

18 August 2021

2191002

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

Attn: Mr Thomas Piovesan

Dear Thomas,

RE: Response to Submissions, Eastern Creek Quarter Stage 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 (DPIE) letter dated 11 March 2021 and the associated submissions received during the exhibition period of SSD-10457 relating to the Eastern Creek Quarter Stage 3 Concept Plan.

In total 11 submissions were received in response to the public exhibition of the EIS. The submissions were received from public authorities and other organisations, including:

- Blacktown City Council;
- Endeavour Energy;
- NSW Environment Energy and Science Group;
- Heritage Council of NSW;
- Heritage NSW – Aboriginal Cultural Heritage (ACH)
- NSW Rural Fire Service;
- Transport for NSW;
- Roads and Maritime Services Division;
- Sydney Water;
- Scentre Group; and
- Vicinity Centres.

Of the 11 submissions, four (4) objected to the proposal and seven (7) provided comment. There were no submissions from the general public.

Fraser's and its specialist consultant team have reviewed and considered all issues raised in the submissions. This letter provides a response to the key issues and outlines the proposed amendments to the exhibited EIS. Where individual issues are not discussed in this letter, a response can be found in the table at **Attachment A**. The letter is also supported by the following:

- Amended Design Guidelines (**Attachment B**);
- Revised BDAR prepared by Ecological Australia (**Attachment C**);
- Revised Arborist Report prepared by Ecological Australia (**Attachment D**);
- Revised Concept Landscape Design prepared by Arcadia (**Attachment E**);
- Concept Intersection Design prepared by Henry & Hymas (**Attachment F**);
- Addendum Transport Assessments prepared by CBRK (**Attachment G**);
- Amended Plan of Subdivision prepared by Land Partners (**Attachment H**);
- Amended Concept Plans prepared by i2c (**Attachment I**);
- Plan of RFS Setback Area prepared by i2c (**Attachment J**);
- Revised Heritage Impact Statement prepared by GBA Heritage (**Attachment K**);
- Supplementary Economic Impact Assessments prepared by Macroplan (**Attachment L**);
- Revised ACHAR prepared by Kayandal (**Attachment M**); and
- Addendum Flood Statement prepared by J Wyndham Prince (**Attachment N**).

1.0 Key issues and applicant's response

A response to the key issues raised by the Department, government agencies and authorities and organisations during the public exhibition of the SSDA is provided below. The Department provided an overarching letter summarising the key matters to be addressed and additional information to be provided. These included:

- Further details on the proposed recreation space;
- Land uses;
- Amendments to the Design Guidelines;
- Impacts to Cumberland Plain Woodland / tree removal;
- Landscaping; and
- Other issues.

A number of the submissions were from agencies or authorities confirming that they had no comment on the application or providing guidance on recommended conditions or post-determination processes. Blacktown City Council, TfNSW and NSW Environment, Energy and Science Group made a variety of comments and sought further clarification and information on a number of matters including; connectivity, design, heritage and traffic and parking. Further consultation has since been undertaken with the key agencies and responses to these issues are detailed below and further at **Attachment A**.

1.1 Recreation space

The Department has requested further details regarding the recreation space / landscaped zone at the corner of Beggs Road and Rooty Hill Road South (RHRS). It was requested that the Design Guidelines be updated to include development objectives and controls for this area, including consideration of its interface with the future building design.

Activation of Rooty Hill Road South by the development has been encouraged by Blacktown City Council and the opportunity to provide a recreation / landscape zone between the building frontage and Rooty Hill Road South was identified to address this objective. Due to the topography of this frontage, the building envelope has been intentionally positioned further away from the road so that the building façade will be visible from the public domain. This provides the opportunity to utilise this space for a range of uses that will help to activate the frontage as well as contributing to the recreational and parkland setting of the development.

Whilst the design and use of this space will be subject to the subsequent detailed design application, **Figure 1** shows one example of an indicative concept for the area which incorporates a mix of landscaping, basketball court and associated public art. A 20m landscape setback zone is provided along Rooty Hill Road South, consistent with the Stage 1 and 2 frontages to the south, and the remaining interface area will be embellished with recreational and landscape elements designed to integrate with the future built form. This could potentially incorporate sporting/recreation facilities which may either be associated with a future tenant (such as a sporting goods outlet store), standalone facilities or a hybrid model.

To guide the future design of this space, the following objectives have been incorporated into the amended Design Guidelines (refer to **Attachment B**):

- The built form of the outlet centre should respond to the topography of the RHRS frontage and activate this frontage.
- Encourage active recreational uses, potentially in conjunction with a commercial tenancy.
- Promote the character of the outlet centre within a landscaped setting.
- Improve connectivity for pedestrians.
- Incorporate principles of Crime Prevention Through Environmental Design (CPTED) into the design of the RHRS frontage.

These objectives will be achieved via the following controls which have been included in the amended Design Guidelines:

- The western façade of the outlet centre building should be visible from RHRS.
- Incorporate recreational uses and/or landscape elements between RHRS and the outlet centre.
- Provide complementary native planting and retain existing significant trees where possible.
- Provide pedestrian pathways to the entry of the outlet centre.
- A Crime Risk Assessment Report, including an assessment of the RHRS interface, is to be lodged as part of any Development Application.

It is also noted that the design of this area has been further analysed since the original submission to accommodate the retention of additional significant trees within the site boundary, as outlined at Section 1.4 below. The subsequent detailed design application will further consider the use of this area in line with the above objectives, whilst protecting the significant vegetation identified for retention in the Concept Landscape Design.



Figure 1 Indicative concepts for activation zone

Source: i2c

1.2 Land uses

Recreation facilities

The Department has requested that this response provides examples of potential indoor and outdoor recreation facilities that would be compatible with the proposed outlet retail centre.

The Concept Plan proposes to accommodate a range of indoor and outdoor recreation uses to facilitate the recreation / landscape zone described above and to diversify the scope of potential tenants for the outlet centre. It is noted that these types of uses are increasingly integrated as part of modern retail centres and are also complementary to the surrounding parklands, sports fields and overall 'destinational family attractions' that are emerging in this part of the LGA.

On this basis, some compatible indoor recreation facilities that could be accommodated within the future development at Stage 3 include:

- Gymnasium;
- Indoor cricket centre;
- Bowling alley;
- Table tennis;
- Rock-climbing / bouldering;

- Ice rink; and
- Squash courts.

Additionally, the following are some examples of outdoor recreation facilitated that could be accommodated within the recreation space / landscaped zone:

- Basketball or netball courts;
- Skate park;
- Tennis courts;
- Futsal courts.

Outlet Retail Definition - Management Mechanisms

The Department has requested details on any appropriate legal and management mechanisms to ensure future lessors and lessees would comply with the proposed definition and condition for future outlet retail, as stated in Section 3.3 of the EIS.

Future lessors and lessees would be legally obliged to comply with the conditions of any future consent which is proposed to include the prescriptive outlet retail definition as well as additional conditions designed to ensure the fundamental characteristics of this unique type of retail are maintained. This is similar to other outlet centres in the Sydney region, including; DFO Homebush, Fashion Spree Liverpool and Brand Outlet Birkenhead Point where the outlet retail is controlled through various conditions of consent.

To further protect the intent of the outlet retail use and to mitigate any compliance monitoring burden on the DPIE / Council, it is proposed to also insert these conditions within the individual lease agreements of the future retailers to explicitly define the use of the tenancies. This will place the responsibility of monitoring and compliance onto Frasers and will prevent retailers from intentionally or unknowingly failing to comply with the conditions of the overarching development consent.

Irrespective of any condition of consent, it is also in Frasers best interest to closely monitor this matter to ensure the overall use of the centre responds to the identified demand for an outlet centre by providing a critical mass of these types of retailers. If the centre fails to achieve this, its branding as a family-orientated destination for 'bargain hunting' would diminish and people would be unwilling to travel to the area for this purpose (rather they would be more likely to stay within their own local areas and shop at more traditional shopping centre).

In addition, due to the site's location within the Parklands, it does not benefit from the exempt and complying development provisions of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. As such, there is no risk of future operators using these provisions to transition to other types of retail.

Accordingly, it is considered that the proposal has incorporated appropriate legal and management mechanisms to ensure the centre will operate in accordance with the intended use, consistent with other outlet centres of this nature.

1.3 Design guidelines

Revised Design Guidelines have been prepared in response to the matters raised by the Department (refer to **Attachment B**). **Table 1** provides a summary of the changes made in response to these items.

Table 1 Summary of Design Guideline amendments

DPIE Issue	Response
a) Update Lot 3 specific controls (Section 3.5.15): i. Figure 39, identify the access points for loading (including Beggs Rd) and public vehicles ii. Setbacks - Control C1, clarify if a setback is proposed to the access road and add front and side building setback lines to Figure 39 iii. Height - Objective O2, replace reference to specialised retail with outlet retail iv. Existing vegetation and APZ – Clarify the APZ controls as the APZ's shown on Figure 39 are 12m, 4m and 9m, while Control C2 provides for an APZ of 12m and 5m. v. Frontage landscape zone - identify the "reserved land", provide footpath/ shared path and pedestrian access controls vi. Identify and provide controls for active street frontages, including active ground floor uses adjacent to the recreation zone vii. Provide objectives and controls for the recreation zone and parking for Lot 3.	<ul style="list-style-type: none"> Figure 36 (formerly Figure 39) in the amended Guidelines has been updated to show all access points. No setback is proposed to the internal access road from Lot 3. This has been clarified at Section 3.5.15 (setbacks) Objective O2 has been updated accordingly Control C2 has been updated to match the APZ's shown at Figure 36 The term 'reserved land' has been removed from the amended Guidelines and replaced with recreation / landscape zone to better reflect the intended use of this area These items are addressed within the Frontage Landscape and Recreation Landscape Zone objectives and controls. Parking is addressed within Section 3.5.6
b) Section 1.1 Introduction, update the purpose to be specific to Lot 3	Section 1.1 of the Lot 3 Guidelines has been updated accordingly
c) Figure 4 – identify the loading access from Beggs Road	Figure 4 has been updated to identify the loading access points
d) Figure 5 – confirm if a footpath will be provided in front of Lot 3 along RHRS and Church St and update section 2.2.	A shared footpath and bicycle path will be provided along RHRS and a footpath will be provided along Church St. Section 2.2 has been updated to clarify this.
e) Figures 8 to 11 - provide relevant outlet retail centre images	These figures have been updated.
f) Section 3.4, update the references to OEH	Section 3.4 has been updated.
g) Section 3.5.5 Control C1, update to refer to Lot 3 only	This control has been updated.
h) Correct the numbering in Section 3.5.6 Control C7 and Section 3.5.8 Control C14	The numbering of these controls has been updated
i) Update the car parking table in Section 3.5.6, Control C9 to include a parking rate for the outlet retail centre use and other proposed ancillary uses	Section 3.5.6 has been updated to include the parking rate for the outlet centre. It is noted that in accordance with the Traffic Report, a shopping centre rate was used which provides for a range of ancillary uses (including amusement centres). Given that there is a proposed cap on the GFA of each of the ancillary uses, a separate parking rate is not warranted as they will not be of such a size that the use would generate its own significant parking demand.

1.4 Impacts to Cumberland Plain Woodland and tree removal

The Department has requested updated BDAR and Arboricultural Impact Assessment reports to address the matters raised by Council and the Environment, Energy and Science Group (EES) in relation to tree removal, including a request for further justification for the proposed tree removal and options for retaining trees where they are not impacted by the proposed building and car parking. Updated versions of these reports are included at **Attachments C** and **D**, respectively.

It is important to note that of the 152 trees originally identified in the Arboricultural assessment, 9 trees are located outside of the existing site boundary, within the corridor subject of the widening of Rooty Hill Road South. Since approval of the original subdivision layout under SSD 5175, it has always been intended that these trees would be removed to facilitate the road widening and shared path required by TfNSW. In addition, 27 trees are located within the Church Street road reserve, a further 3 trees are located outside the boundary within a batter zone and 98 trees are located within the development footprint.

1.4.1 Tree removal within the site

In response to both Council's and the Department's requests to explore options for retaining additional trees on the site (where they are not impacted by the proposed building and car park) further design work has been undertaken and it is now proposed to retain 15 of the existing trees within the landscape zone. This is achieved by reconsidering the future design of the recreation / landscape area and utilising retaining walls where appropriate to ensure future levels avoid impacting on existing trees. An Updated Landscape Masterplan has been prepared by Arcadia (**Attachment E**) which identifies the opportunity for the retention of the existing trees.

This has resulted in a reduction to the area of vegetation removal located within the site boundary from 0.73ha down to 0.64ha. The removal of the remaining trees within this zone is necessary due to their proximity to future works and consequential encroachment within the Tree Protection Zone.

1.4.2 Tree removal outside the site

Notwithstanding the retention of existing trees within the site, as part of the Response to Submission process further consultation has been undertaken with Council and TfNSW in relation to the proposed transport upgrades. As a result of this process, Frasers has been requested to:

- Upgrade Church Street to Council's standards for an 'Other - Industrial Road' (including the widening of Church Street to 20.5m); and
- The installation of a bike path along RHRS to continue the path being provided for Stages 1 and 2.

These works will not only facilitate access to the site in accordance with Council's and TfNSW's specifications, but they will also deliver broader public benefits by enhancing access to Council's playing fields and extending the bicycle path network. Whilst the detailed design of these works has not been resolved and will be subject to separate approvals, it is likely that an additional 0.29 ha of vegetation will be required to be removed outside of the site boundary. For completeness, these impacts have now been assessed as part of the revised BDAR, resulting in a total of 0.93 ha of vegetation being removed (internal and external to the site).

1.4.3 Overarching justification for tree removal

The proposed vegetation removal is justified on the basis of facilitating a development that will achieve the longstanding objectives for the site under the *Western Sydney Parklands Plan of Management 2030*. This Plan of Management is a matter for consideration under Clause 12(i) of the Parklands SEPP which sets out the key management priorities for the Parklands.

The site is identified within Precinct 3: Rooty Hill which is characterised as being isolated from the wider parklands and has a desired future character of '*expanding the Eastern Creek Business Hub and Bushland Corridor along the M7 connecting to Rooty Hill and Moreau Reserve, and its event and sports facilities*'. One of the Key Management Priorities for Precinct 3 is to '*develop a vibrant commercial and retail centre at Eastern Creek Business Hub to support the Parklands, local employment, and economic development in Western Sydney, via private partnerships*'.

In accordance with the objectives of Precinct 3, a significant portion of the vegetation within Lot 3 has already been flagged for removal through the approval of the previous Concept Plan. This vegetation, as well as the additional vegetation now proposed to be removed, is not located within the protected bushland corridor which runs along the western edge of the Precinct or any other conservation area. Rather, the vegetation is fragmented from other patches of CPW and is located within the Business Hub Land which is identified for commercial development (refer to the extract of Precinct 3 at **Figure 2**).

On this basis, the overarching objective for the ECQ 3 site is the creation of a commercial development which will in turn fund the ongoing conservation of the surrounding parts of the Parklands that have been identified as having a much higher conservation value. This includes the regeneration of the conservation area in the western portion of Precinct 3 which forms part of a designated vegetation corridor, consistent with Clause 12(e) of the Parklands SEPP which requires the continuation of the Western Parklands as a corridor linking core habitat.

Therefore, the removal of additional vegetation in the ECQ 3 site is consistent with the Management Plan and Parklands SEPP as its successful redevelopment will generate ongoing revenue for the protection of higher valued vegetation. The specific design reasons for requiring the additional vegetation removal are outlined below.



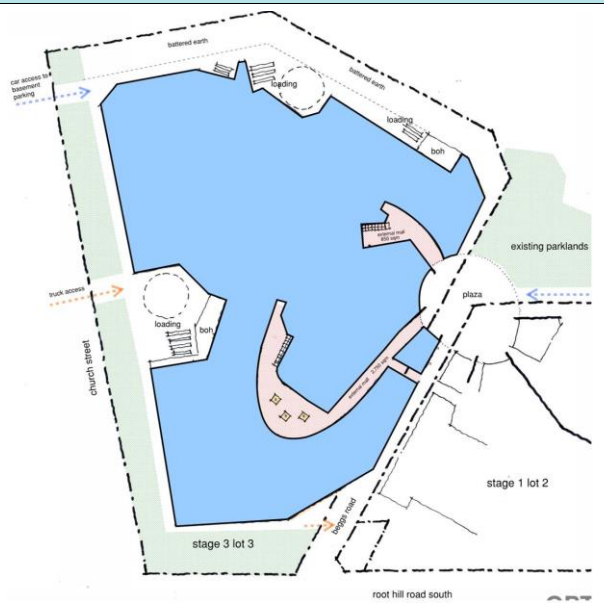
Figure 2 Extract of the Rooty Hill Precinct 3 Conservation Area

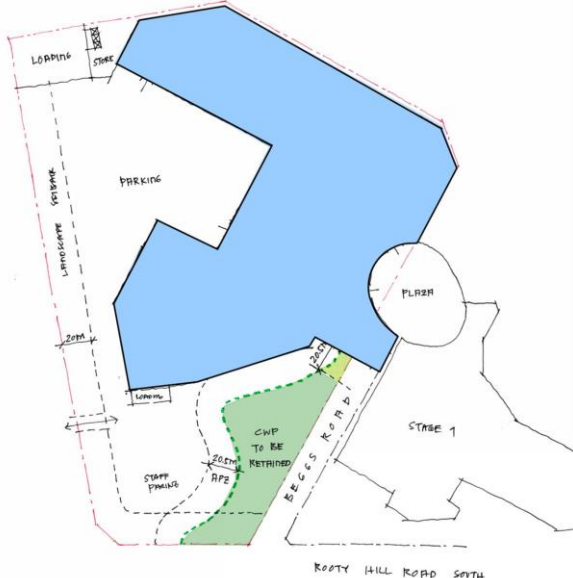
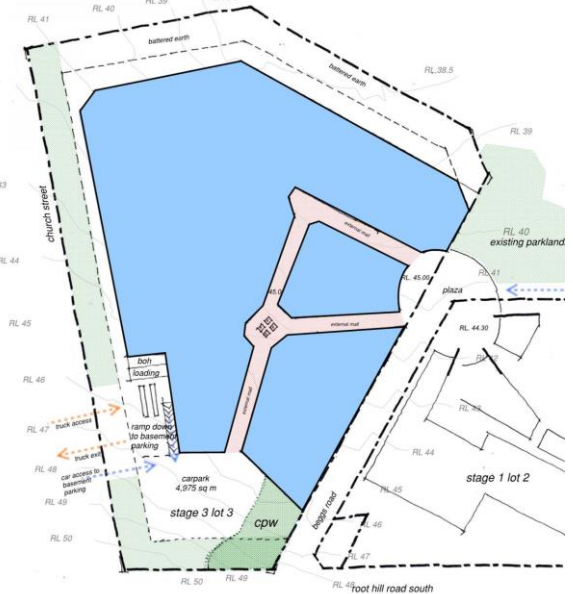
Source: Western Sydney Parklands Plan of Management

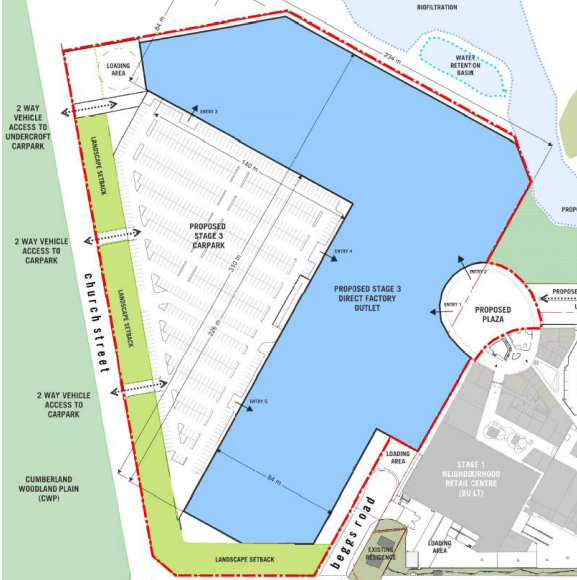
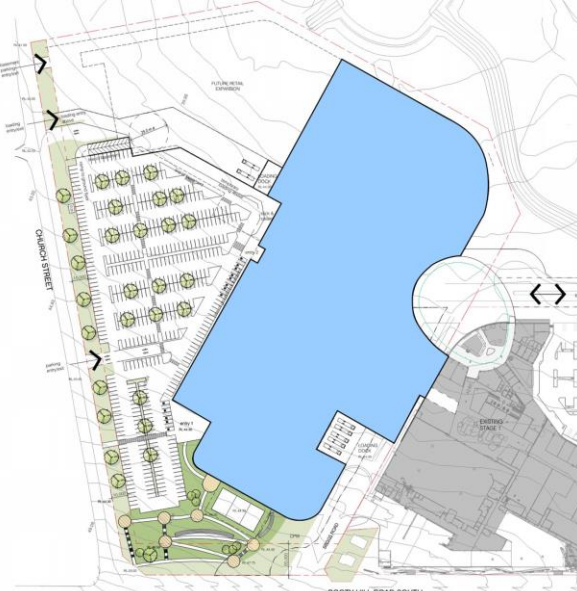
The additional tree removal under the revised Concept Plan is required to accommodate the necessary design requirements and constraints of the site (refer to Section 6.4 of the EIS). Notwithstanding the change in retail typology proposed, the site would have required substantial replanning from the original Concept Plan to accommodate any successful retail typology at the site (consistent with the modifications required for Stages 1 and 2) and to satisfy Council's specific requests for the development, including activating Rooty Hill Road South and upgrading Church Street. **Table 1** below, provides an overview of the primary design options developed for Lot 3 and provides commentary on the opportunities and constraints of each.

The amended concept scheme protects additional areas of CPW within the landscape setback areas whilst balancing other competing design objectives of the development and accommodating external infrastructure which will have broader public benefits than just accommodating the proposal. Accordingly, the application has demonstrated the measures taken throughout the design process to avoid and minimise the removal of vegetation at the site. A Biodiversity Offset Strategy has been prepared to mitigate any biodiversity impacts of the development. The amended strategy requires the retirement of 25 ecosystem credits for the removal of 0.93 ha of vegetation and it is recommended that this be imposed as a condition of consent.

Table 2 Options Analysis

Options	Comments
	<p>Initial Concept Scheme:</p> <ul style="list-style-type: none"> • Exceeds target GFA and layout requirements for outlet retail • Provides direct internal connection to Stage 1 • Does not protect CPW • No presence/activation to RHRS (due to site levels) • Parking not readily visible from RHRS • No opportunity for landscaping (canopy cover) within parking • Poorer interface to Church Street and The Rooty Hill

Options	Comments
	<p>Alternative Concept Scheme 1:</p> <ul style="list-style-type: none"> Retains majority of CPW Does not achieve target GFA and layout requirements for outlet retail No presence/activation of RHRS No direct internal connection to Stage 1 Parking not readily visible from RHRS Inefficient parking layout Inadequate separation of loading / parking areas and insufficient loading areas. Increased APZ zone and bushfire risk Poor CPTED outcome with dense vegetation and minimal visibility along Beggs Road 4-5m RL variant in topography from retained CPW to building mass as well as Stage 1 Building is non-compliant with the APZ zone to the eastern boundary CPW canopy coverage utilises much of the required 15% RFS coverage, limiting ability to disperse vegetation around the site where it is most needed (i.e. car park and setbacks)
	<p>Alternative Concept Scheme 2:</p> <ul style="list-style-type: none"> Achieves target GFA and layout requirements for outlet retail Balances retention of CPW with other design objectives Provides direct internal connection to Stage 1 Loading too close to RHRS intersection Parking not readily visible from RHRS due to grade variances No opportunity for landscaping (canopy cover) within parking Poorer interface to Church Street and The Rooty Hill

Options	Comments
	<p>Revised Concept Scheme 1 (SEARs):</p> <ul style="list-style-type: none"> • Achieves target GFA and layout requirements for outlet retail • Provides direct internal connection to Stage 1 • Parking visible from RHRS and opportunity for integrated landscaping • Efficient loading areas • Does not protect CPW • Building mass too close to RHRS for activation (due to site levels)
	<p>Amended RTS Scheme:</p> <ul style="list-style-type: none"> • Achieves target GFA and layout requirements for outlet retail • Maximises protection of CPW whilst achieving other design objectives • Provides direct internal connection to Stage 1 • Parking visible from RHRS and opportunity for integrated landscaping • Efficient loading areas • Optimal distance for activation of RHRS • The building separation to Church St has increased, whilst still having a presence to this frontage. • The area of undisturbed landscaping to RHRS has increased

1.5 Landscaping

An Updated Landscape Masterplan has been prepared by Arcadia (**Attachment E**) which incorporates the items requested by the DPIE, including details of retained trees and new plantings. The Updated Landscape Masterplan has also taken into consideration RFS' requirements to manage the area as an Inner Protection Area (IPA), as outlined below. The subsequent application for the detailed design will include Landscape Plans which demonstrate how this requirement is achieved whilst continuing to maintain the landscape character of the site.

1.6 Other issues

The Department has noted a number of other issues, each of which is identified and addressed under the following subheadings.

Traffic report

It has been confirmed that footpaths will be provided from Stage 3 to the RHRS bus stop along the site frontage and Church Street. Details of the proposed footpaths have been included within the revised Design Guidelines (**Attachment B**) and Landscape Masterplan (**Attachment E**). The proposed bicycle parking rates and end of trip facilities for Lot 3 have also been incorporated into the revised Design Guidelines.

Since receiving the RFI, Frasers has held a series of meetings with both Council and TfNSW to provide additional information and to receive feedback on the proposed transport upgrades. As part of this consultation, and in response to a request by Council's Engineering Department, a Concept Civil Design has been prepared by Henry & Hymas (**Attachment F**) for the proposed traffic signals at the intersection of Rooty Hill Road South and Church Street. This is accompanied by two Addendum Transport Assessments prepared by CBRK (**Attachment G**) which addresses the comments raised by TfNSW and Council during the consultation process. The initial assessment (dated 11 May 2021) responds to the TfNSW comments raised within their submission dated 30 March and the subsequent assessment (dated 22 June 2021) addresses the additional matters raised during the ongoing consultation process. It is noted that Council has since confirmed via email on 30 June 2021 their in-principal support for the intersection upgrade and concept design.

To accommodate Council's requirements for the design of the intersection and associated upgrades to Church Street, including meeting Council's design requirements for an 'Other - Industrial Road', it is necessary to also amend the Plan of Subdivision to provide a slightly wider carriageway. This results in the site boundary along Church Street shifting by approximately 0.38m to the south and space for a turning head to be located at the Church Street loading dock entrance. Accordingly, a Revised Plan of Subdivision is provided at **Attachment H** and the Concept Plans have also been updated for consistency (**Attachment I**).

As this Concept Plan application does not seek approval for these upgrades, it is proposed that a condition of consent be imposed to ensure these works are included as part of the subsequent detailed design SSDA. The following condition is proposed in this regard:

The future development application for Phase A of the outlet centre should include details of the upgrade of the Rooty Hill Road South and Church Street intersection generally in accordance with the Concept Drawings prepared by Henry & Hymas, dated May 2021.

The intersection upgrade must be:

- (a) constructed prior to issue of any Occupation Certificate for Lot 3;*
- (b) be approved by TfNSW in accordance with section 87 of the Roads Act 1993; and*
- (c) subject to a Works Authorisation Deed (WAD) with TfNSW.*

Acoustic assessment

It is confirmed that the Acoustic Assessment submitted with the EIS considered all proposed loading docks within the site, including the Beggs Road and Church Street loading docks. The Acoustic Assessment notes that there are two loading facilities with one located in the south western portion of the site with access from Beggs Road and the other located at the western boundary of the carpark accessed from Church Street. The location of the loading docks is shown in Figure 2 of the Acoustic Assessment and both were considered by the assessment and in developing the recommended controls for their usage.

Rural Fire Services

RFS has advised that Lot 3 must be entirely managed to the standards of an Inner Protection Area in accordance with the requirements of Appendix 4 of *Planning for Bush Fire Protection 2019*. This includes establishing and maintaining a tree canopy cover of no more than 15% at maturity. Accordingly, the revised Landscape Masterplan (**Attachment E**) has been designed to ensure compliance with this control and the Design Guidelines (**Attachment B**) have been updated to reduce the tree canopy cover standard to be consistent with this requirement, as it applies to Lot 3.

A plan has also been prepared which demonstrates the RFS requirement for perimeter access along the entire length of the eastern property boundary can be achieved (refer to **Attachment J**). This demonstrates a minimum 5.5m carriageway can be provided in accordance with the requirements for an access path. Further details of this will be provided at the subsequent detailed design stage where a full fire engineering assessment will be provided.

Heritage

GBA Heritage has prepared an updated Statement of Heritage Impact (**Attachment K**) which provides additional information in relation to compliance with relevant Conservation Management Plans, potential impacts and mitigation measures. Specifically, the following documents have been considered as part of the heritage impact assessment:

- *Heritage NSW guidelines, Altering Heritage Assets and Statements of Heritage Impact*;
- *EPP (Western Sydney Parklands) 2009*;
- *Blacktown LEP 2015*;
- *Blacktown DCP 2015*;
- *Western Sydney Parklands Plan of Management 2030*; and
- *The Rooty Hill and Morreau Reserve Conservation Plan, Knox & Partners, 2003*.

There are no heritage items on the development site and the new development is not located immediately adjacent any listed built heritage items, apart from the boundary line of The Rooty Hill which fronts the northern side of Church Street. GBA Heritage has assessed the impact of the development on this interface and concludes that, although the development may be evident in some views close to Church Street from The Rooty Hill, the site is obscured by existing vegetation and mitigation will be achieved by proposed planted setbacks along Church Street within the development site. The following mitigation measures are recommended in relation to The Rooty Hill:

- Preparation of an Interpretation Strategy for the northern section of the ECQ site;
- The proponent install a way-finding sign on the northern side of the Church Street road reserve to assist with orientation to The Rooty Hill;
- Coordinate the landscape design with the use of local vegetation species within the setback zones; and
- Lodge a copy of the GBA Heritage report with Blacktown Local Studies Library.

GBA Heritage confirm that all other listed heritage items in the wider locality are physically and visually separated from the subject site by distance, roadways, landscaping and topography. Therefore, the development will have no physical impact on these items.

Overall, GBA Heritage conclude that the proposal is acceptable from a heritage perspective as it retains views to and from the adjacent heritage items and there will be little adverse impact on the established heritage significance of surrounding items.

GFA

The Department has requested an explanation for the proposed allocation of 708sqm of GFA for the childcare centre in Lot 2, noting that SSD 5175 allocated a maximum of 1,200sqm to child care uses.

The Concept Plan (SSD 5175) allocated a maximum of 1,200sqm of GFA to the childcare centre at Lot 1, however, a smaller centre of 708sqm was subsequently approved for the site via a DA to Blacktown City Council (DA-20-01066). Construction of this centre has now commenced (in June 2021) and no further childcare centre GFA is required for the site.

2.0 Conclusion

Frasers and its specialist consultant team have considered all submissions made in relation to the public exhibition of the proposed Concept Plan. A considered response to all submissions has been provided within this letter and the accompanying documentation attached.

The proposed Concept Plan has been refined to address the matters raised by the Government agencies, authorities, and organisations. The changes do not result in any new environmental impacts to surrounding sites or the wider community.

We trust that the information provided satisfies the additional information request. We look forward to the Department progressing the assessment of the application and to receiving a set of draft conditions for consideration in due course.

Should you have any further queries about this matter, please do not hesitate to contact the undersigned to discuss.

Yours sincerely,



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Attachment A – Response to Submissions

Table 3 Response to Submissions

SSDA Submissions	Response																												
Blacktown City Council																													
<p>Planning comments</p> <p>There is little mention of the existing “bulky goods/homemaker” type centres in the Blacktown LGA which could be impacted by a DFO.</p> <p>The tables and some discussion that refers to retail facilities, e.g. Table 3.2, do not appear to include floorspace other than “majors”, which could affect the assessment of any potential impact. For example, Kmart is not included in items listed under “Westpoint Blacktown”. To adequately assess impact, the list should refer to the “centres” not “retail facilities” Additionally, there is little logic to the structure of that particular table given it ignores the hierarchy of centres as detailed in the Metropolis of Three Cities and the District Plans, although this is possibly because it refers to “retail facilities” and not “centres”.</p> <p>The comment on page 28 about Mount Druitt is an assumption only:</p> <p><i>it has been noted that the \$1.49 billion Mt. Druitt CBD revamp has recently been approved by the State Government. The project is planned to deliver 2,800 new apartments, as well as a mix of cafes, restaurants, other retail and commercial uses. This revitalisation is unlikely to bear a strong competitive influence on the factory outlet centre at Eastern Creek Quarter, as it will likely have a food & beverage focus. Any competitive fashion tenants are likely to be provided more ad hoc, without a critical mass or scale to have a competitive bearing on the subject centre.</i></p> <p>A “revamp” has not been approved by the State Government - it was the Mount Druitt Planning Proposal and at this stage the composition and timing of future development is unknown as planning controls only have changed and no substantive DAs have been approved. Thus it is unknown whether the “revamp” would have a competitive influence on the EC Quarter.</p> <p>Given that there is no existing DFO in the Blacktown LGA, the development may have little direct impact on existing centres and bulky goods/homemaker precincts, however there is still potential to impact as local trade may be lost when people visiting the ECBH/EC Quarter shop for day to day items rather than go to a nearby centre. Additionally, due to various assumptions made and the lack of full detail on retailing levels in existing centres, it is not clear how a detailed assessment of any potential impact could be made.</p>	<p>A Supplementary Economic Impact Assessment letter has been prepared by Macroplan to respond to these matters raised by Council (Attachment L).</p> <p>Since receiving the RFI, Frasers has also consulted directly with Council who requested additional analysis of the economic impacts with specific reference to Council’s hierarchy of centres. Accordingly, we have reviewed the centres hierarchy of the Metropolitan Plan, Central City District Plan and Council’s LSPS and Macroplan has prepared the following impact assessment table which provides analysis of the proposal in relation to each of these centres. Note that the Table below reflects Council’s hierarchy of centres terminology based on the LSPS.</p> <table> <tr> <th>Centre</th><th>Potential impact 2024 (% sales)</th></tr> <tr> <td colspan="2">Strategic Centres</td></tr> <tr> <td>Blacktown</td><td></td></tr> <tr> <td>• Westpoint Blacktown</td><td>2.1%</td></tr> <tr> <td>• Balance of centre</td><td>Less than 0.5%</td></tr> <tr> <td>Mount Druitt</td><td></td></tr> <tr> <td>• Westfield Mt Druitt</td><td>2.3%</td></tr> <tr> <td>• Balance of centre</td><td>Less than 0.5%</td></tr> <tr> <td>Marsden Park</td><td>Less than 0.5%</td></tr> <tr> <td colspan="2">Urban Renewal Precincts</td></tr> <tr> <td>Rooty Hill</td><td>Less than 0.5%</td></tr> <tr> <td>Doonside</td><td>Less than 0.5%</td></tr> <tr> <td>Seven Hills</td><td>Less than 0.5%</td></tr> <tr> <td>Toongabbie</td><td>Less than 0.5%</td></tr> </table>	Centre	Potential impact 2024 (% sales)	Strategic Centres		Blacktown		• Westpoint Blacktown	2.1%	• Balance of centre	Less than 0.5%	Mount Druitt		• Westfield Mt Druitt	2.3%	• Balance of centre	Less than 0.5%	Marsden Park	Less than 0.5%	Urban Renewal Precincts		Rooty Hill	Less than 0.5%	Doonside	Less than 0.5%	Seven Hills	Less than 0.5%	Toongabbie	Less than 0.5%
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SSDA Submissions	Response												
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Development engineering comments	Refer to Section 1.6 above. Council has been consulted directly on this matter and has now provided in-principal support for the intersection upgrades.												

SSDA Submissions	Response
The Civil Engineering plans prepared by Henry and Hymas need to be amended to include the external works that are identified in the Colston Budd Traffic Report. In particular the works identified in Section 2.7 for the reconstruction of Church Street and signalisation of the Church Street and Rooty Hill Road South intersection	
<p>Open space comments</p> <p>Our tree management section has reviewed the Arboricultural Impact Assessment (AIA) and has indicated that removing 147 trees is of significant concern. The report does not advise specifically how these trees will be impacted (only affected by the proposed development). The trees within the proposed Factory outlet building and carpark footprints are evident, and there will be 100% impact/encroachment into the Tree Protection and Structural Root Zones. The trees located within the landscaping area indicated on drawing No. SK23.1 are potentially able to be retained despite the AIA indicating High Impact encroachment.</p>	Refer to Section 1.4 above. A revised Arborist Report has been prepared (Attachment D) and 15 trees can be retained within the landscape area.
No site-specific landscape Plan has been presented to justify the High Impact on trees in these areas. The Landscape Concept by Arcadia is not specific enough to indicate soil level grade changes or infrastructure that is to be included in the area. Trees located within the Landscape areas (10 m and 20 m landscape setback and area 12 indicated in drawing No. SK23.1) which have High and Medium Retention Values, and trees outside of the development area (trees 63-68), are to be retained and protected in line with Australian Standard AS4970 2009 Protection of trees on development sites. A specific Tree Protection Plan is to be submitted to Council for the specific protection of these trees, incorporating advice as indicated in section 4 of the AIA.	Refer to Section 1.4 above. Revised Landscape Concept Plans have been prepared which provide additional design detail and which demonstrate that an additional 15 trees can be retained. It is noted that detailed landscape plans will be provided as part of the subsequent SSDA for the detailed design and use of the outlet centre.
Transport for NSW	
TfNSW does not support the proposed traffic signals at the Rooty Hill Road South and Church Street intersection. Sections 5.4 and 5.5 in the submitted Traffic Report do not include a warrants assessment in accordance with Section 2 of the Traffic Signal Design Guide. It is also not clear whether the warrants will be met in future. As such, the vehicular access at the Church Street and Rooty Hill Road South intersection should be left-in/left-out	The traffic signals are required to accommodate turning movements in and out of Church Street as well as pedestrian crossings. Refer to Attachment G which provides a warrants assessment and justification for the proposed signals.
The proposed modifications to the Francis Street/Eastern Road/Rooty Hill Road South intersection in section 6.25 of the Traffic Report are not supported by TfNSW. Currently the left turns are the predominant movement at this intersection and the proposal would affect capacity for these movements and hence not supported	Agreed, this modification has been removed (refer to Attachment G).
The first vehicular access on Church Street closest to the intersection with Rooty Hill Road South is not supported due to potential queuing impacts on Rooty Hill Road South. All vehicular access should be provided at the northern boundary of the site.	To address this concern, at-grade car park access has been relocated further to the east and is supported by SIDRA analysis provided by CBRK (refer to Attachment G)
The applicant has not provided a shared pedestrian path along the Lot 1-3 Rooty Hill Road South site frontage to provide pedestrian and cyclist connectivity in the locality to the Eastern Creek Business Hub site.	A shared pedestrian path will be provided along the RHRS frontage of Lots 1 to 3 which has been reflected on the revised plans.

SSDA Submissions	Response
The spine road improvement needs to include two dedicated right turn lanes, a through lane and a left turn bay. This was a TfNSW requirement SSD 5175 MOD 7 to provide a third lane to accommodate additional queuing from the Lot 2 development from the access arrangement at the roundabout. The roundabout access to the Lot 2 development will need to be closed off if the additional lane capacity to accommodate a second right turn bay cannot be provided.	Refer to Attachment G . The intersection of Goldsbro Glade with RHRS/Cable Place has been modified to provide two right turn lanes one of which is a shared through and right turn lane. Adjustments to the signal phasing are required to accommodate these modifications. With these modifications and full development of the site, the SIDRA modelling found that queues do not extend back into to roundabout.
No direct vehicular access from Rooty Hill Road South to the proposed development. All redundant driveways located on Rooty Hill Road South along the Lot 3 frontage that will need to be removed as part of this application.	Noted, no direct vehicular access is proposed to Lot 3 from RHRS.
Any changes to the approved Beggs Road layout needs to identified in the plans. Furthermore, swept path plans needs to be provided for any changes to the access via Beggs Road.	No changes are proposed to Beggs Road other than providing service vehicle access for Lot 3. This will be refined as part of the detailed design application, however, indicative truck swepth paths are provided as part of Attachment G .
NSW Heritage Council	
<p>“Historic Heritage:</p> <p>It is noted that the SoHI does not adequately cover the points listed in the SEARs request under 10. Heritage and archaeology which was to address the impacts of the proposal on the heritage significance and the listed values of the site, and adjacent areas.</p> <p>Heritage NSW can confirm the SoHI only satisfies the request for assessment of why the items and site(s) are of heritage significance by providing the statement of significance for the heritage items listed in the SEARs request as in the vicinity of the SSD project.</p> <p>An updated SoHI should be prepared to address the points not yet covered by the current SoHI document listed above. These include the following subpoints:</p> <ul style="list-style-type: none"> • compliance with the relevant Conservation Management Plan; • the impacts of the proposal on heritage item(s) including visual impacts, significant site lines and viewsheds from and to the sites, including analysis of appropriate height limitations to protect view corridors to the Blue Mountains from the surrounding SHR sites, which have values linked to their significant views; • the attempts to avoid and/or mitigate the impact on the heritage significance or cultural heritage values of the surrounding heritage items.” 	Refer to Section 1.6 above. A revised Heritage Impact Statement has been prepared to address the matters raised by NSW Heritage Council (Attachment K).
<p>“Historical Archaeology:</p> <p>A historical archaeological assessment has been prepared for the site. It indicates that while the area was once part of Governor King’s Rooty Hill Run, there is nil low potential for archaeological evidence relating to this. Historical Archaeological Unexpected Finds procedures are recommended for the project. HNSW</p>	Noted. Historical Archaeological Unexpected Finds procedures can be mandated through a condition of consent as part of any future approval for the detailed design SSDA.

SSDA Submissions	Response
<p>concurs with this advice. As the site contains a local heritage item, and other local items are in the vicinity, advice should be sought from the relevant local council."</p>	
<p>Heritage NSW – Aboriginal heritage</p> <p>Aboriginal cultural heritage regulation advice for EIS</p> <p>Heritage NSW supports the mitigation measures and recommendations outlined by Kayandal in Section 12.2 (pages 57-58) of the ACHAR (3 November 2020). We note these measures are listed in section 6.11 of the EIS (page 59).</p> <p>Heritage NSW recommends a correction is made to the following recommendation on page 59 and Table 12 page 64 of the EIS and where it occurs in the ACHAR:</p> <ul style="list-style-type: none"> • If, during the course of development works, suspected historic cultural heritage material is uncovered, work should cease in that area immediately. Heritage NSW should be notified and works only recommence when an approved management strategy has been developed; <p>To be replaced by:</p> <ul style="list-style-type: none"> • If, during the course of development works, suspected Aboriginal cultural heritage material is uncovered, work should cease in that area immediately. Heritage NSW should be notified and works only recommence when an approved management strategy has been developed; <p>This recommendation is based on the fact that provisions for non-Aboriginal (historic) heritage are provided in separate reports (see Appendix S and R of the EIS).</p> <p>Heritage NSW also recommends an Aboriginal cultural heritage induction is included in the site induction for contractors and staff during the project construction phase in accordance with Section 7.2 of the Eastern Creek Hub Archaeological Management Plan (Biosis 2016).</p>	<p>An updated Aboriginal Cultural Heritage Assessment Report has been provided which includes the suggested replacement recommendation (see Attachment M).</p> <p>Noted. This can be mandated through a condition of consent as part of any future approval for the detailed design SSDA.</p>
<p>NSW Environment, Energy and Science Group</p>	
<p>Biodiversity</p> <p>EES notes that in 2014, approval was granted for the Eastern Creek Business Hub (SSD 5175). The Ecological Assessment for this SSD argued that while 1.93 hectares of the critically endangered ecological community, Cumberland Plain Woodland (CPW), was to be lost, these losses would be offset via a Biodiversity Offset Strategy, which included the retirement of 46.3 ecosystem credits and retention of native vegetation in a 'Proposed Offset Area'. The patch of CPW which is proposed to be cleared in the current SSD 10457, was identified as one of the Proposed Offset Areas in SSD 5175 (see Figure 20).</p>	<p>Noted.</p>

SSDA Submissions	Response
The BDAR for SSD 10457 states that impacts to CPW cannot be avoided because the footprint has been amended to accommodate several additional uses, such as a recreational facility, increased retail space, and an internal walkway. This information is an explanation of why the impacts are occurring, but it does not equate to a justification. The BDAR should include information on what the consequence would be of these additional uses not being part of the proposal (the 'do nothing option'). Additional information should focus on the question of how a reduction in the clearing footprint of the project was considered. For example, a large part of the study area is to be developed into a carpark. A smaller footprint carpark should be considered (e.g. multistorey), which would mean the project could be redesigned to avoid CPW.	Refer to Section 1.4 above which details the justification for the removal of the additional vegetation. The BDAR has also been updated accordingly
Table 12 of the BDAR includes in the justification column that about 0.87 ha of CPW is to be retained, and 1.8ha is to be restored. EES considers this is misleading. These areas were to be retained/restored as a condition of a previous proposal (SSD 5175). There is no CPW to be retained/restored as a result of this SSD, as all vegetation on the subject site is to be cleared.	Clarification has been included to state that the CPW to be retained and restored formed part of the original SSDA, and that design iterations for the landscaping area has been revised to incorporate the retention of some trees.
The BDAR states there have been 23 iterations of the development footprint that have considered all constraints relevant to the proposal, which is a large number. EES requests confirmation that there have been 23 iterations of the development footprint of the subject site for this SSD. Some examples of these iterations would also be useful. It is noted that Appendix B of the EIS includes some design options that were considered; however information should be included in the BDAR that details the design options considered to avoid biodiversity impacts.	Refer to Section 1.4 above which includes the design options considered for the site. The BDAR has also been updated accordingly.
Other comments on the BDAR Table 9 – review the justification provided for exclusion of Hooded Robin and Black-chinned Honeyeater. The table states that potential foraging habitat is available within the development site. For other species, this same justification is given for their inclusion.	Further justification has been provided in the BDAR as to why these species were excluded.
Table 10 – amend justification for exclusion of <i>Acacia pubescens</i> , as this species does not occur on sandy soils.	The justification within the BDAR has been updated.
Surveys for several species were undertaken outside the stipulated season or weather conditions. Table 10 of the BDAR concludes that these species are not present on site as they were not recorded. However, EES disagrees with this conclusion and considers additional justification is required to determine that the following species are not present: <ul style="list-style-type: none"> Surveys for <i>Litoria aurea</i> (Green and Golden Bell Frog) should be undertaken during breeding season (summer), in accordance with survey guidelines in force at the time of survey (e.g. 2004 Threatened Biodiversity Survey and Assessment guidelines) The TBDC stipulates surveys should be undertaken for <i>Pimelea curviflora</i> var. <i>curviflora</i> in October to March. This is a cryptic species so is difficult to detect if not flowering 	Ecological has provided the following response to this matter: In the month of August, there was 58 mm of rain and in the month of July, there was 123 mm of rain recorded at the nearest weather station (Erskine Park Reservoir, BOM 2021). There is some evidence to suggest that rain can trigger flowering events in <i>Pimelea</i> sp. The ecologist completing the targeted survey for <i>Pimelea curviflora</i> var. <i>curviflora</i> has extensive experience in monitoring known populations of this species at other locations throughout Western Sydney, which has included identification when the individuals are not in flower. The ecologist has also frequently identified <i>Pimelea curviflora</i> var. <i>curviflora</i> when not in flower and

SSDA Submissions	Response
<ul style="list-style-type: none"> ○ The TBDC states that surveys for Cumberland Land Snail and <i>Pimelea spicata</i> should occur after rain. It is noted Table 2 says there was no rain on the day of the survey, but there is no information on whether rain occurred on preceding days. If there wasn't rain this would suggest surveys were not undertaken during the required conditions. 	<p>is confident in the ID of this species. Survey for this species has been conducted in the past (as described in the BDAR) and it has not been identified. There are also no historical records for this species in BioNet within the development site. Surveys for the Cumberland Plain Land Snail ensured that the survey methodology was adapted to accommodate for the lack of rainfall immediately prior to the survey. The soil was scratched to below surface level to search for any individuals that may have buried into the soil. The survey guidelines also state that shells can be identified at any time and is not reliant on rain, and if shells are present these are an indication that the species is present. Shells, if present, could have been identified during the survey, irrespective of previous rainfall. Surveys were also conducted from Cumberland Plain Land Snail in 2009, and the species was not identified. The BioNet records also do not show any historical records for this species within the development site. The BDAR has been amended to include this information. Given the information provided above (lack of historical records, absence of both species during previous targeted survey, ability for both species to be identified without immediate rainfall and the experience of the ecologist), the survey effort for <i>Pimelea curviflora</i> var. <i>curviflora</i> and Cumberland Plain Land Snail is considered sufficient,</p>
<p>Section 5.2.3 includes a discussion of the impacts of vehicle strike. As vehicle strike is a prescribed impact according to the BAM, this impact should have been addressed in accordance with section 9.2.1.9 of the BAM, within section 5.2.4 of the BDAR.</p>	<p>Ecological has confirmed that there is no habitat for the Green and Golden Bell Frog within the development site. Therefore, no survey is required. ELA notes that the reference made to GGBF in Table 10 is incorrect. This has been rectified.</p>
<p>Review the inclusion of the Large Bent-winged Bat in the BAM-C as a confirmed candidate species, given the BDAR also states that none of the habitat constraints occur on the land.</p>	<p>Answered above</p>
<p>BDAR does not include information on the matching credit profile, as required in Table 26 of the BAM.</p>	<p>Answered above</p>

SSDA Submissions	Response
<p>Flooding</p> <p>EES acknowledges that the report addresses existing and developed flood behaviour for 5% AEP, 1% AEP and the probable maximum flood. Section 7 of the Report outlines the emergency response recommendations for the whole Eastern Creek Quarter including Stage 1, Stage 2 and this current Stage 3. The third recommendation states 'Occupants of Stage 1 and (together with the traversing Stage 3 occupants) are directed to evacuate on foot south along the internal access road and over the internal bridge and through Stage 2 toward the Rooty Hill Road South/Great Western Highway intersection'.</p> <p>EES referred to the Eastern Creek Flood Study (CSS, 2014) which shows the Rooty Hill Road South/Great western Highway intersection is cut off by flood water in the PMF event. This hasn't been shown in Stage 3 Flood Assessment (JWP, December 2020) as the limit of mapping excludes the areas inundated by Eastern Creek south of the Great Western Highway.</p> <p>EES recommends that, the proponents review the flood emergency response recommendations in consultation with the State Emergency Service and Blacktown City Council to ensure the safety of the personnel, visitors and users of the Eastern Creek Quarter during rarer flood events for the full range of flooding.</p>	<p>J. Wyndham Prince has reviewed the matters raised by EES in relation to flooding and has provided a response at Attachment N.</p>
Scentre Group	
<p>Definition of Outlet Retail</p> <p>There is no standard instrument or widely accepted definition of 'outlet retail'. Reliance on a condition of consent to enforce the use will be ineffective at prohibiting traditional retail uses at the site. The potential for creep to traditional retail, which has not been appropriately considered, is high.</p>	<p>This matter is addressed at Section 1.2 above.</p>
<p>Economic Impact Assessment</p> <p>Scentre Group raised a number of issues in relation to the EIA, including that it potentially underestimates the impacts of the development and that traditional retail uses should be retained in identified local and strategic centres.</p>	<p>Macroplan has provided a response to this submission (Attachment L) and further analysis of the potential impacts on local and strategic centres is provided above in response to Council's submission.</p>
Vicinity Centres	
<p>Vicinity Centres has raised a number of concerns in relation to the demand for an additional outlet centre and potential impacts on surrounding retail centres.</p>	<p>Macroplan has provided a response to this submission (Attachment L) and further analysis of the potential impacts on local and strategic centres is provided above in response to Council's submission.</p>
<p>Traffic impacts</p> <p>GTA have identified the following issues, particularly regarding the assessment presented in the Traffic and Transport Report prepared by CBRK.</p>	<p>CBRK has reviewed the matters raised by GTA and have provided the following responses.</p>

SSDA Submissions	Response
<p><u>Car parking</u></p> <ul style="list-style-type: none"> The proposed car parking rate (4.6 car spaces per 100sqm GLA) is comparatively low when compared to other factory outlet retail centres in NSW, VIC and QLD. GTA consider it possible that car parking demands associated with the proposed development may exceed the available supply, which could have a consequential (and detrimental) impact on the operation of the adjacent road network during peak periods. It is recommended that the appropriateness of the proposed car parking rate be closely considered by DPIE and TfNSW. 	<p>CBRK has advised that car parking provided is in accordance with TfNSW guidelines for retail centres of a similar size and is there considered appropriate. Refer to the original Traffic Report submitted with the EIS</p>
<p><u>Traffic impacts</u></p> <ul style="list-style-type: none"> It is expected that the traffic generation of the proposed development during the weekday PM is likely to be closer to three times the rate adopted by CBRK. The difference in traffic generation assumption appears to stem from CBRK's view that factory outlet retail is similar to bulky goods retail. To the contrary, GTA contends that factory outlets are more aligned – in terms of car parking provision and traffic generation – to traditional shopping centres, if not higher in many instances. 	<p>CBRK has advised that the traffic generation of the outlet centre is based on surveys of a similar outlet centre and is considered appropriate. Refer to the original Traffic Report submitted with the EIS</p>
<ul style="list-style-type: none"> The CBRK report identifies that two surrounding intersections currently operate near or at capacity at weekday peak hour, being the Rooty Hill Road South/Eastern Road/Francis Road intersection and the Great Western Highway/Rooty Hill Road South/Wallgrove Road intersection. 	<p>CBRK has advised that upgrades to both these intersections have been identified to accommodate traffic generated by Stages 1, 2 and 3 of ECQ. With these upgrades the two intersections will operate with less delays compared to the 'do nothing scenario'.</p>
<ul style="list-style-type: none"> The impact of a change in the traffic generation assumption, coupled with other relatively technical and minor assumption differences, is significant, with traffic analysis completed by GTA indicating that a significantly greater traffic impact than is documented in the CBRK report can be expected under post-development conditions at the Rooty Hill Road South / Eastern Road and Rooty Hill Road South / Great Western Highway intersections. 	<p>As noted above upgrades to both these intersections have been identified to accommodate traffic generated by Stages 1, 2 and 3 of ECQ. With these upgrades the two intersections will operate with less delays compared to the 'do nothing scenario'.</p>
<ul style="list-style-type: none"> The analysis prepared by GTA indicates that mitigating road works above and beyond those nominated by CBRK will likely be required at these intersections to accommodate development generated traffic, particularly given that the results presented are only for 2025 immediate post-development conditions and make no allowance for additional traffic volume growth beyond this period. 	<p>CBRK has advised that the traffic assessed 2029 traffic conditions which took into account background growth and development traffic. As noted above with the nominated roadworks, the two intersections will operate with less delays compared to the 'do nothing scenario'.</p>
<p>Documentation inconsistencies</p> <p>The existing GFA distribution described in the EIS prepared by Ethos Urban is inconsistent with the GFA distribution shown for Phase 1 and 2 on the concept plans prepared by i2c.</p>	<p>The overall GFA is consistent, however, Table 9 of the EIS groups the GFA for Stages 1 and 2 together whereas the i2c plan separates this into the relevant lots to show the distribution across the site. For example, the combined total of convenience retail is 10,599sqm which includes 9,749sqm at Stage 1 and 850sqm at Stage 2.</p>

SSDA Submissions	Response
There are further inconsistencies between these two documents and the approved GFA distribution as amended by Modification 6 to SSD-5175 (the latest modification to modify the GFA in the conditions of consent).	Refer to Section 1.6 above. This is due to the detailed design of the child care centre not utilising the entire GFA available under the Concept Plan.
NSW Rural Fire Service	
<p>NSW RFS provided comments on the proposal, including various requirements to ensure the development complies with Planning for Bush Fire Protection 2019. This included a requirement that Lot 3 must be entirely managed to the standards of an inner protection area (IPA). When establishing and maintaining an IPA, the following standards apply:</p> <ul style="list-style-type: none"> • Tree canopy cover be less than 15% at maturity; • Trees at maturity are not touching or overhang the building; • Lower limbs are removed up to a height of 2m above the ground; • Tree canopies are separated by 2 to 5m; • Preference is given to smooth-barked and evergreen trees; • Large discontinuities or gaps in vegetation are provided to slow down or break the progress of fire towards buildings; • Shrubs are not located under trees; • Shrubs do not form more than 10% of ground cover; • Clumps of shrubs are separated from exposed windows and doors by a distance of at least twice the height of the vegetation. • Grass to be kept mown (as a guide grass should be kept to no more than 100mm in height); • Leaves and vegetation debris are removed; and • NSW Rural Fire Service's document Standards for asset protection zones. 	Refer to Section 1.6 above. The Landscape Concept has been revised to ensure compliance with these standards.
Sydney Water	
Sydney Water prepared a submission which does not raise any objection to the proposed Concept Plan.	Noted.
Endeavour Energy	
Endeavour Energy prepared a submission without any objection to the proposed Concept Plan.	Noted.