



THE HILLS
Sydney's Garden Shire

THE HILLS SHIRE COUNCIL
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14 September 2021

Director – Key Sites Assessment
Department of Planning, Industry & Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Your Ref: SSD-15882721

Dear Sir/Madam,

**Comments on Doran Drive Plaza Precinct
LOT 55 in DP 1253217**

In addition to the submission sent to you on 3 September 2021, the following comments are provided from Council's internal sections:

ENGINEERING

1. Stormwater comments

- 1.1. The capacity of the stormwater system into which stormwater from the development discharges into must be checked and analysed. Please note that the check/analysis shall be carried out to the legal point of discharge to ensure that the street pits will not be surcharged during minor events up to the 10 years ARI storm event. Therefore, the Rainfall Intensities shall be updated and consistent with the section 4.10 Council's Design Guidelines Subdivisions/ Developments. Similarly, the duration of the analysis shall be extended to 72 hours. Also, the overflow depth for major storm event shall be Max 200mm not 300mm.
- 1.2. Any proposed work on council's land/road due to the proposed development shall be prepared and provided in accordance with Council's Design Guidelines Subdivisions/ Developments and Works Specifications Subdivisions/Developments.
- 1.3. Where the proposed driveway is impacting the existing stormwater pit. The kerb inlet pit must be replaced with a grated/ butterfly lid pit integrated into the new driveway and a new kerb inlet pit must be design upper slope of the butterfly pit.

- 1.4. The OSD and Rainwater tanks shall be shown on the architectural plans and relevant sections plans. OSD and rainwater tanks are permitted on common areas only. Rainwater tank and OSD underneath the tenancy/habitable area will not be supported.
- 1.5. Any proposed work on council's land/road due to the proposed development shall be subject/ requires separate approval from Council beforehand via Section 138 of the Roads Act 1993,
- 1.6. When OSD, Water sensitive urban design elements and Rainwater tanks are provided for the development Positive Covenant/Restriction-as-to-use – legal protection placed on a property title requiring owners to repair and maintain the OSD systems
- 1.7. Stormwater and civil works shall be completed as part of stage 1 of the development.

2. Flooding comments

- 2.1. The flood report and flood model was referred to Council's Waterways team for review and comments (i.e refer to the attached email). Therefore, further comments might be provided at a later stage.

3. Internal Traffic and circulation Comments

- 3.1. The design of the Driveways, parking modules, circulation roadways and ramps (including obstruction, and curved roadways and ramps), and sight distance shall be designed in accordance with relevant AS/ NZS 2890.1, AS 2890.2 and AS/ NZS 2890.6.
- 3.2. The parking modules and aisle width shall comply with each respect user class as per table 1.1 and figure 2.2 of the AS/ NZS 2890.1. The aisle width shall be provided on the basement plans and at least provide the typical parking modules.
- 3.3. A cross section plan of driveways and RAMPs will need to be provided on plan; it must detail compliance gradient and changes of grade with the relevant AS/ NZS 2890.1 and AS 2890.2

4. Geotechnical Comments

- 4.1. Given the proximity of the proposed basements to the groundwater observation (i.e fluctuating between RL75.60m AHD and RL 90.50m AHD) as stated in Appendix 55 - Geotechnical Investigation prepared by Ei Australia , and the lowest basement is set at RL.70.2m AHD; the applicant's Geotechnical Engineer shall investigate the impact of the seepage/groundwater/watertable on the proposed basements design, prior to excavation, during construction of the Basements, post construction phase, and shall provide a recommendation/conclude whether the basement shall be designed as a "tanked basement".
- 4.2. Note that Sydney Metro will be required to comment about the possible impact/zone of influence to their tunnels.

WATERWAYS

Council's Waterways Team have reviewed your application and have advised that several design storms, durations and all 10 temporal patterns were assessed as part of the submitted flood study. However, the TUFLOW model uploaded has only 1% AEP 20min (Storm 1) model results.

Council's Waterways Team have requested that for their review purposes, it is appropriate to have access to all the results (both existing and developed scenarios) which were indicated in the Flood Study Report. Once the information is submitted, Council staff will require two weeks to review the hydrology/hydraulic models from the day of receiving the requested results files.

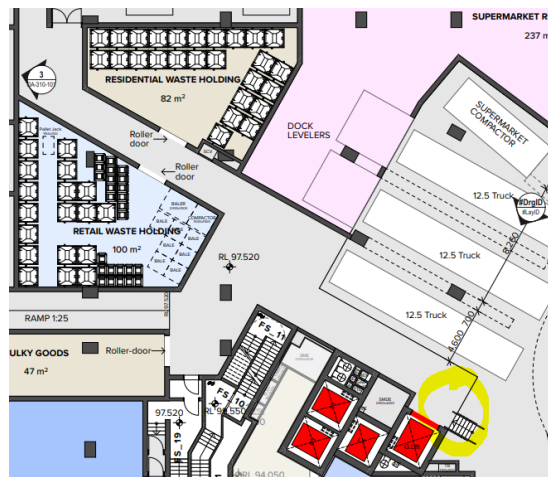
RESOURCE RECOVERY/WASTE MANAGEMENT

Residential

- Residential waste will be serviced by Council's domestic waste Contractor.
- Council will apply the following waste allocation based on 413 apartments
 - 60 litres of garbage waste is allocated per unit per a twice a weekly collection. Garbage is compacted at 2:1.
 - 30 litres of recycling is allocated per unit per a twice a weekly collection
 - Therefore the site will be allocated a total of 12 x 1100 litre garbage and 12 x 1100 litre recycle bins.

Waste Chutes/Garbage Holding Rooms

- It is noted that a separate bin cupboard sized to store a 240 litre bin has not been provided next to the chute openings on every residential floor. This is usually required to allow the disposal of items unsuitable for chute disposal. Additionally, the bin cupboard allows for a third waste stream to be implemented into residential flat buildings. As the State Government has mandated FOGO for all residential properties, the bin cupboard is anticipated to be used to store waste bins to accommodate FOGO waste. This is resourceful space which can be utilized as it is already provided within the building design.
- Ideally, garbage holding rooms should be located to open directly onto the waste loading bay. There are concerns as the garbage holding room and the truck service bay appear to be on different levels within Level 1. The stairs demonstrated to access the loading dock area indicates that there is not a suitable bin transfer path from the waste holding room to the rear of the waste collection vehicle. Bins cannot be transported down stairs to reach the waste vehicle for servicing. It is current form Council waste contractor (as well as the private contractor servicing commercial waste) will not be able to empty the bins as they cannot be wheeled down stairs. For ease of servicing it is recommended that the waste rooms are relocated to be at the same level of the loading bays and for the residential garbage holding room and bulky good storage to open directly onto the loading bay.



- Similarly to the waste holding room, the bulky goods storage room should be located to open directly onto the waste loading bay. Currently there does not appear to be adequate space within the loading dock for the presentation of bulky good for collection. Also, as mentioned in the above point, Council’s waste collection contractor will be required to carry waste in excessive distance down the stairs to place waste into the rear of the waste vehicle. To provide safe and convenient waste servicing the bulky goods storage room should be relocated to open directly onto the waste servicing bay and at the same level.

Waste Vehicle and Access Loading

- Council usually requires a dedicated waste loading bay to be provided for the residential waste vehicle and for it to be demonstrated on plans. This is to ensure that there are no conflicts with other waste vehicles at time of servicing waste collections. Residential waste collections should be priorities as Council’s waste contractor have set schedules and are dependent on operational times for tipping.
- Turntables are not typically supported within The Hills Shire Council. Council’s standard is for vehicular access and loading designs to rely on a typical three-point turn arrangement to enable waste collection vehicles to enter and leave the site in a forward direction. This arrangement is far more cost effective for all stakeholders and also avoids/reduces ongoing operational risks. Turntables are costly to install and maintain throughout their lifetime. According to WSROC’s Residential Flat Building Waste Collection Infrastructure Fact Sheet turntables may incur \$32,000 to \$101,000 upfront costs with \$1,000 to \$3,000 per annum maintenance costs over an expected lifetime of 10 years. Furthermore, if the turntable malfunctions or does not operated at full capacity there is the potential for a significant impact on waste collections being able to be completed. Additionally, if this occurs at the time when the waste vehicle is positioning itself to enter the loading bays, the waste vehicle will be required to exit reversing out of the site. This potentially could cause significant traffic or safety issues.

Commercial

- Woolworth's supermarkets typically dispose waste into metal bins which are required to be serviced via a front lift waste vehicle. Operational space should be considered to ensure that if this is the case the waste vehicle will be able to lift the bin and empty its contents.

Waste Vehicle and Access Loading

- Same concerns which have been raised for the residential component also apply for the commercial waste component.

To achieve a higher design and operational outcome for waste management it is strongly recommended that the above mentioned points are taken into consideration and amendments are applied.

The bin storage cupboard is considered to be a resourceful space and will assist in the implementation of a third waste stream e.g. FOGO. This will prove extremely beneficial as FOGO is set to be mandated by 2030.

All waste collections rooms provided to directly open onto the loading bay will maximise efficiency in waste servicing. It will also provide a safer waste transfer path if waste rooms are also located on the same level as the loading bays. Waste is an essential service and must be planned and designed to achieve the highest outcome.

ENVIRONMENTAL HEALTH

No objections raised from Council's Environmental Health section. However, the Applicant is requested to address acoustic measures required to mitigate any land use conflict impacts with The Showground.

ASSET MANAGEMENT, TRAFFIC AND PARKS

- The Traffic report submitted indicates that the traffic generation of the proposed development is consistent with the approved Traffic and Transport Assessment for the concept State Significant Development Application (SSDA) for the Hills Showground Station Precinct prepared by SCT Consulting. Therefore, no comments will be provided on the traffic generation from the proposed development and its impact to the surrounding road network.
- A SIDRA model should be provided in De Clambe Drive at the entrance to the proposed apartment to demonstrate that the traffic turning right from De Clambe Drive into the proposed development will not cause any queue in De Clambe Drive.
- A median island shall be considered to restrict the right turn movements at the access of the proposed development if a queue is likely to occur in De Clambe Drive or in the car park of the proposed development due to the right turn movements.

- Turning path diagrams shall be provided to demonstrate that a 12.5m heavy vehicle can turn left from Andalusian Way into the loading dock safely.
- Clarification is sought regarding the detail of the public art proposed. The public art is required to detail its fit for the space and maintenance obligations that may present for Council in the future.
- If new services are required in Carrington Road, please contact Council's Infrastructure and Transport Planning section for proposed surface levels to assist with their placement.

Should you have any questions, please contact me at cdugan@thehills.nsw.gov.au or 9843 0334.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'C. Dugan', with a large, sweeping flourish at the end.

Cynthia Dugan

PRINCIPAL CO-ORDINATOR – DEVELOPMENT ASSESSMENTS