council Chambers). The Local Planning Panel endorsed this requirement. It is important that the solar access control does not place limitations on the preparation of the Paul Keating Park Masterplan, which is currently underway. A control that requires at least 4 hours of solar access would ensure the amenity and useability of park is more than simply satisfactory. Visual bulk and the successful implementation of the solar access control and relevant objectives in the FSR provision are related, which may prompt a review of the maximum 8:1 FSR. This approach may simultaneously resolve these important issues i.e. the overshadowing of Paul Keating Park and the visual bulk of the proposal. The SSDA must comply with the solar access control.	Urbis has prepared a Solar Amenity Report at (**Appendix L)** and discussed in **Section 5.6.** A Wind Assessment (**Appendix X**) memo has been prepared by Windtech as an addendum to the Pedestrian Wind Environment Study submitted with the EIS. Based on the results of the initial wind tunnel testing, it is expected that the majority of trafficable outdoor locations within and around the building will be suitable for their intended uses. However, some areas are expected experience strong winds which will exceed the relevant criteria for comfort and/or safety. Windtech recommend the following in-principle treatments, which have been included and/or retained in the revised design, to ensure suitable wind conditions can be achieved in all assessed pedestrian trafficable areas: ▪ Retain proposed densely foliating, evergreen trees along The Appian Way and Paul Keating Park. ▪ Include a cluster of densely foliating, evergreen shrubs at the south-western building corner on the Ground Level. ▪ Include 3m high screens (impermeable or up to 20-30% porosity) near the south-eastern corner entrance on the ground level. ▪ Retain the proposed revolving door at the northern entrance on the Ground Level. ▪ Retain the proposed planters and undergrowth near the north-eastern and south-eastern entries on the Ground Level. ▪ Include a 1.6m high, impermeable balustrade along the perimeter of the balcony located on Level 02.

Issue/ Matter	Comment	Response
		▪ Include an impermeable, full-height screen along the eastern perimeter of the north-eastern corner terraces located on Levels 05 and 16. ▪ Include an impermeable, full height screen along the northern perimeter of the north-eastern corner terrace located on Level 11. ▪ Include a 2.1m high impermeable balustrade along the perimeter of the southern terrace located on Level 14. ▪ Include a strategically located densely foliating evergreen landscaping along the southern perimeter of the southern terrace on Level 14. ▪ Include of a 1.2m high impermeable balustrade along the southern perimeter of the terrace located on Level 18. With the these elements included the final design, it is expected that wind conditions for all outdoor trafficable areas within and around the building will be suitable for their intended uses.

Issue/ Matter	Comment	Response
Overshadowing Impacts	The SSDA must minimise the overshadowing and wind impacts. Council's Urban Design Peer Review comments that the limited solar access to The Appian Way may constrain tree and vegetation growth to address the wind impacts. The proposal to present the full height of the building to The Appian Way and Rickard Road requires further consideration. The peer review recommends increasing the setback above the podium level to Rickard Road and The Appian Way. The increased setback would potentially reduce the wind impacts on pedestrian amenity in the surrounding streets. The SSDA must incorporate wind impact mitigation measures, namely increased setbacks above the podium levels to Rickard Road and The Appian Way.	Windtech have prepared an addendum Wind Impact Assessment (**Appendix Y**) which outlines wind impact mitigation measures to prevent unacceptable wind impacts on pedestrian amenity. These are outlined in **Section 5.10** of the RtS and include: ▪ Landscape treatments, inclusion of shrubs on the ground level in the south western corner, along The Appian Way and Rickard Road and within some terraces. ▪ Inclusion of screens on the ground level in the south eastern corner and on terraces.
Built Form and Urban Design	The SSDA must minimise the visual bulk impacts. The SSDA must review the bulk and density to minimise the visual bulk impacts.	The building has been reviewed to identify strategies to mitigate the perception of visual bulk, whilst meeting the University's briefed requirements for a functional, viable vertical campus. The revised design includes: ▪ Altering the alignment of the east façade to define The Appian Way alignment, creating a clear alignment and visual connection to Bankstown Train Station. ▪ Reducing the cantilever volume, in both height and length. ▪ Simplifying of the building form, in particular by deleting the proposed 'annex' to the cantilever. ▪ Review of the façade treatments, including how they delineate and articulate the four building volumes.

Issue/ Matter	Comment	Response
		▪ Reducing the extent of south facing facades overlooking Paul Keating Park ▪ Stepping the building volumes back from Paul Keating Park. ▪ Redistributing the balconies and terraces to make visual connections to Paul Keating Park. The revised design mitigates the perception of visual bulk. Refer to **Section 3.1** and **Appendices D and E** for additional information.
Built Form and Urban Design	The SSDA must demonstrate consistency with the Bankstown Complete Streets Transport and Place Plan. The Bankstown Complete Streets Transport and Place Plan identifies The Appian Way corridor as a key 'pedestrian activity spine' linking the university with the railway and metro stations. A key issue is the building and basement footprints are proposed to extend into The Appian Way corridor. Council does not support this proposal for the following reasons: ▪ The proposal is incompatible with the proposed shared zone layout in The Appian Way, and is likely to leave insufficient deep soil zones to enable substantial street tree planting to occur in this section of the civic spine. ▪ The proposal impacts on the hydraulic function of the large inlet structure located at the northern end of The Appian Way, and may restrict the footpath width from achieving DDA compliant pedestrian access. ▪ The proposed street tree alignment and overall landscape design/ material palette have no relationship to The Appian Way corridor, whereas the vision is for a coordinated design from Rickard Road to North Terrace.	The building and its basement have been set back from The Appian Way alignment to conform with the vision articulated in Complete Streets (see **Section 5.2.2** for further discussion on Complete Streets). The detailed design of the ground level, and its interface with public domain will be the subject of detailed design in consultation with Council. The revised design seeks to support the overall objectives and principles of Complete Streets, including the Future Street Character. ▪ Rickard Road Central: (Concept Design p152-153) The revised design supports the Future Street Character: "Part of the ring road providing good access to the edges of the CBD and carpark and providing an attractive tree-lined gateway to the CBD". ▪ The Appian Way: (Concept Design p180-185) The revised design supports the Future Street Character: "A key 'activity spine' that links the civic precinct and the new university to the rail and bus interchange and south to schools and parks. A shared zone environment prioritises pedestrian movement and encourages street life and retail activity."

Issue/ Matter	Comment	Response
	▪ The urban design advice recommend redesigning the building and basement footprints to align with the western boundary of The Appian Way corridor (i.e. the western edge of the existing footpath). The proposal must also demonstrate consistency with the public domain works proposed for Rickard Road and Paul Keating Park. For this reason, the submitted landscape design should not form part of development approval. A revised landscape and public domain plan should be submitted to Council for approval to ensure consistency with the Paul Keating Park Master Plan and the Bankstown Complete Streets Transport and Place Plan. ▪ The SSDA must ensure the building and basement footprints align with the western boundary of The Appian Way corridor. ▪ The SSDA should include a condition of consent that reads: A landscape and public domain plan is to be approved by Council and shall be consistent with the Paul Keating Park Master Plan and the Bankstown Complete Streets Transport and Place Plan. ▪ The SSDA must provide a 2.4 metre wide footpath on the western side of the building connecting Rickard Road to Paul Keating Park.	▪ Paul Keating Park and the BLaKC driveway: As these site interfaces are not roadways there is no Concept Design, although plan diagram on p149 indicates proposed awnings providing undercover access along these two edges of the site. ▪ The podium volume has been set forward from the Ground Level, providing cover for pedestrians along these frontages.
Built Form and Urban Design (Active Street Frontages)	**Active street frontages** The two corner cafes offer the opportunity for active street frontages, however they fall short of their potential as follows: ▪ Both cafes are compromised by the large concrete structural columns which obscure the frontages and interrupt the outdoor dining area. ▪ The cafe on the north–east corner is set 1 metre above The Appian Way and is surrounded on both frontages by ramps. There is no space allocated for outdoor dining, resulting in limited interaction	Structural design changes have been made in the revised design to reduce the number of columns along The Appian Way façade. The level changes between the public domain and entrances and finished floor levels were determined by the required 500mm freeboard above the 1:100 year flood level. Ramps have been provided to all entrances to meet WSU's high requirements for equal access.

Issue/ Matter	Comment	Response
	and relationship between the inside and outside. The fire booster infrastructure also obstructs the cafe frontage. ▪ The cafe on the south–east corner is set 0.74m above the adjoining public space and both frontages are lined with ramps, although an outdoor dining deck and public seating integrated into the stepped levels along the ramps help to create a more active interface. This cafe is setback approximately 10 metres under the colonnade, which would reduce visibility to/from the public space and limit access to natural light.	Outdoor dining is provided clear of undercover pedestrian paths, which are required by Complete Streets. Outdoor dining in the building's south east corner is visually and physically close to the public domain in The Appian Way and other civic, retail and open space uses. Glazed wind screens and planting will create a comfortable space. Rickard Road carries large volumes of traffic, therefore outdoor dining will not be encouraged in the building's north east corner, although the space will be located on a high volume pedestrian route and will be highly visible to the public domain.
Built Form and Urban Design	▪ The exhibition space on Rickard Road and the theatre at the south–west corner offer the opportunity for visually interesting frontages, however both lack external access to enable activity and connection to the public domain. ▪ The entries from the south and east are not visually prominent and contain a series of indirect ramps and stairs which impact on the legibility of the building. ▪ While the technical issues relating to flooding are acknowledged, the ground level frontages are not to the quality expected for the CBD's premier public space or the expected pedestrian volumes. ▪ The two logo signs that span over two levels in height appear over–scaled. The signage on the podium levels (levels 2–3) should be limited to one storey in height to match the building proportions. ▪ Minimise the internal/ external level difference. ▪ Require both cafes to provide outdoor dining to both frontages with nil or minimal setback from the boundary. The outdoor dining	As shown in the Active Frontages Diagrams, the entire façade of the lecture theatre is clear glazed, facilitating views from and out to Paul Keating Park. This will provide a window into university activities for people using the recreation and civic spaces of the Park. Internal window coverings will enable light levels into the theatre to be reduced when needed for legibility of projected images, or as required for particular events. The level changes between the public domain and entrances and finished floor levels were determined by the required 500mm freeboard above the 1:100 year flood level. Signage zones are proposed with details of the signs subject to a separate development application.

Issue/ Matter	Comment	Response
	should be accessible from the public domain, and no more than 500mm above the public domain level. ▪ Minimise the extent of blank walls on the ground level, for example with the use of interactive screens, digital art and other creative solutions.	The extent of blank walls has been minimised: ▪ The revised design incorporates a pop-up exhibition space with high visibility to Rickard Road, which has been re-aligned to match the remaining ground level façade. ▪ The number of columns along The Appian Way have been reduced from 4 to 1 in the revised design to open up pedestrian interaction with the building and the internal lobby. 75% of the ground floor will be open to the public domain, either physically, or visually. Blanks walls have been minimised to those locations where they enclose essential plant and services and are therefore required for regulatory reasons. These cannot be clad with digital art screens. In general these blank walls are confined to the BLaKC driveway frontage where pedestrians will be discouraged and visibility from the public domain is limited. Refer to **Section 3.1** and **Appendices D and E** for additional information.
	Require both cafes to provide outdoor dining to both frontages with nil or minimal setback from the boundary. The outdoor dining should be accessible from the public domain, and no more than 500mm above the public domain level.	See points above
	Minimise the extent of blank walls on the ground level, for example with the use of interactive screens, digital art and other creative solutions	See points above
	Relocate the at–grade substation at the north–west corner of the site to the basement level (as originally proposed) to enable active street frontages on Rickard Road.	The substation cannot be relocated to the basement, although this option was investigated to maximise active frontages.

Issue/ Matter	Comment	Response
		Ausgrid's requirements for the design and installation of a Basement Chamber Substation were reviewed. As per the relevant Network Standard NS133 Site Selection and Construction Design Requirements for Chamber Substations, Amendment 2, Section 6.5 Basement chamber substation, this option is only permitted with written approval of Ausgrid when there are no technically viable alternatives. The design impacts of the Network Standard were investigated and determined that compliance cannot be achieved in this building: ▪ zones of fire rated walls along the façade, extending vertically over two levels would obscure a substantial portion of the popup show case window, and there are associated requirements for additional fire rated air shafts and louvres for substation ventilation. ▪ multiple fire rated entry points for personnel and equipment would be required in the facade and ground level pavement. ▪ required crane access could not be provided because of the distance from the road and floor and height clearances, and if these were provided it would impact on the attractiveness and usefulness of internal and external spaces on the ground level and its façade.
	Provide the exhibition space on Rickard Road with a direct street opening to enable independent use and potential other future uses.	The pop up space is integrated with the ground floor and meets the university's design brief and security requirements, which do not facilitate additional doors into the public domain, that are not essential and would only be rarely used. It is likely to be fully used by students, staff and researchers as part of communicating their work to the community, and will be interesting and everchanging. Refer to **Section 4.8** and **Appendix J** for further information.

Issue/ Matter	Comment	Response
	Install transparent glass as part of the theatre to make the activity visible from the public domain and to offer passive surveillance to Paul Keating Park.	See points above
	Design the entries from the south and east to be more visually prominent, legible and direct.	The ground level design acknowledges that the primary pedestrian approach will be from the south, along The Appian Way, by providing direct, clear and legible access. The entries, including the positioning of doorways and ramps and signage, respond to this desire line with unobstructed and easily navigated access into the building. Students, staff and visitors will arrive at the south east corner of the building, then proceed under cover to the left, up the ramp to the southern entrance doors, which adjoin the retail tenancy and outdoor dining that make the entrance attractive, social and active. There internal steps and ramps that are integrated with seating and internal planters, which lead visitors directly to the main foyer level escalators and the Park Stair. Alternatively, The Appian Way lobby is accessible via the under cover path that passes the retail tenancy. This dynamic glazed space includes DDA lift access, and stairs to the main lift lobby level. Pedestrians can walk past the building to Rickard Road under cover along The Appian Way, which will be landscaped with street trees. Refer to **Section 3.1** and **Appendices D and E** for additional information.

Issue/ Matter	Comment	Response
	Revise the facade detailing of the ground and podium levels (via colour/ framing/ extrusion) to highlight the building entries, the theatre and the exhibition space more prominently.	The building entries, lecture theatre and pop up show case space will be readily identifiable, and highlighted in the detailed ground level façade and landscape design. The revised design incorporates soft and hard landscape elements that contribute to a vibrant and legible presence at ground level, with clearly defined accessible routes to entry points. The building's interior will be visible through the glazed facades, and there will be bold graphic use of colours and material selections on walls, ceilings and furniture elements, providing a visual contrast and highlighting the lecture theatre, pop up show case space and The Appian Way lobby. Refer to **Section 3.1** and **Appendices D and E** for additional information.
Built Form and Urban Design	Limit the signage on the podium levels to one storey in height.	The revised design nominates signage zones that will enable the building to be appropriately identified as the University from a range of different vantage points, including long distance views along key approaches for vehicles, pedestrians and cyclists. The key pedestrian approach is via The Appian Way from the south, so it is important that there is a visible logo signage that is large enough to be clearly seen from a distance so people can navigate directly from the Station to the university. The size, materials and details of the signage will be the subject of a separate Development Application. However, the signage zones will form part of the SSDA assessment. Refer to **Section 5.5** for additional information.

Issue/ Matter	Comment	Response
Built Form and Urban Design	Pedestrian weather protection While the use of colonnades provides a form of pedestrian weather protection, the columns are considered to impact on the usability, movement and amenity of these spaces, and obscure the visibility of the active street frontages. The preferred option is to replace the colonnades with cantilevered awnings, which are considered more appropriate in relation to public domain design and wind downdraft amelioration. Provide cantilevered awnings rather than the proposed colonnade treatment to provide useable public spaces and exposure of the ground level frontages.	An awning for weather protection will be provided at ground level at the building entries in accordance with the Complete Streets concept. The number of columns along the Appain Way has been reduced in the revised design. The undercover pathways, including ramps, steps and integrated seating and planting, have been integrated into the façade detailing and the nature of the public domain interface, so each of the 'front of house' elevations are treated differently as they engage with either a busy road, pedestrian friendly The Appian Way, or a park and civic space. North Façade – Rickard Road: ▪ Situation: Ring road with through traffic, pedestrian and cyclist pathways. Planting and bike parking provide a buffer between footpath and the road. ▪ Ground level frontage: Civic scaled colonnade and planting separates the DDA compliant ramps up to the main street entry from the pedestrian and cyclist shared footpath. High level external void within the building form, and articulated opening to the north, provide a civic scaled entrance appropriate to a main street frontage. Maintenance access to the full façade above is via the roof mounted Building Maintenance Unit (BMU). East Façade – The Appian Way: ▪ Situation: Pedestrian friendly landscaped area with low planting and trees, feature paved walkway and with shared use one way vehicle access. ▪ Ground level frontage: Cantilevered glazed awning, designed as an integral extension of the building form, providing shelter to the main paved walkway and portion of the public open space. In the revised design the extent of this awning has been reduced, and the need for structural columns within The Appian Way alignment

Issue/ Matter	Comment	Response
		removed from the design. Ramps and steps up to the feature glazed entrance foyer are set back behind the podium volume above, and incorporate planting and seating to provide an active usable edge to the building. The canopy can be accessed from Level 1 for maintenance, with access to the façade above via the roof mounted BMU. South Façade – Paul Keating Park: ▪ Situation: Facing public open space outside of the project site, including turfed oval, playground and public toilets. Council is exhibiting the Paul Keating Park Master Plan that envisages a major redevelopment of the recreation and civic spaces within the Park, which will guide its interface with the site. ▪ Ground level frontage: The podium volume above is set forward, to provide under cover access for pedestrians at ground level. Ramps and steps lead to the ground level entrance and retail tenancy, which lead up to the ground level lobby. The design incorporates external seating, planting and external terrace to support activation and usability of the building edge. Glazed screens provide wind protection to the entrance and terrace from potential southerly winds. The podium volume façade above will be accessed via boom lift from the ground for maintenance purposes. West Façade – BLaKC: ▪ Situation: Faces the BLaKC carpark and substation across the BLaKC driveway, which has no footpaths. ▪ Ground level frontage: The podium volume above is set forward, to create a ground level protection for pedestrians at ground level between Rickard Road and Paul Keating Park. The footpath does not comply with DDA, because of the level changes and access requirements for the Substation Transformers, require steps adjacent to the Rickard Road corner.

Issue/ Matter	Comment	Response
		▪ Essential building services and access is provided along the elevation, including vehicle and bike access to the basement and fire stair egress, air intake and services access. ▪ The podium volume façade above will be accessed via boom lift from the ground for maintenance purposes. Adjacent to the Park the glazed facade of the lecture theatre wraps around the corner, so views from the Park and its civic spaces are into the building and interesting. Refer to Section 3.1 and **Appendices D and E** for additional information.
Built Form and Urban Design	The SSDA must demonstrate consistency with the 'Safer by Design' guidelines. ▪ The SSDA must prepare and submit a Plan of Management, in consultation with Council, to determine the security measures to be incorporated in the building design. The Plan should include CCTV internally and externally with a storage capacity of a minimum 28 days. ▪ Any lighting of the premises must be installed in accordance with AS 4282–1997 'Control of the obtrusive effects of outdoor lighting', to avoid annoyance to the occupants of adjoining premises or glare to motorists on nearby roads. The intensity, colour or hours of illumination of the lights must be varied if Council considers there are any adverse effects on the amenity of the area.	Norman Disney Young have prepared a Lighting Strategy (**Appendix N**) addressing this requirement.
Utilities	The SSDA must submit detailed information on the capacity of utilities and services. ▪ The SSDA must prepare and submit an Infrastructure Management Plan, in consultation with Council and the relevant agencies, detailing information on the existing capacity of infrastructure and	NDY have prepared an Infrastructure Management Plan, which outlines initial Authority consultation, and outcomes regaring the capacity of existing services and utilities available to service the building.

Issue/ Matter	Comment	Response
	services; any necessary upgrades or augmentation requirements of the development for the provision of utilities, and any staging of infrastructure. ▪ The SSDA must prepare and submit an Integrated Water Management Plan detailing any proposed alternative water supplies, proposed end uses of potable and non– potable water and water sensitive urban design.	The Plan (see **Section 5.16** and **Appendix W**) details the capability to connect with potable water, sewer drainage services, stormwater drainage services, natural gas, electrical high voltage and communication services.
Contributions	The SSDA must apply Council's Contributions Plan. Council's Section 94A Development Contributions Plan applies to the development of the site. The intended outcome is to improve local infrastructure in the Bankstown CBD, in addition to the infrastructure requirements outlined in this submission.	The university will make a significant direct and indirect contribution to the social, economic and cultural strength of the Bankstown CBD and south west Sydney more broadly, and this is acknowledged in state and local strategic planning documents: • Greater Sydney Commission (2019) *South District Regional Plan;* • Council (2019) *Local Strategic Planning Statement* • Council (2019) *Bankstown Complete Streets* • Council (2020) *Canterbury Bankstown Employment Lands Strategy* (p 39) The issue of direct financial or WIK contributions toward local infrastructure items must be considered within the context of DPIE (1995) *Circular D6 –Crown Development Applications and Conditions of Consent*, which acknowledges that Crown projects are in major part, funded by the community, and provide that community with benefits, in this case, long term tertiary education and research. It is therefore potentially counterproductive to take funding from those community benefits to pay for other community benefits. Notwithstanding, Council is progressing an LEP amendment that would increase height and FSR maximums applying to the site. WSU continues to engage with Council regarding matters of localised, direct benefit that are related to a campus in this location. Please see Urbis (2019) *EIS WSU Bankstown City Campus*, pages 99 and 100 for further information.

Issue/ Matter	Comment	Response
Approval of Uses	The SSDA must clarify whether the proposed uses are subject to separate approvals. The SSDA must provide an updated description on the proposed uses of the building and ground level retail tenancies, together with the proposed hours of operation. The SSDA must also confirm whether the approval of the proposed uses are the subject of this application or separate development applications.	The proposed uses are described in the EIS and other documentation associated with EIS lodgement dated October 2019, and are indicated on the revised plans and sections at **Appendix D**. Separate Development Applications will be submitted for the use and operation of the retail tenancies. The hours of operation for these facilities will be determined in those applications. The university will be open to students and staff 24 hours a day 7 days a week, for the entire year. This will allow access to research and quiet study facilities in quieter periods of the day, and to suit student work commitments outside of their studies. However, visitors will be unable to enter the campus between 11:00 pm and 7:00 am, and on Sundays and Public Holidays. During those hours students and staff will require security access passes to enter. It is anticipated that these hours will have negligible impact on the locality given the quiet nature of university activities.
Noise and Vibration	Acoustic and Vibration Assessment Report The submitted Acoustic and Vibration Report notes that the construction methodology is not finalised and the report contains general recommendations to manage the construction noise and vibration. The SSDA must submit a detailed construction noise and vibration management plan to Council prior to the commencement of works. The SSDA must submit a detailed Construction Noise and Vibration Management Plan with site specific recommendations to manage the construction noise and vibration.	NDY have prepared an amended Acoustic Services report that addresses the revised design and responds to submissions. Please refer to **Section 5.14** and **Appendix S**.
Construction	Council does not support the use of The Appian Way and Civic Drive for construction traffic.	Refer to the Preliminary Construction Traffic Management Plan by Arup at **Appendix Q** for construction vehicle access routes.

Issue/ Matter	Comment	Response
	The reason is The Appian Way and Civic Drive are required to be publicly accessible for pedestrian movement and vehicular movements to enter and service the Civic Tower during the construction stage. It is also important to protect the structural integrity of the basement car park and stormwater culverts (located below The Appian Way and Civic Drive) from the impacts of heavy trucks during the construction phase. The Construction Management Plan should also provide detailed information in relation to: ▪ Hazardous Materials Management Plan ▪ Environmental Management Plan ▪ Waste Management Plan ▪ Dilapidation report for the potential impacts on Council owned assets, including the Bankstown Library and associated driveway, Civic Tower, stormwater culverts and roads. ▪ Sediment & Erosion Control Plan.	The proposed construction vehicle access is at the northern boundary of the site, via Rickard Road (entry and exit – one-way route). This arrangement minimizes disturbances to existing accesses. In terms of traffic staging and pedestrian access, the following has been considered: ▪ Continued pedestrian access along Rickard Road, Jacobs Street, The Appian Way and along the northern boundary of Paul Keating Park; ▪ Continued vehicle access to the BLaKC car park; ▪ Continued function of The Appian Way for both vehicles and pedestrians; ▪ Continued access to Civic Drive, including vehicle access to the Council car park and any remaining parking spaces; ▪ Traffic controllers in place at two key locations: – At the site entry (at Rickard Road) – At the exit from site (at Rickard Road) ▪ The traffic controllers will ensure the safe interaction between pedestrians and construction vehicles at the three locations listed above. If required, expandable barriers will be in place at these locations to temporarily hold pedestrians while construction vehicles are entering and exiting only. Construction vehicle traffic generation is expected to be approximately 75 trucks per day during the peak construction stages and 8 trucks per hour. This reduces to approximately 50 trucks per day during other stages.

Issue/ Matter	Comment	Response
		A revised Construction Management Plan has been prepared by Walker Corporation (**Appendix R**).
Construction	Contamination Risk Management The excavation protocol must include: ▪ All excavations must be kept free from the accumulation of water. ▪ Any soils excavated and disposed of from the site must be analysed and classified by a suitably qualified environmental consultant, in accordance with the NSW EPA guidelines. ▪ If contamination is found during excavation, the applicant should notify Council and a qualified consultant should complete the assessment.	A Development Application for Early Works is currently being considered by the Sydney South Planning Panel. Ground water and hazardous materials issues are being addressed as part of that application, which includes demolition and excavation on the site.

1.3. RESPONSE TO OTHER PUBLIC AUTHORITY SUBMISSIONS

Three (3) submissions were received from NSW government agencies and other public authorities during the exhibition period for SSD-9863. Submissions were received from:

- NSW Environment Protection Authority (EPA);
- Transport for NSW (TfNSW) & Roads and Maritime Services (RMS); and
- Department of Planning, Industry and Environment- Environment, Energy and Science Group.

A response to the issues raised by these public authorities are summarised in Table 4 below.

Table 3 – Response to Public Authority Submissions (SSD-9863)

Issue/Matter	Comment/ Recommendation	Response
NSW Environment Protection Authority (EPA)		

Issue/Matter	Comment/ Recommendation	Response
Noise and Vibration	The ASR and EIS have not appropriately applied EPA noise and vibration policy to assess noise and vibration impacts associated with the construction and operation of the Campus. Although the ASR and EIS has identified the Noise Policy for Industry (EPA, 2017) (NPfI) and the Interim Construction Noise Guideline (DECC, 2009) (ICNG), it has not considered potential impacts from road traffic noise in accordance with the NSW Road Noise Policy (DECCW, 2011).	NDY have prepared an Acoustic Services Report that addresses noise and vibration during construction (Section 6.1) Refer to **Appendix S.**
Noise and Vibration	The ASR and EIS have not appropriately applied EPA noise and vibration policy to assess noise and vibration impacts associated with the construction and operation of the Campus. Although the ASR and EIS has identified the Noise Policy for Industry (EPA, 2017) (NPfI) and the Interim Construction Noise Guideline (DECC, 2009) (ICNG), it has not considered potential impacts from road traffic noise in accordance with the NSW Road Noise Policy (DECCW, 2011).	NDY have prepared an Acoustic Services Report that addresses noise and vibration during construction (including quantitative calculations for residential and commercial receivers) (Section 6.1). Road traffic noise impacts are addressed in Sections 5.3, 7.1 and 7.2. Refer to **Appendix S.**
Noise and Vibration	The background noise monitoring has not been undertaken in accordance with the NPfI and cannot be relied upon to derive project noise trigger levels for operational noise. Seven days of valid noise monitoring has not been provided when wind affected data is considered in the noise monitoring. Further, the receivers on Chapel Road do not appear to be residential and therefore not considered representative of noise-sensitive receivers.	NDY have prepared an Acoustic Services Report that includes background noise monitoring (Section 4.2.1 and Appendix A). Loggers were left from 16.05.2019 to 24.05.2019. Additional measurements were conducted between 28.02.20 and 12.03.20. 400 Chapel road is an apartment building, which NDY consider a noise sensitive residential receiver. Refer to **Appendix S.**
Noise and Vibration	No quantitative operational noise assessment has been provided as required by the Secretary's environmental assessment requirements (SEARs). The proposed measures to	NDY have prepared an Acoustic Services Report that includes estimations of the recommended limited SWL levels for the rooftop plant and noise propagation into the closest receiver in Rickard Rd (Section 5.0).

Issue/Matter	Comment/ Recommendation	Response
	minimise and mitigate noise are not supported by quantitative noise prediction modelling and are considered inadequate.	The quantitative analysis will be completed subject to the proponent selection of mechanical equipment, which will meet appropriate standards. Refer to **Appendix S.**
Noise and Vibration	Plant on northern side of level 18 are close to the residential receivers at 61-63 Rickard Road. No feasible and reasonable alternative consideration is provided regarding layout and options to protect these receivers by orientating the plant to the southern facing side of the building.	Building services and plant room locations were determined by the following criteria: ▪ Operational and maintenance access to plant facilities, including both short- and long-term replacement needs. ▪ Integrating plant and maintenance facilities into the overall volume of the building, including incorporating access and ventilation requirements into a cohesive façade design. ▪ Services flexibility and efficiency, with consideration given to the zoning and metering of services to suit floor plate sizes and potential tenancy fitout and space use, and minimising loss of floor space to accommodate riser voids. Plant and services are located on a number of building levels and on the southern side of the building. It is considered that the direct sound path from the plant and services to 61-63 Rickard Road is minimal, particularly given that the upper level of the apartment building only reaches Level 8 of the university building. Acoustic attenuation measures will be incorporated into the detailed design of the building and specifications for plant room enclosures. The measures will, address both noise transmission to adjacent or external spaces, and managing noise reverberation within plant spaces. The performance of the plant room enclosures, including floors, walls, ceiling and openings, will address both acoustic design advice from the Services and

Issue/Matter	Comment/ Recommendation	Response
		Acoustic consultant, and performance requirements identified in any development approval. Refer to **Appendix S.**
Noise and Vibration	The EIS concludes that construction work will result in significant exceedances of the Highly Noise Affected management level of 75 dB(A) for some construction work taking place during the recommended standard hours of work described in the ICNG. However, the ASR does not provide predicted construction noise levels and offers only generic noise management options. This approach is inadequate and inconsistent with the SEARs requirement to prepare a quantitative assessment of construction noise impacts and identify measures to minimise and mitigate noise impacts.	NDY have prepared an Acoustic Services Report that addresses noise and vibration during construction (including quantitative calculations for residential and commercial receivers) (Section 6.1). Refer to **Appendix S.**
Noise and Vibration	No quantitative assessment has been provided for vibration impacts from construction activities at the closest sensitive receivers, including the adjacent Bankstown Library and Knowledge Centre and residential dwellings, as required by the SEARs.	NDY have prepared an Acoustic Services Report that addresses noise and vibration during construction (including quantitative calculations for residential and commercial receivers) (Section 6.1). Vibration estimations were updated to add piling operations in critical receivers. Refer to **Appendix S.**
Noise and Vibration	The assessment has not considered how construction noise and vibration will impact on the Hoyts Cinema and Council buildings located at the south western corner of Rickard Road and Jacobs Street, Bankstown.	NDY have prepared an Acoustic Services Report that addresses Hoyts Cinema and the Civic Tower (Section 6.1 & 6.2). Refer to **Appendix S.**

Issue/Matter	Comment/ Recommendation	Response
Noise and Vibration	No consideration has been given to potential construction and operational traffic noise impacts at the closest sensitive receivers.	NDY have prepared an Acoustic Services Report (Section 7.1 & 7.2). Please refer to Sections 7.1 and 7.2 of the Acoustic Services Report (**Appendix S**).
Contamination	The EPA reviewed the Report on Detailed Site Investigation – Bankstown City Campus, prepared by Douglas Partners Pty Ltd (contamination report), and the EIS Section 8.11 – Acoustic Amenity. Soil and groundwater sampling and analysis was undertaken to determine the level of potential for contamination on the site. The soil sample contaminants were below the Limit of Reporting (LOR) or the Site Assessment Criteria (SAC) and there was no asbestos detected at the reporting limit of 0.1g/kg. It was found that the concentration of contaminants in the groundwater were either below detection or the adopted site acceptance criteria except for some concentrations of zinc and copper which were considered typical of groundwater conditions within an urban setting. The contamination report stated that due to the age of the former structures at this site, it is likely that hazardous building materials, including asbestos containing material (ACM) were used in the construction materials. A hazardous material survey report was prepared as part of the EIS which contained generic mitigation measures to address this risk. The potential remains for isolated pockets of contamination to be present in untested areas of the site. To appropriately manage	A Development Application for Early Works is currently being considered by the Sydney South Planning Panel. Ground water and hazardous materials issues are being addressed as part of that application, which includes demolition and excavation on the site.

Issue/Matter	Comment/ Recommendation	Response
	unexpected potential contamination issues encountered during development works, the EPA recommends the preparation and implementation of an unexpected finds protocol during the development at this site.	
Contamination	The EPA recommends the following conditions be included in a Development Consent: 1. The proponent is required to prepare an unexpected finds protocol that includes detailed procedures for identifying and dealing with unexpected contamination, asbestos and other unexpected finds. The proponent should ensure that the procedure includes details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved. 2. If unexpected contamination is found, the proponent must prepare a remediation action plan. If remediation is required, the proponent should engage an EPA accredited site auditor to prepare a section B site audit statement that confirms that the land can be made suitable for the proposed use. The proponent must adhere to the management measures accepted by the auditor. 3. The proponent must update the site's hazardous building materials on a regular basis. 4. The processes outlined in State Environmental Planning Policy 55 - Remediation of Land (SEPP55) must be followed in order to assess the suitability of the land and any remediation required in relation to the proposed use.	A Development Application for Early Works is currently being considered by the Sydney South Planning Panel. Ground water and hazardous materials issues are being addressed as part of that application, which includes demolition and excavation on the site.

Issue/Matter	Comment/ Recommendation	Response
	5. The proponent must ensure the proposed development does not result in a change of risk in relation to any pre-existing contamination on the site so as to result in significant contamination [note that this would render the proponent the 'person responsible' for the contamination under section 6(2) of the Contaminated Land Management Act 1997]. 6. The EPA is to be notified under section 60 of the Contaminated Land Management Act 1997 for any contamination identified which meets the triggers in the Guidelines for the Duty to Report Contamination (www.epa.nsw.gov.au/resources/clm/150164-report-land-contamination-guidelines.pdf) 7. The EPA recommends the use of "certified consultants". Please note that the EPA's Contaminated Land Consultant Certification Policy, Version 2, November 2017, supports the development and implementation of nationally consistent certification schemes in Australia, and encourages the use of certified consultants by the community and industry. Note that the EPA requires all reports submitted to the EPA to comply with the requirements of the Contaminated Land Management Act 1997 to be prepared, or reviewed and approved, by a certified consultant.	
Waste, air quality, soil and water management	The consent conditions should ensure that the development complies with standard requirements regarding waste management, water management (preventing run-off and subsequent pollution of waters) and appropriate site management to minimise air quality impacts, particularly dust.	It is recommended that a condition be applied to any consent for this SSDA.

Issue/Matter	Comment/ Recommendation	Response
Transport for NSW and Roads and Maritime Services (RMS)		
Traffic and Transport	The Appian Way It is noted that an area has been allocated on the Appian Way for pick up and drop off. However, no indication has been provided of the number of vehicle spaces within the zone. Nor has there been an analysis of the adequacy of the pick up and drop off zone to cope with the amount of traffic that may be generated in the zone at the end of class times and other peak periods. There is concern that the loading zone on Rickard Road may be utilised as an ad hoc waiting bay should the pick up and drop off zone on the Appian Way prove to be inadequate for demand. It is noted that it is common at other educational facilities for vehicles to wait for passengers in such zones. The applicant is requested to: ▪ Indicate the number of spaces available in the pick up and drop off zone on the Appian Way; ▪ Provide an assessment of the number of vehicles likely to utilise the pick up and drop off zone at the end of class times and other peak periods, showing that the zone is adequate for the anticipated demand; and ▪ Provide information on how the pick up and drop off zone will be managed to prevent vehicles waiting in the zone.	Arup have prepared an Addendum Report that provides commentary and swept paths to justify the adequacy and operational performance of the drop-off facility on The Appian Way. In summary, based on the mode share targets listed in Table 6, the morning peak hour is estimated to generate 51 drop-off trips and 35 pick-up trips to WSU BCC. During the morning peak, it is assumed 317 staff and 828 students arrive. The capacity based on this calculation is 360 vehicles per hour. This will more than cater for the total of 51 vehicles generated by WSU with sufficient capacity available for surrounding land uses. Modelling on morning peak hour trips and drop off activity is further explored**.** The loading zone on Rickard Road has been deleted from the revised design. Refer to **Appendix P.**
Traffic and Transport (Workplace and Green travel plan)	Workplace and green travel plan TfNSW advises that it supports the applicant's proposal to encourage the use of non-car transport options to access the campus. It is crucial that the development has a robust Travel Plan which sets out actions to achieve the mode share targets.	It is requested that preparation of a Green Travel Plan be required as a condition of any SSDA approval. Students will not have access to EoT facilities, which are located within the secured basements. However, they will have

Issue/Matter	Comment/ Recommendation	Response
	Consideration might be given to prioritising some car parking spaces for car share/car pool use only. With many students living within a 2km and 5km radius of the site, it is recommended that more secure cycle parking spaces and end of trip facilities be provided to encourage trips by walking and cycling. Only 32 secure spaces in the basement for staff are proposed as well as 100 spaces in the public domain. It's not clear if lockers and showers will be available for use by students as well. Consider increasing the number of secure spaces and enabling both staff and students to access secure spaces and end of trip facilities. TfNSW requests that the applicant be conditioned as follows: ▪ The applicant shall prepare a Travel Plan, in consultation with TfNSW, for the proposed development which must be approved by TfNSW prior to the issue of the first Occupation Certificate. The Travel Plan should: ▪ Support both students and staff and any other tenants to prioritise access to the site by public and active transport and minimise the proportion of single-occupant car journeys to the site; ▪ Include a Travel Access Guide – site accessibility by public and active transport and access arrangements for end of trip facilities and bicycle parking, should also include access for servicing; ▪ Establish mode share targets for occupation and outline robust actions to achieve these targets; ▪ Appoint a Travel Plan Coordinator to oversee the implementation of the Travel Plan;	personal lockers within the building where they can store bike helmets, shoes and a change of clothes if required. The EoT facilities are located on Basement level 1, and will be available to staff via a security swipe card and lifts. Access to the EoT facilities is controlled to ensure effective safety and security management of the basement levels, including: ▪ reducing the potential for pedestrian, cyclist and vehicle conflicts at the carpark entrance ramp and loading area; and ▪ reducing the potential for intruders into the basement levels. It is impractical and inefficient to provide access to these secure areas for the large and ever changing student body, and there is not enough room in the basement for increasing EoT facilities. The potential for student EoT facilities within the upper building levels was considered, but discounted as: ▪ The cost of installing, operating and maintaining the facilities into the long term. ▪ The most convenient place is the Ground Level, but all space on that level is prioritised for engagement facilities, including retail spaces, circulation and exhibitions, informal presentations and gatherings . ▪ Additional ramps would be needed entry for bicycle access, into the building. Refer to **Section 3.4** and **Appendix P** for additional information.

Issue/Matter	Comment/ Recommendation	Response
	▪ Nominate the party/parties responsible for implementing the actions in the Travel Plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets; and ▪ Include an annual review process, supported by a Travel Survey to determine if mode share targets and other actions of the Travel Plan are being achieved.	
Traffic and Transport	Plans show that card readers will be used for access to the basement area. It appears from the plans that vehicles will need to travel to the contraflow direction to access the relevant card reader. This will present a safety issue when vehicles require access and egress at the same time. Recommendation It is recommended that the design of the basement vehicle entry be reviewed and if necessary re-designed to allow for a central median that will accommodate both entry and egress card readers, thus eliminating vehicle conflict.	The basement vehicle entry has been reviewed and re-designed to allow for simultaneous entry/exit of vehicles, plus a central median that will accommodate both entry and egress card readers. This has allowed vehicles to drive on the left side of the ramp. Arup have provided swept paths showing the operation of this arrangement. Refer to **Section 3.4** and **Appendix P** for additional information.
Traffic and Transport	Comment The swept path diagrams provided (SKT0016) suggest a potential vehicle conflict point as vehicles simultaneously enter the access road from Rickard Road and exit the access road to Rickard Road. Recommendation A swept path diagram should be provided showing that the two largest vehicles expected to access the site are able to enter and exit simultaneously without conflict. If simultaneous entry and exit of the largest vehicles is not possible, the proponent should demonstrate how this conflict will be managed (eg	Splays at the access road have been adjusted to permit simultaneous entry and exit of two MRVs. Arup have provided swept paths showing the operation of this arrangement. Refer to **Section 3.4** and **Appendix P** for additional information.

Issue/Matter	Comment/ Recommendation	Response
	potential splays at the access road could be modified to accommodate these movements).	
Traffic and Transport	Comment Drawing SKT0017 appears to show the swept path of the MRV encroaching on the shared pedestrian zone as it leaves the deceleration lane on Rickard Road and enters The Appian Way. Recommendation The splays on The Appian Way should be reviewed and if required widened to prevent encroachment and a revised swept path diagram provided to show that this encroachment is eliminated.	The MRV path does not encroach on the shared pedestrian zone as it enters The Appian Way (see SKT004) from Rickard Road. Arup have reviewed the splays on The Appian Way and have indicated widening required to prevent this encroachment. Refer to **Section 3.4** and **Appendix P** for additional information.
Environment, Energy and Science Group (DPIE)		
Landscape Design	The Landscape Design Report states the species to be planted (as part of the public realm) are to match existing species (page 7). EES notes tree species proposed to be planted in the public realm include: ▪ exotic trees such as Zelkova serrata and Pyrus calleryana (Gallery Pear). Zelkova serrata is a deciduous species native to Japan, Korea, eastern China and Taiwan while Pyrus calleryana is a species of pear tree native to China and Vietnam ▪ Corymbia citriodora (a lemon-scented gum) which is from temperate and tropical north eastern Australia. It is also noted exotic, deciduous species such as Acer campestre (Field maple) and Fraxinus excelsior 'Aurea' (Golden Ash) are proposed to be planted on the building terraces.	The tree species have been revised to native tree species, where possible. Native tree species will be preferred for the upper level terraces to address difficult conditions. Tree species will be selected based on their suitability, considering: ▪ Sun / Heat ▪ Moisture and growing conditions ▪ Wind ▪ Height & Spread Indigenous species may not suitable, however natives such as Callistemon viminalis may be used.

Issue/Matter	Comment/ Recommendation	Response
	EES recommends the Landscape Plan use a diversity of local native provenance species from the relevant local native vegetation communities that once occurred in this location to improve biodiversity rather than exotic species and non-local native species.	At ground level, indigenous Corymbia maculata is proposed, as well as replacement plantings of the existing species, which are represented on the site, but will be removed to facilitate construction. Tree species were selected after consultation with the Green Infrastructure Research Group from the University of Melbourne's Burnley Horticultural Campus, and researched through documents including the Growing Green Guide from the Department of Environment and Primary Industries. Indigenous tree species were selected via documents including Your Native Garden from the Bankstown City Council and NSW State Vegetation Type Maps.
Landscape Design	The number of trees proposed to be removed for this development appears to have increased, as the BDAR waiver request (dated 4 February 2019) indicated 17 trees were to be removed, whereas the EIS notes 23 existing trees will be removed on, or adjacent to the site (page 15). The RTS needs to: ▪ provide details on why the number of trees that are proposed to be removed has increased ▪ confirm the number of existing trees that are to be removed ▪ clarify whether the proponent proposes to replace the trees that are to be removed at ground level at a ratio of greater than 1:1. The loss of the existing trees from the site, and the many benefits that the trees provide, takes years for a juvenile tree to grow and replace. To assist in mitigating the urban heat island	A revised Landscape Design (**Appendix L)** has been prepared by Aspect Studios that responds to the revised design, submissions and additional technical studies. Given the site is currently a car park with open green space, and will become a substantial building, it is not possible to plant a new tree within the site to replace every tree removed from the site. However, street trees will be replaced in Rickard Road and new trees will be planted in deep soil areas created in The Appian Way. Proposed trees at ground level include: ▪ 8 x advanced large canopy local native trees along Appian Way in deep soil ▪ 5 x advanced medium canopy native trees in large concrete pots above grade along Rickard Road

Issue/Matter	Comment/ Recommendation	Response
	effect and improving the urban tree canopy and local habitat, EES recommends that the development: ▪ replaces any trees removed at ground level at a ratio greater than 1:1 ▪ replaces the trees with local provenance native plant species from the native vegetation community which once occurred in this locality to enhance local biodiversity, rather than use non-local native or exotic plants ▪ uses advanced and established local native trees preferably with a minimum plant container pot size of 75-100 litres, or greater for local native tree species which are commercially available. Other local native tree species which are not commercially available may be sourced as juvenile sized trees or pre-grown from provenance seed ▪ provides sufficient area/space to allow the trees to grow to maturity.	Intensive planting and trees proposed on building terrace levels will further mitigate urban heat island effect across the extents of the building mass. Proposed trees on terrace levels include: ▪ 4 x advanced medium native trees (minimum 20 cubic square meters of soil per tree) ▪ 14 x advanced small local native trees There will be 31 new trees around the site, or on terraces, which exceeds the 1:1 ratio required. All large native trees to be planted at >100L and sourced locally unless tree stock is not appropriate
Landscape Design	The EIS indicates the development includes large areas of planting including trees on the terraces and green walls. EES supports the development incorporating the green terraces and green walls.	Accepted and noted.
Landscape Design	(a) EES recommends that if the SSD is approved the following conditions are included: 1. Trees removed by the development shall be replaced at a ratio greater than 1:1 at ground level. 2. Sufficient area/space is provided on site to allow the trees to grow to maturity.	A revised Landscape Design (**Appendix L)** has been prepared by Aspect Studios that responds to the revised design, submissions and additional technical studies. Given the site is currently a car park with open green space, and will become a substantial building, it is not possible to plant a new tree for every tree currently on the site. However, street

Issue/Matter	Comment/ Recommendation	Response
	3. Tree planting at the site shall use advanced and established trees with a minimum plant container pot size of 75-100 litres, or greater for local native tree species which are commercially available. Other local native tree species which are not commercially available may be sourced as juvenile sized trees or pre-grown from provenance seed. 4. The landscaping at the site shall use a diversity of local native provenance trees, shrubs and groundcover species (rather than exotic species or non-local native species) from the relevant native vegetation community which once occurred in this locality. 5. The Landscape Plan shall include details on: a) the native vegetation community that once occurred in this locality b) a list of local provenance tree, shrub and groundcovers to be used in the landscaping c) the quantity and location of plantings d) the pot size of the local native trees to be planted e) the area/space required to allow the planted trees to grow to maturity f) plant maintenance regime. The planted vegetation should be regularly maintained and watered for 12 months following planting. Should any plant loss occur during the maintenance period the plants should be replaced by the same plant species.	trees will be replaced in Rickard Road and new trees will be planted in deep soil areas created in The Appian Way. Proposed trees at ground level include: ▪ 8 x advanced large canopy local native trees along Appian Way in deep soil ▪ 5 x advanced medium canopy native trees in large concrete pots above grade along Rickard Road Intensive planting and trees proposed on building terrace levels will further mitigate urban heat island effect across the extents of the building mass. Proposed trees on terrace levels include: ▪ 4 x advanced medium native trees (minimum 20 cubic square meters of soil per tree) ▪ 14 x advanced small local native trees There will be 31 new trees around the site, or on terraces, which exceeds the 1:1 ratio required. All large native trees to be planted at >100L and sourced locally unless tree stock is not appropriate.
Stormwater and Flooding	EES has reviewed the relevant flood studies and flood emergency response plan by Bonacci, 2019. All relevant flood risk management issues have been appropriately addressed for this stage of the approvals process.	Accepted and noted.