

16 October 2021

2191002

Mr Jim Betts
Secretary
Department of Planning, Industry and Environment
12 Darcy Street,
Parramatta NSW 2150

Attention: Thomas Piovesan, Senior Planner, Key Sites Assessments

Dear Tom,

Response to Request for Information for Eastern Creek Quarter - Lot 3 Concept Plan (SSD-10457)

Ethos Urban has prepared this letter on behalf of Frasers Property Australia (Frasers) in response to the Department of Planning, Industry and Environment's request for information (RFI) letter dated 23 September 2021. The following table provides a summary of the response to each of the matters raised by the Department and should be read in conjunction with the following additional information provided by the relevant technical experts:

- Flood Response Letter prepared by J Wyndham Prince (**Attachment A**);
- Credit Class and Matching Credit Profile prepared by Eco Logical Australia (**Attachment B**);
- Addendum Economic Impact Assessment prepared by Ethos Urban (**Attachment C**); and
- Response to Acoustic Matters prepared by Acoustic Logic (**Attachment D**).

Table 1 RFI Response Summary

Matter raised	Response
Flooding	
Provide a response to Blacktown Council's advice and recommendations for revised flood modelling and a revised flood evacuation strategy.	Refer to Attachment A . The draft conditions are generally agreed to noting that the Flood Assessment submitted with the Concept Plan addresses the matters raised in relation to flood hazards and that a subsequent report will be prepared to specifically address the detailed design of the development. On this basis, the flood modelling and revised evacuation strategy can be conditioned as future assessment requirements for the detailed design.
Detail flood mitigation measures to protect the proposed basement car park from flood hazard and water ingress.	Refer to Attachment A . JWP has identified a number of potential mitigation measures to protect the proposed basement car park from flood hazard and water ingress. This includes the design of the stormwater drainage network for the future car park and ensuring the eastern side of the basement car park remains open to allow floodwater to escape. On this basis JWP concludes that water ingress at the PMF can be catered for subject to the detailed design.

Matter raised	Response
Confirm if the existing bridge over the Lot 1 drainage channel is rated for a PMF flood event.	The structural adequacy of the existing pedestrian bridge will be investigated as part of the detailed design application. Notwithstanding, JWP has identified a number of potential solutions in the event the bridge is found to be unsuitable. These include a piped Church Street drainage system and the adoption of alternative flood safety measures (such as alternative evacuation routes to the north or shelter on site) as recommended by Council (refer to Attachment A).
Ecosystem Credits	
Provide additional information on the ecosystem credit class and matching credit profile as requested by EES.	As requested by EES, Attachment B provides a table of credit class and matching credit profile for the 25 x PCT 849 ecosystem credits to be retired as an offset for the removal of the Cumberland Plain Woodland. As suggested by EES, this can be referenced as a condition of consent.
Traffic, Access, Parking and Intersection Design	
Confirm if the operation of the basement car park would involve entry and exit movements from both access ramps.	It is intended that the building would include both entry and exit movements from both access ramps to allow for as many options for circulation and ingress/egress as possible. This will be detailed as part of the detailed design application.
Confirm whether the upgrade of Church Street to Council's 'Other Industrial' standard will extend from the northern property boundary from Morreau Reserve/The Rooty Hill to the south so that no works will take place within the adjoining heritage listed property area.	The property boundary has been amended to reduce the overall size of Lot 3 to accommodate Council's 'Other Industrial' standard road and to avoid any adjustments or impacts to Morreau Reserve along Church Street.
Confirm if the proposed left turn slip lane on Rooty Hill Road South shown in the Church Street and Rooty Hill Road South intersection concept design would require works within Morreau Reserve or if the works area is located in the existing road reserve.	Works to Morreau Reserve would be required to accommodate the slip lane to TfNSW standards. However, consultation is currently underway with TfNSW in relation to the extent of works required and this will be confirmed as part of a future WAD process for the delivery of the intersection upgrades.
Confirm whether the northern basement car park ramp would be accessed from within the proposed at-grade car park or if a separate crossover to the basement car park is proposed from Church Street.	The northern basement ramp will be accessible from the at-grade car park. This will be shown as part of the detailed design application.
Economic Assessment	
Quantify the potential cumulative economic impact of the overall Eastern Creek Quarter development, including the Lot 3 retail outlet centre, to demonstrate that the overall impact on the local centres that were assessed in the original concept proposal, as modified (SSD-5175) would remain consistent with the approved impacts.	The Economic Impact Assessment provided at Attachment C quantifies the potential cumulative economic impact of the overall ECQ development on the surrounding centres identified in consultation with Council for the previous RFI (reflecting their hierarchy of centres). The analysis combines the impacts of the latest economic assessment for Stages 1 and 2 with the impacts predicted for Stage 3. This analysis confirms that the impacts from the combined stages of the ECQ development would remain consistent with that assessed as part of the original Concept Plan (SSD 5175), as modified.

Matter raised	Response
Visual Impact	
<p>Confirm if the photomontages presented in the EIS include parts of the building envelope that are likely to exceed the 12m height plane due to roof mounted plant and equipment or if the envelope outlines the 12m height plane only.</p>	<p>The photomontages presented in the EIS are based on the building outline of the 12m height only, as rooftop plant has not yet been determined and will be subject to the subsequent detailed design. Notwithstanding, Section 3.5.12 of the Amended Design Guidelines sets out a framework for ensuring all rooftop structures are integrated into the design of the future building and is positioned to mitigate any potential visual impacts. It is also evident from the photomontages that the building is not a prominent feature of the landscape from the relevant vantage points and so the addition of integrated rooftop plant at the detailed design stage will not significantly alter the views. Accordingly, with the proposed framework in place, it is considered that this matter is best addressed as part of the future detailed design application.</p>
Noise and Vibration	
<p>Provide an addendum to the Noise Impact Assessment that:</p> <ul style="list-style-type: none"> • confirms stage 1 construction activities can comply with the relevant vibration standards for structural integrity and human comfort. • assesses the proposal against the requirements of the EPA's Road Noise Policy. 	<p>An addendum Noise Impact Assessment and Summary Statement is provided at Attachment C. This assessment confirms that the development can comply with the relevant vibration standards during construction and that the noise generated by additional traffic along public roads would be marginal.</p>

Should you have any further queries about this matter, please do not hesitate to contact me on the details provided below.

Yours sincerely,



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