

Your ref: SSD 5175 MOD5
& SSD8858
Our ref: MC 12-1769 &
MC-17-00004 &

4 February 2019

Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Emily Dickson

Dear Ms Dickson,

Re: SSD 5175 MOD 5 & SSD 8858 – Bulky goods retail centre on Lot 1 at Eastern Creek Business Hub

Thank you for your correspondence dated 26 November 2018 inviting us to provide comments/conditions to modify the concept plan (as it relates to Lot 1) SSD 5175 Mod 5 and the proposal to construct the bulky goods retail centre on Lot 1 (SSD 8858) for the Eastern Creek Business Hub, located at Rooty Hill Road South.

The MOD and SSD applications have been reviewed and we are not satisfied that the proposal meets the requirements of the original concept plans approved and on this basis we object to the proposal until our key issues listed in **Attachment A** to this letter are addressed. We request that once further information is provided by the applicant that we are given another opportunity to comment of the new information before any determination is made by DPE.

If you would like to discuss this matter further, please contact Kelly Coyne on 9839 6222.

Yours faithfully,



Judith Portelli

Manager Development Assessment

ATTACHMENT A

Matters to be considered and addressed:

Planning matters

- i. Whilst the proposed increase in floor space could be said to be minor given the overall approved for the site, additional floor space of 600smq would result in an increase over the original approval of almost 3,000sqm,

i.e. approximately 5%. This could be significant in regard to the impact on local centres given the nature of any future use, i.e. "convenience" retail.

In this regard it is considered that the correspondence from HillPDA does not adequately address the potential impact on existing centres. Deletion of the "large format retail" and change to "convenience retail" may in fact have a greater impact on local centres which focus on "convenience retail". This could be exacerbated by the proposed location of the additional retail on Rooty Hill Road South. If it is to service the site rather than passing traffic it should be positioned within the site. Additionally, the HillPDA statement does not adequately address "future" impact on nearby centres. Whilst the current impact on those centres may be perceived as "low", the majority of Blacktown's centres, for example, Rooty Hill and Doonside have potential for growth and the continual incremental increase in retail floor space at the ECBH may well impact on the opportunity of those centres to achieve that further growth. In this regard it is also commented that the ECBH is not a recognised centre in Council's hierarchy.

- ii. It should also be noted that there is a reference on page 4 of the HillPDA letter which refers to Minchin Drive. That "centre" was rezoned to zone R2 under BLEP 2015.
- iii. Page 16 of the SEE (SSD 5175 Mod 5) refers to strong population growth in the Blacktown LGA. This is correct but that growth is not within proximity to the ECBH. It is focused in the NWCG or around the LGA's centres which are well serviced by public transport and associated infrastructure.
- iv. Further, the SEE (SSD 5175 Mod 5) states "Frasers has concerns regarding the ability to secure an anchor tenant for the large tenancy and therefore the future success of the centre." There is no evidence submitted to support this concern and the economic situation of the proponent is not a planning matter for consideration.

Drainage matters

Drainage issues for the stormwater and internal road access have been identified in the response to SSD 5175 Mod 4. There is no evidence that these have been addressed.

Section 7.11 matters

We do not have a contributions plan that cover new developments in the Western Sydney Parklands. On this basis the applicant is required to demonstrate how it meets the additional demand for stormwater and traffic management facilities in the area.

Traffic matters

The proposal lacks evidence that:

- i. New roads will be constructed as part of the proposed development which also provides access to the proposed development. The roads should be designed and constructed to Council's requirements (refer BCC Engineering Guide).
- ii. Additional traffic generated by the proposed development is likely to be accommodated within the existing and new road network capacity.
- iii. Turning diagram shows that a 19m long articulated would have difficulty to turn at the roundabout as well as along the tight bends on the proposed truck route.
- iv. Parking provision must comply with the relevant Blacktown DCP.
- v. The design of car parking area, aisle widths, driveway widths, manoeuvring areas, sight distances, ramp grades, headroom, loading areas etc. are to conform AS 2890.1 and AS2890.2.
- vi. Provision for adequate sight distance needs to be made for both Pedestrian and Vehicular movement at the proposed driveway in accordance with Section 3.2 AS 2890.1 to ensure safety of pedestrians on the footpath system and motor vehicles along the new driveway.
- vii. Private waste management services need to be able to undertake waste collection from the proposed development including the private roads.

Environmental Health issues:

- i. The application must include plans and specifications for the restaurant to demonstrate compliance with the requirements of;
 - o Food Act 2003 and Regulations there under.
 - o Australian Standard 4674-2004 Design, construction and fit-out of food premises.
 - o Australian Standard 1668.2-2002 The use of ventilation and air conditioning in buildings – Ventilation design for indoor air contaminant control (relocation of pizza oven)
- ii. A detailed Mechanical Noise Assessment is required to be completed as part of construction documentation once plant and materials have been selected to ensure noise levels do not breach the noise criteria identified in the Noise Impact Statement.