



12 April 2018

Mr Thomas Piovesan
NSW Department of Planning and Environment
320 Pitt Street
SYDNEY NSW 2001

Dear Thomas,

SSD8606 - RESPONSE TO SUBMISSIONS - LOT 23 & 24 HOLLINSWORTH ROAD, MARSDEN PARK

This Response to Submissions (RtS) provides responses to the agency and community submissions received during the public exhibition of the Environmental Impact Statement (EIS) for a warehousing and distribution estate at Lot 23 and 24, Hollinsworth Road, Marsden Park (SSD 8606).

The EIS was on public exhibition between 18 January 2018 and 19 February 2018. During this period, 10 submissions were received from the following government agencies and organisations:

- Department of Planning and Environment (DPE)
- Blacktown City Council (BCC)
- Transport for NSW (TfNSW)
- Roads and Maritime Services (RMS)
- Office of Environment and Heritage (OEH)
- NSW Environment Protection Authority (EPA)
- Department of Industry
- TransGrid
- Rural Fire Service (RFS)
- Endeavour Energy

Four community submissions were also received from:

- Sydney Business Park.
- Ingenia Communities.
- Two residents of Hassall Grove.

The key matters raised in the community and agency submissions include:

- Built form design
- Parking and transport

- Amenity

A detailed summary of the comments raised in each submission, and responses to these comments is provided below. The RtS incorporates amendments to the design to address the issues raised. This RtS should be read in conjunction with the amended and additional information submitted concurrently.

1. AMENDMENTS TO SSD 8606

As a result of further design development and in response to the submissions received, SSD 8606 has been amended as follows:

- Except for Building 5 (Valley Fresh) which is an 'agricultural produce industry', all warehouses are proposed to be 'warehouse and distribution centres',
- Building 3 – 'Future high bay' now shown in all drawings,
- Minor amendments to the development including:
 - Addition of bicycle parking
 - Widening of truck entry at Building 3
 - Median extension in front of truck entry of Building 3
 - Provision of indicative external lighting

2. NOISE ATTENUATION

At a meeting held with DPE on 29 March 2018, it was noted that the Proponent should consider additional noise attenuation along the northern boundary. EMM Consulting have since been in contact with the DPE's Acoustic Specialist. As a result of these discussions, the Proponent shall provide a continuous, solid boundary fence at a minimum of 2.5 metres along the Ingenia side of the northern boundary.

This would run generally from the proposed new roundabout along the common property boundary to the west. As confirmed through discussions between EMM and DPE, the Proponent is amenable for this fencing to be a condition of consent on the basis of its provision prior to the operation of the proposed Hollinsworth Road extension.

3. SUBMITTED DOCUMENTATION

This RtS is accompanied by the following supporting documentation:

- Plan showing the extent of the works covered by the SSDA and the extent covered by the section 4.55(2) modification to DA15/275.
- Civil Plans prepared by Costin Roe
- Architectural Drawings prepared by Watch This Space
- Shadow Diagrams prepared by Watch This Space
- Updated Landscape Drawings prepared by Geoscapes
- Swept Path Drawing prepared by GTA Consultants.

Where required, additional specialist advice from our consultant team in the form of various addendum reports, to address certain issues has been provided as follows;

- Traffic Report Addendum prepared by GTA;
- Acoustic and Vibration Report Addendum prepared by EMM; and
- Updated Civil Report by Costin Roe.
- Updated Landscape Design Report by Geoscapes.

4. RELATIONSHIP WITH DA15/275

At a meeting held with the DPE on 29 March 2018, it was requested that the Proponent provide further clarity on the works subject to the SSDA, and the works subject to the section 4.55(2) modification to DA15/275. The comments received in the submission by Blacktown City Council reiterate that clarification on the relationship between the two applications requires clarification.

For the avoidance of any doubt, this SSDA seeks approval for the following:

- Staged construction and operation of seven warehouse buildings with up to nine tenancies;
- Ancillary office space for each respective warehouse;
- Loading docks, handstand areas and internal access roads;
- 663 car-parking spaces;
- Service infrastructure augmentation and additions; and
- Landscaping works.

The above works are proposed in accordance with the Architectural Drawings prepared by Watch this Space Design.

The section 4.55(2) modification to the existing consent (DA15/275) seeks consent for the full width construction of Hollinsworth Road, roundabout, temporary turning head, drainage infrastructure to drain to the north of the site and staged subdivision. These works are not sought as part of this SSDA and are subject to a separate approval process through Blacktown City Council.

A plan has been appended to this RtS which clearly demarcates the works consent is sought for under the SSDA, and works which are sought under the section 4.55(2) modification to DA15/275. This plan also highlights that due consideration has been made for the interfacing of the different works.

This design consideration is to ensure that there are adequate spatial allowances for the built estate, full width of Hollinsworth Road and lot boundaries. It is further noted that the full-width of Hollinsworth Road and roundabout associated with the section 4.55(2) modification to DA15/275 are able to be accommodated wholly within Logos land. Any further design resolution of these works can be resolved with Council post modification approval (ie. prior to Construction Certificate) and therefore should not preclude the determination of this SSDA.

The section 4.55(2) modification documentation, including staged subdivision plans, has been provided as a point of reference to demonstrate consistency with the SSDA proposal.



5. SECTION 7.11S, WORKS-IN-KIND AND LAND DEDICATION

The proponent has met on numerous occasions with Council to discuss the relevant developer contributions (levied under DA15/275), works-in-kind (WIK) (Hollinsworth Road construction and drainage infrastructure), and land dedication for the Hollinsworth Road extension. In summary:

- The Section 94 Contributions Plan No.21 Marsden Park Industrial Precinct” (2013) and the rates listed within DA15/275 apply.
- The WIK agreement will be formalised once DA15/275 (as modified) has been assessed and determined.
- The land dedication for Hollinsworth Road can occur once the Planning Proposal to relocate Hollinsworth is gazetted. This is because the Planning Proposal also seeks to relocate the associated Land Reservation Acquisition applicable to Hollinsworth Road.

Developer contributions (including Special Infrastructure Contributions) are to be made under the following conditions in DA15/275:

- **Section 94 Contributions:** Condition 7.1.1. To be paid prior to the issue of a Subdivision Certificate for subdivision works.
- **Special Infrastructure Contributions:** Condition 7.2.1. To be paid prior to the issue of a Subdivision Certificate for subdivision works.

Council have confirmed that these Contributions remain applicable and will be levied and paid under DA15/275.

We trust that the information provided satisfies the requirements of the additional information request.

Should you have any queries on this matter, please do not hesitate to contact the undersigned on (02) 8233 7675 or Ryan Macindoe on (02) 8233 7631.

Yours sincerely,

A handwritten signature in cursive script that reads "Jamie Ferris".

On behalf of Ryan Macindoe- Senior Consultant



RESPONSE TO AGENCY SUBMISSIONS

| Item Raised | Proponent's Response |
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| Department of Planning and Environment | |
| <i>High bay and mezzanine</i> | |
| Plans show 'future high bay' and 'future mezzanine' areas for Building 3. If consent is sought for these elements, revised plans detailing architectural treatment and layouts must be submitted for assessment. | <p>The Architectural Plans have been amended to include additional detail on the layout and architectural treatment of the high bay and mezzanine in Building 3.</p> <p>Refer to Watch this Space Design drawings DA30-B and D3-B dated March 2018.</p> |
| These designs should be developed in consultation with Blacktown City Council | The updated Architectural Plans including the high bay and elevations have been sent to the relevant contact at Blacktown City Council (BCC) for consideration. BCC's comments will be issued to DPE for consideration once received. |
| <i>Design and overshadowing</i> | |
| Alternative design options for warehouse facades should be provided. A range of colour palates, materials and articulation elements should be considered to break up the blank presentation to Hollinsworth Road. | <p>Refer to Watch this Space Design drawings DA14-B, DA34-B, DA54-D and DA73-C dated March 2018 for elevations.</p> <p>The northern elevation has been articulated by using a pattern with varying directions and colour shades. Colourbond 'Night Sky' will be used as a colour feature on various parts of the building elevations. These additions soften the blank presentation to Hollinsworth Road.</p> |
| A shadow diagram should be provided. | Shadow diagrams have been prepared to show shadows at 9am, 12pm and 3pm on 21 December and 21 June. |



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| | <p>No detrimental shadow impact is generated by the proposal, given the separation distances between the site and the public domain / residential receivers.</p> <p>Refer to drawings LG-MAR-S1 and LG-MAR-S2.</p> |
| <i>Building cladding</i> | |
| <p>Confirm that cladding to be fitted to warehouse buildings is of a non-combustible design.</p> | <p>Watch This Space has confirmed that any cladding will be of a non-combustible design.</p> |
| <i>Site Access</i> | |
| <p>Swept path analysis in the Traffic Impact Assessment does not show vehicle paths turning left into Warehouse 3 from Hollinsworth Road.</p> | <p>The swept path analysis has been updated to show how vehicles will turn left into Building 3 from Hollinsworth Road.</p> <p>Refer to GTA Consultants "Proposed Swept Path Assessment" drawing N105790-01 dated 6 March 2018.</p> |
| <p>Considering the closeness of the crossover to the future roundabout and driveway of the Ingenia Estate, updated swept path analysis for the largest likely heavy vehicle accessing Warehouse 3 from Hollinsworth Road should be provided.</p> | <p>The updated swept path analysis shows the movement of B-double trucks, which is the largest likely heavy vehicle that will access Building 3.</p> <p>Refer to GTA Consultants "Proposed Swept Path Assessment" drawing N105790-01 dated 6 March 2018.</p> |



| Item Raised | Proponent's Response |
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| <i>Landscape Sections</i> | |
| <p>Section FF of the landscape plans should be amended to also show the Ingenia Estate and full road carriageway of the Hollinsworth Road extension as reflected in the Landscape Site Masterplan. Measurements should be included in the section.</p> | <p>Section FF has been amended to show the Ingenia Estate, full road carriageway and measurements.</p> <p>Refer to Geoscapes 'Landscape Sections: EE & FF' drawing SSD-10 dated 7 March 2018.</p> |
| <i>Light Spill</i> | |
| <p>Details should be provided of where external building and hardstand lighting would be placed.</p> | <p>The Architectural Plans have been updated to show indicative external lighting locations.</p> <p>Refer to Watch this Space Design drawings 'LG MAR DA10-B, DA20-B, DA30-B, DA40-C, DA50-D, DA60-B and DA70-C' dated March 2018.</p> |
| <p>These details should include a plan of where external lighting would be placed and the type of flood lights that may be installed.</p> | <p>As above. All external lighting will comply with Australian Standard AS 4282: 1997- <i>Control of the Obtrusive Effects of Outdoor Lighting</i>. Night-lighting will be kept to the minimum required for operations and safety requirements.</p> |
| <i>Noise</i> | |
| <p>Confirm if the residential dwelling at 105 Hollinsworth Road is occupied.</p> | <p>The occupancy of the residential dwelling at 105 Hollinsworth Road has not been confirmed at this stage. At the time of this RtS, the Proponent is investigating this matter, however, a conservative approach has been adopted for the purpose of completing the noise assessment ie. assumed occupation.</p> |



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| <p>If occupied, an addendum to the Noise Assessment should be provided to include this residence as a receiver location.</p> | <p>It has been assumed that the dwelling at 105 Hollinsworth Road is occupied and an addendum assessment report J17164_RTS Noise and Vibration_Addendum_105 Hollinsworth Rd (2018) has been prepared accordingly by EMM.</p> <p>The report has been prepared to supplement the findings of the Noise and Vibration Impact Assessment (NVIA) prepared by EMM (2017) and hence it only assesses the potential noise and vibration impact from the project at this additional receiver. Assessment and modelling methodologies and project related assumptions in the addendum report are consistent with the NVIA (EMM 2017).</p> <p>The addendum assessment demonstrated that noise and vibration impacts from the project during construction and operation are unlikely and satisfy relevant EPA policies and guidelines at the dwelling at 105 Hollinsworth Road.</p> |
| <p><i>Light Industrial Uses</i></p> | |
| <p>It is noted the application seeks consent for light industrial uses in buildings 1,2,4 and 6.</p> | <p>Except for Building 5 (Valley Fresh), all warehouses are proposed to be 'warehouse and distribution centres'.</p> |
| <p>Details of the potential future light industrial uses that may occupy these buildings should be provided.</p> | <p>Not relevant given above.</p> |
| <p>Blacktown City Council</p> | |
| <p><i>1. Planning</i></p> | |



| Item Raised | Proponent's Response |
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| <p>The Applicant has submitted a modification application to Council (MOD-17-00050) which includes the realignment of Hollinsworth Road, which is an SP2 Local Road under the SRGC SEPP 2006.</p> | <p>Noted.</p> |
| <p>It is recommended that this SSD proposal should not be determined prior to the determination of the modification application.</p> <p>The proposal is premature and could change given the modification is undetermined.</p> | <p>As noted in Council's submission, the section 4.55(2) modification to DA15/275 is currently under assessment.</p> <p>An additional plan has been provided with this RtS to clearly demarcate the works for which consent is sought under this SSDA and the works sought under the section 4.55(2) modification to DA15/275. This plan includes detail of the interface between the built estate and proposed Hollinsworth Road extension. The plan demonstrates that there is sufficient spatial allowance for the built extension to be wholly located within Logos land, and that any necessary design considerations can be accounted for through the Construction Certificate process.</p> <p>In addition, a copy of the Civil Drawings for the section 4.55(2) modification to DA15/275 has been included with this RtS to demonstrate consistency between the modification and the SSDA.</p> <p>We further note that the section 4.55(2) modification was lodged in November 2017, and additional information has been submitted to Council as requested. Given the date of lodgement and ongoing communication with Council, we would anticipate that the determination of the section 4.55(2) modification is imminent.</p> |



| Item Raised | Proponent's Response |
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| | <p>Given the above, we submit that any outstanding design matters related to the modification application can be resolved with Council post-approval and should not preclude the determination of this SSDA.</p> |
| <p>Of particular concern is the final road alignment, and the design of the roundabout providing the main access to the site, which is yet to be determined.</p> | <p>An amended Civil Package for the modification application was submitted to Council on 14 March 2018 and is currently being reviewed. As noted above, the road and roundabout can be accommodated wholly within Logos land and any design changes can be resolved without impeding the development proposed under the SSDA.</p> |
| <p>A detailed landscaping strategy to screen the development from residential uses across the road in the caravan park and behind into Oakhurst is also necessary.</p> | <p>A detailed Landscaping Design Report and supporting landscaping plans were prepared by Geoscapes (refer to Appendix E). Geoscapes also prepared a Landscape and Visual Impact Assessment Report (Appendix L) which assessed the impact of the development on adjacent residential land uses. The report concluded the following:</p> <ul style="list-style-type: none"> • <i>Although there may be inevitable change to outlook experienced by residents in the caravan park, upon full growth of the proposed landscaping along Hollinsworth Road (street trees and setback landscaping) the northern elevation will be adequately screened from view.</i> • <i>Notwithstanding the southern elevation will be highly visual from the northern properties in Bidwill, given that the site is separated from these residential properties by an RMS road reservation, the area is subject to significant change including a potential motorway and acoustic walls.</i> <p>The landscaping strategy proposed will adequately screen the development from adjacent residential land uses.</p> |



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| <p>The applicant is to confirm in writing that the two high bays proposed within Building 3 are to have a maximum ridge height of 20m, and that the previous "future" high bay of 30m in building height is no longer being proposed.</p> | <p>As per the amended Architectural Drawings dated 21 March 2018 submitted with this RtS, the maximum proposed ridge height of Building 3 is 20 metres.</p> |
| <p>2. Access & Transport Management- Traffic</p> | |
| <p>Sufficient land must be set aside to allow future construction of the roundabout at the location of the intersection of Hollinsworth Road and the Bus only link road.</p> | <p>Noted. The construction of the roundabout is proposed under the section 4.55(2) modification to DA15/275 as per the amended Civil Drawings submitted to Council on 14 March 2018.</p> |
| <p>The one access to Building 3 off Hollinsworth Road is too close to the roundabout and is not supported.</p> | <p>An updated swept path analysis has been provided by GTA Consultants to demonstrate how vehicles will turn left into Building 3 from Hollinsworth Road. The swept path demonstrates that the access can meet Australian Standards.</p> <p>Refer to GTA Consultants "Proposed Swept Path Assessment" drawing N105790-01 dated 6 March 2018.</p> |
| <p>The Applicant is to provide clarity on the discrepancies around the Building 3 access arrangement as two plans differ- Dwg C102829.06-SSDA40, Issue C, 7.03.18, and Dwg LGMar DA30, Issue B, 6.03.18.</p> | <p>Building 3 access has been amended to restrict heavy vehicle access to left-in only by extending the splitter island for the roundabout.</p> <p>Refer to the drawing number "DA30-B" (Watch this Space Design) dated March 2018 for clarity on the access arrangement.</p> |
| <p>Clarification on truck access from Building 3 to Hollinsworth Road is sought, as this access arrangement must meet Australian Standards and the requirements of Council's Access and Transport Management section.</p> | <p>The updated swept path analysis shows how the largest vehicle will turn left into Building 3 from Hollinsworth Road. The swept path demonstrates that the access would meet Australian Standards.</p> |



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| | Refer to GTA Consultants "Proposed Swept Path Assessment" drawing N105790-01 dated 6 March 2018 |
| <p>The proposal is grossly deficient in terms of its car parking provision. The proposal provides 57% of the parking requirement under the Blacktown DCP 2015. The deficiency in car parking is not supported</p> | <p>We note that this comment is contrary to the Transport for NSW submission which recommended the car parking rate be reduced.</p> <p>The car parking rate proposed is supported by a Traffic and Transport Assessment undertaken by GTA Consultants which calculated the rate from first principles based on the location and intended development figures specific to the development.</p> <p>The car parking rate proposed is appropriate for the site and nature of modern, automated warehousing and distribution facilities that are less reliant on floor staff.</p> <p>We also note that in accordance with clause 11 of <i>State Environmental Planning Policy (State and Regional Development) 2011</i>, the provisions of development control plans do not apply to State Significant Development..</p> |
| <p>3. City Architect's Comments</p> | |
| <p>The proposed high bay part of the building exceeds the 16 metres height limit that applies to the site.</p> | <p>Noted.</p> |
| <p>The external appearance and form of the building requires careful detailing and materials selection. This is in order to contribute positively to its surrounding context, and to not have an adverse impact on the intended scale and</p> | <p>Watch this Space Design have prepared updated elevations to show alternative design options for the warehouse facades. Refer to drawings DA14-B, DA34-B, DA54-D and DA73-C dated March 2018.</p> |



| Item Raised | Proponent's Response |
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| <p>character of the area, in addition to minimising the impact of the development on the neighbouring R2 Low Density Residential zone.</p> | |
| <p>The building façade does not achieve anything beyond the norm and a building of this nature, which has a significant breach in the height limit, should provide design excellence and improved character of the precinct.</p> | <p>The building façade has been carefully designed to minimise visual impact to adjacent properties.</p> <p>The majority of the building façade is a combination of precast concrete wall panels and a colour bond steel metal cladding. Individual warehouse facades will also consist of painted dado panel precast with metal cladding above and alternative colours and cladding material will be used to break up the warehouse facades.</p> <p>Additionally, the northern elevation has been articulated by using a pattern with varying directions and colour shades. Colourbond 'Night Sky' will be used as a colour feature on various parts of the building elevations. These additions soften the blank presentation to Hollinsworth Road.</p> <p>The buildings will also be 'softened' by extensive landscaping, particularly once the landscaping is fully matured.</p> <p>The proposed design is consistent with the nature of an industrial estate, and all reasonable measures have been taken to provide a high-quality façade treatment and design.</p> |



| Item Raised | Proponent's Response |
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| <p>The proposal in its current form does not contribute positively to its context. Its presentation to the road and to the residential neighbourhood to the south presents as a blank overbearing facade, with no relief or visual interest, and will have a negative impact on the streetscape due to poor articulation.</p> | <p>The current design provides a variety of finishes and materials, as well as a number of layered components to articulate the building façade that are consistent with the nature of warehouse buildings.</p> <p>As above, the design provides sufficient articulation and landscaping to create 'visual interest' in so far as possible for an industrial estate.</p> |
| <p>The applicant is to provide updated facade treatment to alleviate these concerns and provide greater differentiation in materials and treatments.</p> | <p>The updated elevations prepared by Watch this Space Design were sent to Blacktown City Council for comment on 9 March 2018.</p> <p>The elevations provided included additional articulation and façade treatment to the northern elevation.</p> |
| <p>The high bay section at the south-eastern corner could be relocated within the building footprint, instead of being on the periphery, in order to reduce its dominance on the streetscape.</p> | <p>The current arrangement of the buildings is intended to ensure a functional layout for future tenants. Appropriate façade treatment and landscaping is proposed to mitigate any adverse visual impacts of the high-bays across the site.</p> |
| <p>Any signage on the facades should be positioned up to a maximum of 16m above the NGL, in keeping with the maximum height control for the site, i.e. no signage should be positioned on the high bay element.</p> | <p>Noted. Indicative signage zones have been included in this application, however, signage content and dimensions will be the subject of a future development application.</p> |
| <p>The perimeter landscaping is also critical to enhancing the character of the area and 'screening' the building.</p> | <p>Sufficient landscaping setbacks are proposed. The landscaping setbacks have been designed in accordance with the requirements of the Blacktown DCP 2015</p> |



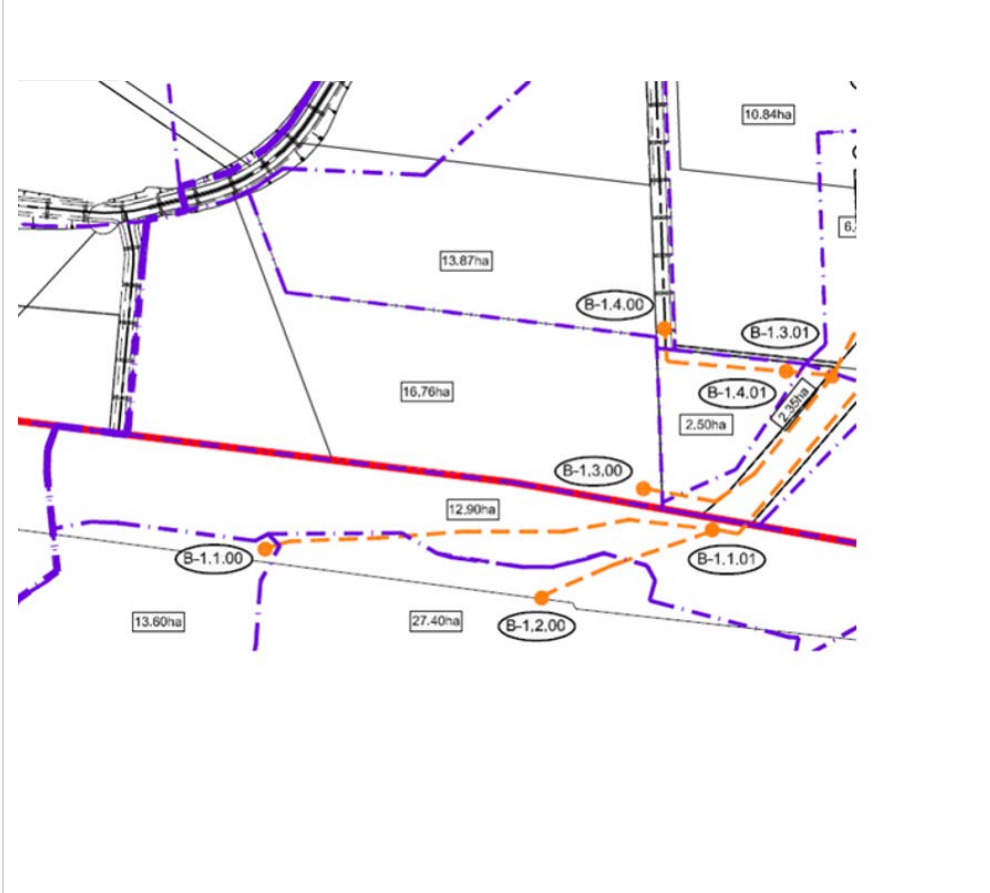
| Item Raised | Proponent's Response |
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| <p>We would expect to see significant large-scale tree species selected for the site with established/semi-mature trees planted upon completion, in order for the landscaping to have an immediate impact.</p> | <p>We note that the EIS proposes development staging.</p> <p>Given the development will be constructed over varying periods of time, it is not expected that the development will have a significant visual impact that would require the planting of mature trees.</p> <p>Upon the completion of the whole development, some areas of landscaping will have reached a mature height.</p> |
| <p>Landscaping to the southern boundary is of critical importance as it will provide the buffer between the industrial zone and the nearby low density residential zone. The revised landscape strategy needs to reflect this.</p> | <p>As detailed in the Landscape Design Report and supporting landscape plans (Appendix E), significant landscaping is proposed to the southern boundary of the site.</p> |
| <p><i>4. Drainage Engineering</i></p> | |
| <p>We have significant problems with the submission. See comments below.</p> | <p>The comments outlined in this submission appear to have been written in isolation to the concurrent section 4.55(2) modification to DA15/275 currently under assessment by Blacktown City Council.</p> <p>As outlined previously, the Hollinsworth Road extension and drainage solution to the north of the site is proposed under section 4.55(2) modification to DA15/275. These works do not form part of this SSDA, and will be resolved with Council separately under the section 4.55(2) modification process.</p> <p>We further note that the drainage solutions that do form part of this SSDA were discussed with Council Officers at the following meetings:</p> |



| Item Raised | Proponent's Response |
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| | <ul style="list-style-type: none"> • 23 October 2016- • 30 November 2016- • 14 August 2017- Attended by Dennis Bagnall (BCC), Jenny Rodger (BCC), Georg Erberl (BCC), Siva Karthiges (BCC), James Greener (Logos), Ryan Macindoe (Urbis) • 26 September 2017 • 22 January 2018- Sara Smith (BCC), Dennis Bagnall (BCC), Georg Erberl (BCC), Siva Karthiges (BCC), Fraser McDonald (Logos), Ryan Macindoe (Urbis), Sydney Business Park, Ingenia <p>In these meetings, advice was received from Council that the south-east discharge point could be considered to discharge to the RMS corridor via the existing natural flow paths as per the submitted documents, if RMS were amenable to maintain the existing flow path. We note that recent discussions with RMS indicate RMS is favourable in maintaining the existing flow path to and through the RMS corridor.</p> <p>This item and all outstanding drainage and engineering items will be discussed with Council at a forthcoming meeting.</p> |
| <p>1. There is no electronic drainage or water quality models DRAINS or MUSIC for Council to assess, review or check to verify the details nominated in the submission. These need to be provided to Council and additional time to review the models with the plans.</p> | <p>We have included in this submission electronic copies of the DRAINS and MUSIC models for Council's review, noting that individual sites have not been modelled.</p> <p>Council have previously been provided a DRAINS model relating to the Hollinsworth Road drainage systems in the section 4.55(2) modification to DA15/275, which we have included in this submission for reference only.</p> |



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| <p>2. The Engineering Report SSD 8606 by Costin Roe Rev A needs to be revised to address the following:</p> | <p>N/A</p> |
| <p>a) Section 4.1.2 p.15 the report incorrectly directs the runoff from lot 3 to the rear RMS land. The front part of lot 3 is to go Hollinsworth Road to match the pre development flow patterns. The rear section of lot 3 is to go to a new 100 year private pipeline within the private drainage easement over the downstream properties as required by conditions 7.18.6.8 and 7.18.6.9 of DA15-275. These conditions prevent development upon propose lot 3 until the drainage easement and pipeline is constructed. There is no legal discharge point for the drainage to the rear and there is no allowance within the channel section within lot 1/DP 1176437 or the culvert under Langford Drive to cater for these additional flows. Provision has already been made in the design of the trunk drainage line within Langford Drive to accommodate these flows. The temporary OSD would remain until Basin G is complete.</p> | <p>The drainage catchments have been prepared in accordance with discussion with Council and preliminary discussion with RMS with respect to the existing natural gully into the RMS corridor, and generally in accordance with the JWPrince developed catchment masterplan as approved for the Sydney Business Park masterplan (refer below - shows drainage from Busway Land and Logos land discharging to the SP2 corridor (ie node B-1.3.00) not Lambridge Place (ie Node B-1.4.00)).</p> <p>Further, the existing drainage within Hollinsworth Road (in front of the Medline Facility) has been prepared in accordance with the JWPrince report & discussions with Sydney Business Park. The drainage has been sized for a 1.05Ha contributing catchment from Hollinsworth Road, the extent of which is shown on the Costin Roe intersection CC Drawing Co12829.00-C163. There is insufficient capacity within the existing road drainage to take an additional run-off from Lot 3</p> |

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| | <p data-bbox="1061 1101 2024 1173">As per the submitted drawing Co12829.06-DA441, 5.29 Ha currently drains directly to the RMS corridor.</p> |



| Item Raised | Proponent's Response |
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| | There is no departure from natural flow paths or the approved masterplan catchment breakdowns in being maintained with the proposed discharge location for the SE catchment. |
| b) Amend section 4.1.3 p. 16 and Section 5.1 p.21 note that water draining to the north the temporary OSD is to remain in place until both Basin E is complete AND the trunk drainage connection from Hollinsworth Road to the basin is also complete. | A note to include reference to the temporary basin being required until such time that the final northern drainage system is complete has been added to the updated Civil Drawings. |
| c) Under section 5.2 it the increased runoff from the Hollinsworth Road extension is not being compensated for through OSD. Additional OSD is required or the on lot temporary OSD compensate for the bypass from the Hollinsworth Road extension. | Temporary OSD for the road can be provided and exact sizing of the temporary OSD basins can be agreed with Council at Construction Certificate stage. |
| d) Amend section 6.3.7 to require hydrocarbon removal as per Part J. A baffle is required 250 mm upstream of the Stormfilter weir and extending from the soffit to 400 mm below the weir is required to retain the hydrocarbons. Extend the weir sufficient length to ensure $L (m) > 10 \times Q^{100} (m^3/s)$ | A baffle has been included on the updated Civil Drawings, noting the detail is generic to show the general arrangement and concept of a system, not a detailed design. |
| e) Section 6.5 Stream Erosion Index p. 32 is required contrary to the statement in this section. The reference is to the older parts of Blacktown subject to BCC DCP 2015. As this site is under the Growth Centres DCP the SEI < 3.5 continues to be required as previously advised to Costin Roe. | <p>The Civil Report has been updated to require an SEI with final details to be agreed with Council at Construction Certificate stage.</p> <p>Clarification on the SEI value to be met is required, and can be discussed further with Council at CC stage, as the Council Growth Centre DCP requires an SEI between 3.5-5 to be met per the following table:</p> |



| Item Raised | Proponent's Response | | | | | | | | | | | | | | | | | | | | | | | |
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| | <table border="1" data-bbox="1086 450 1980 646"> <thead> <tr> <th rowspan="2"></th> <th colspan="4">% reduction in pollutant loads</th> <th>ENVIRONMENTAL FLOWS</th> </tr> <tr> <th>Gross Pollutants (>5mm)</th> <th>Total suspended solids</th> <th>Total phosphorous</th> <th>Total nitrogen</th> <th>Stream erosion control ratio¹</th> </tr> </thead> <tbody> <tr> <td>Stormwater management Objective</td> <td>90</td> <td>85</td> <td>65</td> <td>45</td> <td>3.5-5.0: 1</td> </tr> <tr> <td>'Ideal' stormwater outcome</td> <td>100</td> <td>95</td> <td>95</td> <td>85</td> <td>1:1</td> </tr> </tbody> </table> <p data-bbox="1086 657 1980 722">¹ This ratio should be minimised to limit stream erosion to the minimum practicable. Development proposals should be designed to achieve a value as close to one as practicable, and values within the nominated range should not be exceeded. A specific target cannot be defined at this time.</p> | | % reduction in pollutant loads | | | | ENVIRONMENTAL FLOWS | Gross Pollutants (>5mm) | Total suspended solids | Total phosphorous | Total nitrogen | Stream erosion control ratio ¹ | Stormwater management Objective | 90 | 85 | 65 | 45 | 3.5-5.0: 1 | 'Ideal' stormwater outcome | 100 | 95 | 95 | 85 | 1:1 |
| | % reduction in pollutant loads | | | | ENVIRONMENTAL FLOWS | | | | | | | | | | | | | | | | | | | |
| | Gross Pollutants (>5mm) | Total suspended solids | Total phosphorous | Total nitrogen | Stream erosion control ratio ¹ | | | | | | | | | | | | | | | | | | | |
| Stormwater management Objective | 90 | 85 | 65 | 45 | 3.5-5.0: 1 | | | | | | | | | | | | | | | | | | | |
| 'Ideal' stormwater outcome | 100 | 95 | 95 | 85 | 1:1 | | | | | | | | | | | | | | | | | | | |
| <p data-bbox="203 786 1041 850">3. On Costin Roe Drawing Co1289.06-SSDA43(B) the front portion of the lot is to go Hollinsworth Road to match the pre development flow patterns.</p> <p data-bbox="203 887 1041 1026">The rear portion of lot 3 is NOT to discharge to the RMS land but obtain a legal right of discharge along the boundary within the downstream properties of Lot 22 in DP 262886 and Lot 1 in DP 1176437 to the allocated SP2 drainage land in Basin G.</p> | <p data-bbox="1064 786 2018 962">It is recognised that there is a departure from natural flow for the 2.3 Ha area on the north of the site which currently drains through the Ingenia site. This departure has been completed based on previous discussions with Council, Sydney Business Park and Ingenia, and as per the approved JW Prince developed catchment masterplan, as noted previously.</p> <p data-bbox="1064 999 2029 1102">As noted previously the discharge to RMS land with pre development flows was previously discussed with Council. Contact has been made with RMS, who appear to indicate support for this solution. We will seek to confirm this with RMS and advise.</p> <p data-bbox="1064 1139 2029 1278">The previous discussions and approved masterplan require the catchment within the road reserve to drain east toward Road 2 and the remainder to be routed to the south-east discharge point. This arrangement is also consistent with the existing development consent DA15-275.</p> | | | | | | | | | | | | | | | | | | | | | | | |



| Item Raised | Proponent's Response |
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| 4. Costin Roe Drawing Co1289.06-SSDA45(B) is to be revised as follows. | N/A |
| <p>a) The configuration of the Stormfilters means they will fail to operate as modelled and will cease functioning as water rises in the tank. The preferred method of operation is for the base level of the Stormfilter false floor to be raised to a minimum of the 2 year storage level in the OSD tank. Alternatively the underdrains from the Stormfilters are to discharge (bypass) to a new overflow pit downstream of the current orifice controls. The orifice sizes need to be reduced to compensate for this bypass. See spreadsheet from Stormwater 360 to assist for flows at varying storage levels.</p> | <p>OSD will be provided in accordance with Council's comments. Raising the base of the false floor to the 2-year ARI level can be accommodated.</p> <p>It is noted, however, that basins are provided on a temporary basis until the regional basins are operational.</p> |
| <p>b) At "Typical Filtration Chamber Detail" show the impermeable hydrocarbon baffle 250 mm upstream and extending from the tank soffit to 400 mm below the weir level.</p> | <p>This has been included on the updated Civil Drawings.</p> |
| <p>c) At 'Typical Filtration Chamber Detail' reduce the energy dissipater height to 600 mm. Amend note on "Concept Stormwater Management Device Configuration" as well.</p> | <p>This has been included on the updated Civil Drawings.</p> |
| <p>d) On the "Concept Stormwater Management Device Configuration" there are insufficient access grates for the below ground detention tank. Access grates to the below ground detention tank and Stormfilter tank must be a minimum 900 mm by 900 mm and are positioned such that the maximum distance from any point in the tank to the nearest grate is not greater than 1.5 m for clear heights less than 0.7 m, 2 m for clear heights less than 1.0 m, 3 m for</p> | <p>The detail as shown is generic. Grate locations will be defined as part of a detail design noting that the proposed distances to grates are excessive with normally accepted distances being 6m to any point within the tank.</p> |



| Item Raised | Proponent's Response |
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| clear heights less than 1.5 m, 4 m for clear heights less than 2.0 m, 5 m for clear heights less than 2.5 m and 6 m for clear heights greater than 2.5 m. | |
| e) On the "Concept Stormwater Management Device Configuration" increase the length of the Stormfilter weir. The minimum length of the Stormfilter weir (L) is to be increased to provide a maximum velocity of 0.4 m/s under the baffle during peak flow (i.e. $L > 0.100 / (0.4 \times 0.25)$) in m, where 0.100 is in m ³ /s). Provide calculations. | The Stormfilter weir can be adjusted, noting this is a generic detail. |
| f) On the "Concept Stormwater Management Device Configuration" to contain hydrocarbons ensure all walls surrounding the Stormfilter chamber are full height except at the weir itself | Noted. The full height containment of hydrocarbons will be shown on the detail drawing. |
| g) On the "Grated Drain/Stormwater Pit with Enviropod Configuration" delete the 400 and 350 measurements on the right side of the pit. Reconfigure the dimension "500 MIN." from the base of the grated drain to the pipe overtop. | This has been included on the updated Civil Drawings. |
| h) At "Typical Outlet Configuration" set the fall of the tank base as 2% minimum and recalculate tank dimensions. Delete the sump and mortar in the orifice plate. | This has been included on the updated Civil Drawings. |
| (i) Provide specific plans for every individual OSD and Stormfilter system. | Noted. These drawings would form part of the future detailed design at Construction Certificate stage. Accordingly, these plans can be provided at the Construction Certificate stage. |



| Item Raised | Proponent's Response |
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| 5. Costin Roe Drawing Co1289.06-SSDA651(C) is to be revised as follows: | N/A |
| a) At section 1 the underside of the retaining wall footing is to extend as a minimum to below the underside of the easement pipe to enable full safe excavation of the easement for pipe maintenance | The footing has been set low enough to enable excavation of the piped drainage and below the zone of influence of the pipe. In any case these details would normally be resolved at Construction Certificate stage and we would be happy to resolve this item with Council at Construction Certificate stage. |
| b) At the Tiered Earth Wall configuration safe person access is required at regular intervals to enable maintenance of the landscaping in the central tier. Provide note and detail. | Maintenance access to successive tiers has been made at each end of the wall. Fencing is to be provided for fall protection. A note on the updated Civil Drawings has been provided to further clarify. |
| 6. In view of the above issues, amended modelling and drainage plans are required to address the major issues above. | Updated drawings are attached per all the comments above and modelling will be supplied provided to Council |
| Transport for NSW | |
| <i>Future Bus Link Reservation</i> | |
| TfNSW provided comments in response to the subdivision DA (DA 15/275) which stated the 'required reservation width is 20m, with additional localised widening to 24, for a future bus stop south of Hollinsworth Road'. | The Civil Drawings and Architectural Plans have been updated to show the 20 metres road reserve and local widening to 24 metres. |
| Unclear whether the development design drawings (Civil and Architectural) have considered the requires spatial provisions of the future bus link, consistent | The width of bus link reserve is noted on the amended plans. The width shown is consistent with the SEPP 'North West Growth Centre Land Reservation Acquisition Map |



| Item Raised | Proponent's Response |
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| with the relevant SEPP maps and comments from TfNSW on the subdivision DA. | LRA_005' . The ultimate configuration of bus-link and carriageway will be confirmed through future detailed design when the Bus link connection is required. |
| The EIS should assess the impact of the proposed development on the relevant land reservation acquisition maps and spatial provisions for a future bus link. | All plans have been adjusted to enable the delivery of the bus link when required. |
| DPE should ensure all proposed buildings and structures integral to the operation of the respective development is clear of the reservation for a future bus link. | Noted |
| The funding and delivery of the future bus link will be in accordance with the North West Priority Growth Area Land Use and Infrastructure Implementation Plan (DPE, May 2017). | <p>The North-West Priority Growth Area Land Use and Infrastructure Implementation Plan states the timing and delivery of the Daniels Road bus only link is to be funded by the Special Infrastructure (SIC) or other satisfactory arrangements with timing to be confirmed.</p> <p>The Proponent will seek an offset of SIC amounts payable for the dedication of land required for the bus link.</p> |
| <i>Proposed Parking Provisions</i> | |
| The site is well located to take advantage of future frequent bus transit services, which will stop along the future bus link. | Noted. |
| Future employees will have suitable options to travel to the site without need to travel via private vehicle. | No information on the timing and delivery of the bus-link has been provided to the Proponent. |



| Item Raised | Proponent's Response |
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| | <p>Whilst future frequent bus transit services will improve accessibility of the development, the Transport Impact Assessment must assume the likely post-development scenario that the development will be constructed prior to the commencement of the bus service.</p> <p>The Proponent must therefore assess how workers will access the site via public transport if the bus-link has not been constructed and/or is not operational upon completion of the development.</p> <p>There are limited public transport options to access the site. It would not be reasonable to assume that all workers on-site will be able to access the future bus-service to travel to and from work. The use of private vehicles to travel to work is an appropriate assumption.</p> <p>The proposed parking provision is appropriate for the site and needs of the development.</p> |
| <p>Parking provisions could be reduced to levels closer to that recommended within the RTA Guide to Traffic Generating Developments.</p> | <p>The Blacktown Growth Centres DCP 2016 parking rate requires 1,167 spaces to be provided in comparison to the <i>RMS Guide to Traffic Generating Development</i> suggested rate of 503 spaces.</p> <p>The proposed rate of 663 spaces is closer to the <i>RMS Guide to Traffic Generating Development</i>, and is appropriate for the needs of the development and location of the site.</p> |
| <p>The Applicant should reassess parking assumptions and allocations, having regard for the expected high frequency bus movements through the area.</p> | <p>The assumptions and allocations made in the Transport Impact Assessment prepared by GTA Consultants dated 15 November 2017 are consistent with the post-development scenario and have been developed from first principles based on the types of tenancies and employment anticipated for the site, and its location.</p> |



| Item Raised | Proponent's Response |
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| | The parking rate is appropriate and is consistent with the rate applied to recently approved industrial developments in Marsden Park. |
| Investigate potential to restrict parking supply to promote increased public transport usage and support walking and cycling initiatives. | <p>The restriction of parking would have an adverse impact on workers in the event that the development is operational prior to the construction and operation of the bus-link.</p> <p>The Architectural Plans prepared by Watch this Space Design dated March 2018 have been amended to provide bicycle parking adjacent to warehouses. These facilities will promote walking and cycling.</p> |
| <i>Bicycle Parking</i> | |
| The provision of parking in accordance with the recommendations of the Transport Impact Assessment should be clearly indicated on the plans. | As above. Bicycle parking will be provided and has been included on the amended Architectural Plans dated March 2018. |
| The plans should identify appropriate areas within each warehouse to accommodate an expansion of bicycle parking, should demand exceed the recommend provisions. | An appropriate amount of bicycle parking has been provided to accommodate future demands of the development. |
| <i>Workplace Travel Plan</i> | |
| The Applicant should be conditioned to prepare Workplace Travel Plans (WTP) for each warehouse. These plans should be submitted to DPE and must be approved prior to issue of occupation certificate. The WTPs must be implemented accordingly, updated annually and reflect the operational requirements of each warehouse tenant. The WTPs must be implemented | Noted. |



| Item Raised | Proponent's Response |
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| accordingly, updated annually and reflect the operational requirements of each warehouse tenant. | |
| Department of Industry | |
| Matters of regulatory interest to the Department of Industry- Lands & Water and Department of Primary Industry have been adequately addressed in the EIS. | Noted. |
| Endeavour Energy | |
| Endeavour Energy have provided comments on the section 4.55(2) modification submitted to Blacktown City Council in November 2017 to modify DA15/275. | Noted. |
| There are no easements over the site benefitting Endeavour Energy. | Noted. |
| Low voltage overhead power lines (including a low voltage overhead extended service conductor/customer owned pole on Lot 24) to part of the road verge/road way. Prospect Highway road verge/road way. | Noted. |
| The site is diagonally opposite Endeavour Energy's South Marsden Park Zone Substation located at Hollinsworth Road, Marsden Park (Lot 100 DP 1188147). | Noted. |
| The availability of electricity supply to an area is based on a wide range of factors e.g. the age and design of the network; other development in the locality utilising previously spare capacity within the local network; the progress of nearby / surrounding sites including electricity infrastructure works e.g. a smaller and isolated development that may not of its own accord require a pad | Noted. |



| Item Raised | Proponent's Response |
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| <p>mount substation may require a pad mount substation to facilitate the development and from which the spare capacity is made available to subsequent nearby development ie. a pad mount substation can accommodate loads from 315 kVA up to 1,500 kVA.</p> | |
| <p>In due course the applicant for the future proposed development of the site will need to submit an application for connection of load via Endeavour Energy's Network Connections Branch to carry out the final load assessment and the method of supply will be determined.</p> | <p>Noted. A Level 3 Accredited Service Provider (ASP) approved consultant will be contacted to advise on the electricity infrastructure required for the development and consult with Endeavour Energy.</p> |
| <p>The planting of large trees in the vicinity of electricity infrastructure is not supported. Only low growing shrubs not exceeding 3m in height, ground covers and smaller shrubs with non-invasive root systems should be used.</p> | <p>Noted.</p> |
| <p>Environmental Protection Agency (EPA)</p> | |
| <p>The proposal does not constitute a Scheduled Activity under Schedule 1 of the POEO Act. The EPA do not consider the proposal will require an Environment Protection License under the POEO Act. Should the development proceed, and future tenants of the warehouse buildings intend to conduct activities that require a licence under Schedule 1 of the POEO Act, the occupier of the premises will obtain the necessary approvals prior to commencement of the activity.</p> | <p>Noted.</p> |
| <p>Office of Environment and Heritage (OEH)</p> | |



| Item Raised | Proponent's Response |
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| <i>Flooding</i> | |
| OEH acknowledge the site is not affected by mainstream flooding, however is affected by overland flow. | Noted. The site is wholly outside of the Blacktown City Council flood risk zones. A full assessment of flooding, including overland flow, has been documented as part of a separate section 4.55(2) modification application to Blacktown City Council to modify an existing development consent on the site (DA15/275). |
| No detail on the characteristics of the overland flow path ie. Extents, depths, velocity, hydraulic function and hazard categories has been provided. | As above Overland flow path treatment does not form part of a requirement for this SSDA and has been suitably addressed under DA15/275 and the subsequent section 4.55(2) modification. |
| No assessment has been undertaken to assess rarer events larger than the 1% AEP up to and including the PMF. | As above. |
| OEH recommends the consultants adequately address the overland flow for the full range of events up to the PMF given flash flooding can result in risk to life. | As above. |
| <i>Aboriginal Cultural Heritage</i> | |
| Part 6 of the National Parks and Wildlife Act 1974 does not apply to SSDAs and an Aboriginal Heritage Impact Permit (AHIP) is not required for the works to proceed. | Noted. |
| OEH notes that AHIP C0002929 was issued on 19 October 2017 in relation to the proposed subdivision of the subject land and associated bulk earthworks, including, but not limited to, the installation of drainage infrastructure. | Noted. |



| Item Raised | Proponent's Response |
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| Migratory Aboriginal archaeological salvage excavation was included as a condition of the AHIP and salvage excavations were completed on 14 November 2017. | Noted. |
| OEH is satisfied that the proposed development works can proceed. | Noted. |
| Rural Fire Service | |
| RFS recommend a series of conditions be applied to the development. | Noted. |
| TransGrid | |
| TransGrid's nearest transmission line is Line 20 Sydney west 330kv to Sydney North 330Kv. This line is a significant distance from the proposal. | Noted. |
| TransGrid requests formal notification for each development stage, hardstand areas, loading docks, car parking, service and infrastructure and the applicable roads as listed in the letter and public noticed. | Noted. |
| Roads and Maritime Services (RMS) | |
| Traffic report refers to a roundabout at the intersection of Hollinsworth Road and Daniel Street Link Road. RMS consider the provision of a roundabout is critical at this intersection to assist in the turning movements of buses as to provide access to the existing caravan park. | The construction of a roundabout at the intersection of Hollinsworth Road and Daniel Street Link Road is now proposed under the section 4.55(2) modification to DA15/275. |



| Item Raised | Proponent's Response |
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| | <p>The North West Priority Growth Area Land Use and Infrastructure Implementation Plan states the timing and delivery of the Daniels Road bus only link is to be funded by the Special Infrastructure (SIC) or other satisfactory arrangements with timing to be confirmed.</p> <p>The Proponent will seek an offset of SIC amounts payable for the dedication of land required for the bus link.</p> |
| <p>The intersection treatment proposed will not allow access from the future bus link as the right turn bay into the caravan park would restrict turning movements.</p> | <p>Noted. A construction of a roundabout is now proposed under the section 4.55(2) modification to DA15/275 to facilitate access to Ingenia without restricting access for the future bus-link road.</p> |
| <p>The roundabout should be constructed as part of this development to facilitate access to the caravan park without restricting access for the bus link road into the future.</p> | <p>As above. As noted in the Civil Plans for the section 4.55(2) modification (submitted with this RtS for reference), an access handle arrangement is proposed for Ingenia access.</p> <p>This arrangement would not comprise access to/from the future bus-link road.</p> |
| <p>The applicant should design a roundabout that can accommodate heavy vehicle movements and bus movements and be in accordance with Austroad Road Design Guide Part 4B- Roundabouts.</p> | <p>The future roundabout will be constructed in accordance with relevant standards and guidelines.</p> |
| <p>Width of bus link road is unclear as there are no dimensions shown on the plan or any dimensioned cross section to ensure this carriageway is bus capable.</p> | <p>The Civil Drawings and Architectural Plans have been updated to show the 20 metres road reserve and local widening to 24 metres.</p> |
| <p>The dimensions of the bus link road should be provided, and the application referred to Transport for NSW and to RMS for comment.</p> | <p>The Civil Drawings and Architectural Plans have been updated to show the 20 metres road reserve and local widening to 24 metres.</p> |



| Item Raised | Proponent's Response |
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| <p>The impact of the development on the intersection of Richmond/Hollinsworth/Townson should be investigated.</p> <p>Richmond Road will ultimately be upgraded to six lanes; however, no timeframe has been determined. The applicant should demonstrate that the development can be accommodated within the capacity of the existing intersection given the area is denser than originally planned.</p> | <p>The application was referred to RMS and TfNSW during the public exhibition of the EIS.</p> <p>GTA Consultants have confirmed that “the proposed warehouse and distribution development is consistent with the intended land uses plan for the industrial precinct and therefore, would have been captured in the future year modelling completed in the Transport and Access Study (ARUP, 2009) and subsequent AECOM report (2011).</p> <p>The 2021 modelling completed by AECOM assessed a layout of the Richmond Road/ Hollinsworth Road/ Townson Road intersection that is generally consistent with the existing layout, minus the additional right turn lane on Hollinsworth Road from the north and the dedicated bus queue lanes on both Richmond Road approaches.</p> <p>These studies were accepted/ approved as part of the land release/ subdivision and have since informed the design, development and funding arrangements (Council Section 94 Plan) of the road network and intersections within the Industrial Precinct, which the proposed development will contribute towards, as required.</p> <p>For this reason, further modelling of the intersection is not required, noting that only part of the precinct is developed and therefore establishing an accurate interim scenario to model would be difficult.</p> <p>GTA has completed traffic studies for several other industrial/ bulky goods developments within the Industrial Precinct (that were consistent with the intended land uses) where such further analysis of the approved future intersection arrangements has not been required”.</p> |



| Item Raised | Proponent's Response |
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| The proposed heavy vehicle access to Building 3 should be restricted to left in only. | The splitter island for the roundabout has been extended to restrict heavy vehicle access to Building 3 to left-in only. This has been included in the updated Civil Drawings for the section 4.55(2) modification which has been submitted to Council. Refer to the drawing number "DA30-B" (Watch this Space Design) dated March 2018. |
| It is recommended that the splitter island (for the above discussed roundabout) be extended to restrict access. The raised median is to extend 10 metres west of the driveway. | As above. |
| The proposed roundabout will need to be presented to the Blacktown City Council Local Traffic Committee (LTC) meeting prior to the determination of the application. | Noted. |



RESPONSE TO PUBLIC SUBMISSIONS

| Submission Reference | Item Raised | Proponent's Response |
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| Ingenia Communities | The EIS incorrectly identifies the neighbouring site as a caravan park rather than a manufactured home estate. | Noted. |
| | The impact of development should consider the residential nature of the adjoining site. | <p>The EIS and all technical reports have assessed the likely impacts on the Ingenia site and proposed mitigation measures to minimise the impacts, including (but not limited to):</p> <ul style="list-style-type: none"> • Provision of dense landscaping • Preparation of a Construction Management Plan • Orientation of loading areas away from nearby sensitive receivers • Restriction of any noise generating activities occurring within the DCP acoustic buffer area between the site and Ingenia • Preparation of a Dust Management Plan |
| | 24-hour operations and associated noise will adversely impact residential amenity. | <p>The NVIA (Appendix G) assessed the potential noise impacts during operation including during the day, evening and night periods, in accordance with the methodology outlined in the INP and associated Application Notes, as well as other relevant guidelines and standards as required by the SEARs.</p> <p>The NVIA demonstrated that operational noise impacts are unlikely and satisfy relevant EPA policies and guidelines. Noise and vibration management and mitigation measures will be implemented during operation to minimise the risk of impact from the project as per Section 6.1 of the NVIA.</p> |



| Submission Reference | Item Raised | Proponent's Response |
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| | <p>Noise attenuation barriers along the boundary should be considered to mitigate noise impacts.</p> | <p>The NVIA (Appendix G) demonstrated that noise levels from the project during construction and operation are unlikely to cause adverse impacts as they satisfy relevant and strict EPA policies and guidelines.</p> <p>As previously stated, the Proponent is amenable to providing a 2.5 metre, solid construction fence along the Ingenia boundary to the north. Further, a buffer zone (minimum 20 m) has been provided between Ingenia and noise generating activities at the site to minimise potential impacts as per the BCC Growth Centre DCP.</p> <p>Noise and vibration management and mitigation measures will be implemented to minimise the risk of impact from the project as per Section 6 of the NVIA.</p> |
| | <p>The industrial zoning of the land should not preclude the ability of residents on the adjacent site to maintain amenity,</p> | <p>The EIS and all technical reports have assessed the likely impacts on the Ingenia site and proposed mitigation measures to minimise the impacts, including (but not limited to):</p> <ul style="list-style-type: none"> • Provision of dense landscaping • Preparation of a Construction Management Plan • Orientation of loading areas away from nearby sensitive receivers • Restriction of any noise generating activities occurring within the DCP acoustic buffer area between the site and Ingenia • Preparation of a Dust Management Plan |



| Submission Reference | Item Raised | Proponent's Response |
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| <p>Sydney Business Park</p> | <p>Concern regarding construction of Hollinsworth Road associated with a separate application to Blacktown City Council.</p> <p>Discussions have been ongoing to determine the final roundabout design near the Daniels Road Bus Link (by others).</p> <p>The plans submitted with the SSDA are inconsistent with the position that Sydney Business Park, Ganian and Logos had agreed to in progress.</p> <p>These plans put the inclusion of Sydney Business Park Land as part of this application and our landowner at risk.</p> <p>In the event that Hollinsworth Road between chainage 400 and 1080 and ultimate roundabout to facilitate the Daniels Road Bus Link are not included and delivered as part of the Logos works within this application, Ganian will withdraw their landowners consent. Noted that the owner's consent provided to Blacktown City Council details the conditions in which consent is granted. Should the roundabout as agreed be provided, the Sydney Business Park consent will remain.</p> | <p>The construction of Hollinsworth Road and the roundabout is now included within the section 4.55(2) modification to DA15\275.</p> <p>Discussions with Blacktown Council are occurring to finalise the preferred design. The concept plans have been agreed in principle by Sydney Business Park.</p> |
| <p>240492</p> | <p>Object to 24 hours, seven days a week operations due to noise pollution.</p> | <p>As outlined in the Noise and Vibration Report prepared by EMM, 24/7 operational noise of the estate is expected to comply with the most stringent</p> |



| Submission Reference | Item Raised | Proponent's Response |
|----------------------|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | <p>noise criteria, with the exception of a marginal exceedance of 1dB-2dB at two receiver locations.</p> <p>This exceedance can be mitigated by adopting management measures outlined in Section 7 of the EIS. The estate will be designed and constructed with all reasonable and feasible noise mitigation measures to control noise emissions.</p> <p>Construction and operation noise will also be regulated through the project approval and in accordance with relevant acoustic legislation, policy and guidelines (<i>NSW Interim Construction Noise Guideline, EPA Industrial Noise Policy, NSW Road Traffic Noise Policy</i>). These regulations have been developed to control noise levels to manage potential health impacts on the community.</p> <p>The proposed 24-hour, seven day a week operation is appropriate, as noise can be managed and regulated to minimise adverse impacts on the locality.</p> |
| 240492 | There is an existing noise issue on site from the use of heavy machinery from 7am-4pm. | <p>Construction on site has commenced in accordance with an existing development consent that is separate to this application. Construction hours are subject to this consent and associated construction certificate.</p> <p>Construction noise relevant to this application has been assessed in the NVIA (EMM 2017).</p> |



| Submission Reference | Item Raised | Proponent's Response |
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| 240492 | Trucks entering and exiting from the rear of the development will impact residential homes on Stockholm Avenue. | <p>Trucks will enter and exit the site from Hollinsworth Road to the north of the site.</p> <p>Internal truck movements on the site have been assessed in the Noise and Vibration Report included in Appendix G. EMM confirm that:</p> <p><i>Following a review of the noise model, feasible and reasonable noise mitigation measures have been considered for the assessment. A noise barrier (from 2 to 4 m high) along the southern site boundary, adjacent to Building 3, Building 6 and Building 7 (being the dominant contributors due to relatively higher quantity of trucking operations and/or their proximity to the southern receivers), was considered to shield noise to southern residential receivers. However, it was found that site noise levels with the noise barrier did not significantly decrease during worst case meteorological conditions. Given the height and extent of noise barrier required, and the corresponding cost associated with the construction of such a structure, the marginal exceedance (up to 2 dB) during only worst case meteorological conditions during the night period, this mitigation measure was considered to be unreasonable.</i></p> <p><i>Further, the road corridor (proposed Castlereagh Freeway) immediately south of the site will be developed in the future by the NSW Roads and Maritime Services. Given the close proximity to the southern receivers (R2-R7), it is expected that road traffic noise from the future freeway would generally mask site noise at these receivers. Furthermore, noise control measures (ie noise barriers) are expected to be constructed along the future freeway's boundaries</i></p> |



| Submission Reference | Item Raised | Proponent's Response |
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| | | <p><i>to mitigate road traffic noise and such barriers would also result in site noise levels decreasing further at these receivers.</i></p> |
| 240492 | <p>Landscaping to the rear of the site will not mitigate noise impacts.</p> | <p>Landscaping is proposed to the rear of the site to mitigate visual and acoustic impacts of the development. A series of additional noise mitigation measures are proposed in combination with landscaping, including:</p> <ul style="list-style-type: none"> • For Building 3, during the night-time period use the eastern loading docks and limit the use of the southern loading docks as far as practicable. • Minimise the use of broadband audible reverse alarms on heavy vehicles during the night-time period. • Use recessed loading docks where possible during the night period to minimise noise from loading/unloading operations. • Schedule truck movements and loading dock operations such that concurrent operation of vehicles is minimise. This includes limiting onsite vehicle idling while loading. <p>The NVIA (EMM 2017) determined that the proposal is unlikely to have adverse acoustic impacts on sensitive receivers.</p> |
| 245563 | <p>The development will have a negative impact on property values.</p> | <p>There are a variety of factors that influence land and property values in the area. Given the complexity of these factors, it is not possible to predict whether the development would have any impacts, either negative or positive, on housing demand in the area.</p> |



| Submission Reference | Item Raised | Proponent's Response |
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| | | <p>We further note that the type of development proposed is consistent with the industrial zoning of the land.</p> <p>It is also noted that accepted planning principles, practice and application of the EP&A Act do not recognise the impact on land values as a relevant planning consideration.</p> |
| 245563 | The proposal will add to existing noise concerns from the Costco development. | <p>The Noise and Vibration Assessment included at Appendix G has assessed the cumulative noise impact of the proposal with existing industrial noise sources in the vicinity. This assessment was conducted in accordance with the methodology outlined in the <i>NSW EPA Industrial Noise Policy</i> and associated Application Notes and the SEARs.</p> <p>This assessment demonstrated that operational noise levels from the project will have a negligible effect on increasing total industrial noise above the relevant cumulative noise criteria.</p> |
| 245563 | Noise will have adverse health impacts. | <p>Noise is predicted to be below relevant criteria. The NVIA (EMM 2017) demonstrated that noise impacts from the project during construction and operation (including sleep disturbance) are unlikely and satisfy relevant EPA policies and guidelines.</p> <p>Noise and vibration management and mitigation measures will be implemented during construction and operation to minimise the risk of impact from the project as per Section 6 of the NVIA (EMM 2017).</p> |



| Submission Reference | Item Raised | Proponent's Response |
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| 245563 | Compromising residential privacy. | <p>Residential receivers in the vicinity of the site have been thoroughly considered throughout the EIS. A full and thorough assessment of potential privacy impacts to residents was undertaken in the Visual Impact Assessment included in Appendix L.</p> <p>Overall, this assessment determined that most locations and groups/persons impacted would be at a significant distance away from the development where they thereby “<i>will not suffer significant adverse visual impacts</i>”.</p> <p>Significant landscaping is proposed in 'landscape buffer zones', which would mitigate visual impacts to surrounding properties. This is in conjunction with the existing dense woodland surrounding the site which mitigates views to and from the site.</p> |
| 245563 | Lack of community consultation. | <p>Community consultation was undertaken over 4 weeks in September and October 2017. Consultation included:</p> <ul style="list-style-type: none"> • Distribution of a letter and project factsheet to 800 households outlining the SSDA proposal, community information and feedback session times and locations and contact details for enquiries; • Two community information and feedback sessions (two hours each); • Formal feedback forms available at the community information and feedback sessions; and • A dedicated project email and 1800 number. |



| Submission Reference | Item Raised | Proponent's Response |
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| | | <p>The community feedback and information sessions were attended by 11 people. Feedback and comments received from the community are outlined in the Consultation Outcomes Report included at Appendix R and assessed in Section 1.7.2 of the EIS.</p> <p>The community consultation undertaken by the Proponent is adequate for a proposal of this nature and scale.</p> |
| 245563 | Construction has commenced prior to community being consulted on the proposal. | <p>The site has an existing approval for subdivision to create 4 Torrens title industrial lots and 1 lot for half width construction of Hollinsworth Road, 1 lot for future bus-only link road and associated bulk earthworks and drainage. This approval was granted by Blacktown City Council on 9 September 2015 under development consent DA15/275.</p> <p>A construction certificate in relation to DA15/275 was issued on 22 November 2017. The works that have commenced on site are in accordance with DA15/275.</p> |