



### TABLE OF SUBMISSION ISSUES AND RESPONSES

Submission	Date Received	Issues	Response
Ministry of Transport	09/12/08	<ul style="list-style-type: none"> <li>Provide a car parking strategy which aims to minimise on-site parking provision and consider a range of management initiatives</li> <li>Identify and resolve existing barriers to efficient and safe pedestrian and cycle access</li> <li>Investigate the opportunity for joint access with the Birrong Station pedestrian link proposed by Sydney Water</li> <li>Provide adequate and secure bicycle storage facilities</li> </ul>	<p>The proposed car parking provides car spaces above the minimum requirement of the Bankstown DCP.</p> <p>The spaces in excess of the minimum requirement are needed due to the specific vehicle and travel requirements of the NSW Police which are largely dictated by the operational requirements of the Police.</p> <p>The proposed amount of cars spaces (184) will better service the Facility during late night/early morning change of shifts when public transport is not running.</p> <p>The car parking spaces is also needed to service the Facility during periods of training when up to 400 staff may be attending the site.</p> <p>The provision of cyclist and pedestrian connections for the Potts Hill Reservoirs site is addressed as part of the Concept Plan. It is considered that this issue is outside the scope of the current application.</p> <p>Landcom/NSW Police have initiated discussions with Sydney Water with the aim of coordinating a pedestrian link across Sydney Water's land. While such an outcome would be ideal, it is essentially up Sydney Water to facilitate this link and it would presumably involve construction of a secure pathway across the Reservoirs Land.</p> <p>Notwithstanding the outcome of the a proposed new pedestrian link, the existing path or route to Birrong Station from the Police Facility site is considered satisfactory.</p> <p>The Preferred Project includes a secure bicycle storage area.</p>
Sydney Water	17/12/08	<ul style="list-style-type: none"> <li>Clarification of security requirements and potential impact on adjoining Sydney Water sites</li> </ul>	<p>The security requirements of the NSW Police Facility are addressed through both active and passive measures in the site and building design. This incorporates measures such as perimeter fencing (in accordance with design guidelines), perimeter landscaping and earth mounding, building siting, controlled entry points to buildings and installation of</p>



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		<ul style="list-style-type: none"> <li>Clarification of helipad usage</li> <li>Sydney Water advises that there is no firm proposal to provide a connection to the Liverpool to Ashfield Pipeline (LAP) and reticulate recycled water within the Potts Hill redevelopment</li> <li>Design of illumination for yard areas to minimise amenity impacts</li> <li>Impact of helicopter wind blast on adjoining Sydney Water site</li> <li>Incorporate of 'blast walls' or similar in landscape to minimise wind blast impacts</li> <li>Consider relocation of helipad further south within site</li> </ul>	<p>CCTV.</p> <p>The helipad is required for use in emergency situations and special operations to enable the rapid transportation of NSW Police personnel and equipment. The very nature of these events means it is impossible to provide an exact figure for proposed usage.</p> <p>The nomination of 3-4 uses per month is based on advice from NSW Police resulting from historical experience.</p> <p>The proposed facility does not rely on any potential future connection to the LAP.</p> <p>The project makes provision for the capture and reuse of rainwater to satisfy the environmental objectives.</p> <p>Noted. Proposal will comply with relevant Australian Standards.</p> <p>Rotor downwash effects from the helipad have been considered in detail in the "Notes responding to issues raised in Sydney Water letter of 17 Dec" (refer to Annexure 3 of the Preferred Project Report). The notes indicate that actual rotor wash velocity was recorded and measured at the Potts Hill site when the noise assessment measurements were undertaken on 22 December 2008.</p> <p>The results from the testing demonstrated the velocity of rotor wash at the site boundary, adjacent to the Sydney Water site, would be negligible compared to ambient winds.</p> <p>"Blast walls" are therefore not required.</p> <p>The location of the helipad has been selected with consideration of many factors, including approval for flight paths and clearance requirements for safe landing and takeoffs. It is noted that as part of the Preferred Project the Helipad has been moved to the north western corner. It is not possible to move the helipad further south as this would create a conflict between the requirements for helicopter operations and the proposed</p>



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		<ul style="list-style-type: none"> <li>Helicopter risk to critical Sydney Water infrastructure (operational reservoir)</li> </ul>	<p>buildings.</p> <p>The location of the helipad and resultant clearances meets all relevant regulations to achieve safe landings and takeoffs.</p> <p>A detailed response to this issue is outlined in the “Notes responding to issues raised in Sydney Water letter of 17 Dec” prepared by PSNK Aeronautical Services (refer to Annexure 3 of the Preferred Project Report).</p> <p>In summary it is noted that the studies undertaken by PSNK Aeronautical Services to determine appropriate flightpaths alignments found:</p> <ul style="list-style-type: none"> <li>The ambient wind direction was the dominant parameter.</li> <li>The east - west alignment nominated was selected to minimise potential overflight of adjacent residential areas.</li> <li>The Sydney Water reservoir is already overflowed by some aircraft and helicopters operating to and from Bankstown Airport.</li> <li>The facility is estimated to be used 3 to 4 times a month</li> <li>The need to avoid overflight of the reservoir area in the event of an emergency situation will be taken into consideration in the flight planning and emergency contingency plans developed by POLAIR for operations at the site</li> <li>The overall risk to the integrity of the Sydney Water facilities created by the proposed POLAIR operations is considered not to be significant</li> </ul>
		<ul style="list-style-type: none"> <li>Helicopter impacts on surrounding areas</li> </ul>	<p>An Acoustic Assessment Report has been prepared by Renzo Tonin &amp; Associates and submitted to the Department of Planning.</p> <p>The report states that <i>“our assessment reveal compliant levels of noise for the proposed operations with respect to current noise criteria issued by DECC and Airservices Australia. Reference was also made to previous EPA noise criteria for which noise levels were assessed as complying with the <math>L_{Aeq}</math> criteria but exceeding the <math>L_{Amax}</math> criteria. Given the degree of exceedance and considering the infrequent use of the proposed HLS it is considered that the noise exposure would not be significant and no not warrant any specific noise mitigation measures to be incorporated into the proposed development.”</i></p>



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**Part 3A Project Application No. MP 08\_0050**

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		<ul style="list-style-type: none"> <li>Green Star rating should target a minimum 5 Green Stars for office components</li> <li>Vibration impacts if ground impact compaction is proposed</li> <li>Clarification of southern boundary treatment due to inconsistency between drawings</li> <li>Appropriate handling and management associated with the storage of any chemicals / fuels on the site.</li> <li>Any transportation of such materials to be vetted by Sydney Water.</li> <li>Clarification of parking</li> </ul>	<p>It is noted that there is no statutory requirement to achieve any specific Green Star rating.</p> <p>The proposal indicates that a minimum 4 Green Star rating will be achieved (refer to Annexure 5) and given the mixed nature of activities to be undertaken within the three buildings on the site, i.e. garaging, warehousing, workshops and offices, it would be unreasonable to require a 5 star Green Star rating.</p> <p>All construction works will be undertaken in accordance with relevant Australian Standards.</p> <p>The architectural drawings submitted with the Preferred Project demonstrate the treatment of the southern boundary and the proposed fences for the perimeter and the holding/storage yard. The drawings also clearly identify the external treatment of all three buildings.</p> <p>Essentially the architectural drawings demonstrate the provisions of:</p> <ul style="list-style-type: none"> <li>A chainlink fence to southern boundary with Lot 104</li> <li>6 metre landscape setback</li> <li>Colourbond fence to holding yard</li> </ul> <p>It is noted that the inclusion of a colourbond fence to the holding yard was specifically requested by Sydney Water in a pre-lodgement briefing to provide solid visual screening.</p> <p>There is no proposal for the storage of any such materials on the site. These materials will only pass through the site on an infrequent basis when they are received or obtained through Policing activities. It is noted that a PHA is not required in accordance with the provisions of SEPP 33.</p> <p>The handling and transport of such materials is regulated by appropriate authorities, including WorkCover. It is inappropriate to require Sydney Water's involvement in this regulation through the development approval process.</p> <p>Both the Preferred Project Report prepared by SJB Planning and the Traffic Report</p>



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		requirement.	<p>prepared by Masson Wilson Twiney identifies that 184 car spaces are proposed for the site which exceeds the requirement in the Bankstown DCP.</p> <p>The additional spaces are necessary in this instance due to the proximity of the site to public transport, the shift work nature of the operations of the facility and the proposed training operations which will involve up to 400 staff at the site during training periods.</p>
RTA	9/02/09	<p>1. The RTA accepts the provision of traffic signals at the intersection of the eastern access of the site to Rookwood Road. The proposed traffic signals and civil works at the intersection of the new site access and Rookwood Road are to be designed to meet RTA's requirements and endorsed by a suitably qualified Chartered Engineer (ie. who is registered with the Institute of Engineers, Australia). The design requirements shall be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. The certified copies of the civil/traffic signal design plans shall be submitted to the RTA for consideration and approval prior to the release of construction certificate and commencement of road works.</p> <p>The RTA fees for administration, plan checking, civil and signal works inspections and project</p>	<p>We note the RTA's acceptance of the traffic signals at the intersection of the eastern access of the site to Rookwood Road and also note that the signals are not proposed as part of the Preferred Project, rather they form part of the works associated with the Project Application for civil works (MP 08_0069 Civil Works Stage 1).</p> <p>The traffic related findings in the Concept Plan for the Potts Hill Reservoirs lands (Concept Plan 07_0099) concluded that the site's direct access to the regional road network (ie: Rookwood Road and Brunner Road) was advantageous as it would alleviate the need to implement management measures in the surrounding residential street network.</p> <p>It followed that the Project Application for civil works (MP 08_0069 Civil Works Stage 1) incorporated the findings of the Concept Plan. It also followed that as part of the traffic analysis outlined in the Project Application for the civil works it was determined that to accommodate increased traffic flows associated with the commercial / employment lands, signals were proposed to be installed at the Brunner Road access and on Rookwood Road between Muir Road and Brunner road. Some minor traffic calming improvements along Cooper Road were also been recommended.</p> <p>As such the fees payable to the RTA and the WAD associated with the road works will be dealt with by the applicant / developer undertaking the works associated with MP 08_0069.</p>



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		<p>management shall be paid by the developer prior to the commencement of works.</p> <p>The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the Works Authorisation Deed (WAD) will need to be executed prior to the RTA's assessment of the detailed civil design plans.</p> <p>The applicant will be required to provide a 10 year operational fee for the proposed traffic control signals. The amount of this fee will be advised following the submission of the detailed signal design plan to the RTA for construction approval. The approval plans will not be released until the fee is fully paid.</p> <p>2. All costs associated with the proposed traffic signals on Rookwood Road and the new site access road are to be borne by the applicant.</p> <p>3. An interim intersection treatment is to be developed for the proposed access to Brunner Road. The proposed intersection is to provide safe</p>	<p>As discussed above the traffic signals do not form part of this Preferred Project (nor did they form part of the original Project Application), rather the signalisation of Rookwood Road forms part of MP 08_0069 Civil Works Stage 1 and as such the applicant for that development is responsible for the costs of those works.</p> <p>MP 08_0069 Civil Works Stage 1 involves the construction of two new roads within the Eastern Precinct of the Reservoir lands. Both roads are to be signalised at the respective intersections with Brunner Road and Rookwood Road and are to be dedicated to Bankstown City Council upon construction. Both roads and the proposed intersections have been designed, and will be constructed to accommodate Council's and the RTA's</p>



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		<p>and efficient access onto Brunker Road while the development for future traffic signal installation is being prepared. The proposed intersection arrangements are to provide for the installation of future traffic signals. Detailed plans of the proposed intersection treatment are to be submitted to Council for approval prior to the issue of a construction certificate.</p> <p>4. The number of car parking spaces provided is to be in accordance with Council's requirements.</p> <p>5. Off-street parking associated with the proposed development (including driveway, ramp grades, aisle widths, aisle lengths, parking bay dimensions, sight distances and loading bays) should be designed in accordance with AS2890.1 – 2004 and AS2890.2 – 2002.</p>	<p>industrial road requirements.</p> <p>The larger of the two roads (referred to as Road 1 in the traffic report supporting MP 08_0069) will be constructed off Brunker Road (opposite Lambert Street) in a north – south orientation along the Reservoir 2 boundary and will provide access to the Sydney Water lot and the NSW Police Facility site ( and Lot D - future residual lot).</p> <p>The road reserve will be constructed to Bankstown City Council standards.</p> <p>The second road (Road 2) will be an east –west oriented road off Rookwood Road, immediately north of Potts Park, and will service Lot A (future Transgrid site), the Sydney Water lot and the NSW Police Facility site. Both road and intersection layouts were designed to accommodate articulated vehicles (i.e. semi trailers) that may occasionally frequent the proposed Sydney Water and Police Facility lots.</p> <p>Interim intersection treatment/design will form part of the civil works associated with MP 08_0069 and not the works associated with the MP 08_0050 and the Preferred Project for the Police Facility site.</p> <p>The Traffic Report prepared by Masson Wilson Twiney (refer to Annexure 7) identifies that 184 car spaces are proposed for the site which exceeds the requirement in the Bankstown DCP.</p> <p>The additional spaces are necessary in this instance due to the proximity of the site to public transport, the shift work nature of the operations of the facility and the proposed training operations which will involve up to 400 staff at the site during training periods.</p> <p>The layout of the car, service vehicle and bicycle parking spaces have been designed to comply with the minimum dimensional requirements specified within Council's DCP and where relevant Australian Standards (AS2890.1/2/3).</p>



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		<p>6. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.</p> <p>7. Any damage to the RTA's assets during construction of the proposed development is to be rectified to the RTA's satisfaction at full cost to the developer.</p> <p>8. All works/regulatory signposting associated with the proposed development shall be at no cost to the RTA.</p> <p>9. A Construction Traffic Management Plan detailing construction vehicle routes, number of tracks, hours of operation, access arrangements and traffic control should be submitted to Council, for approval, prior to the issue of a Construction Certificate.</p> <p>10. The developer shall be</p>	<p>It is proposed that the largest vehicle to access the site will be a 19.0 metre semi trailer. The internal road layout and relevant loading dock areas have been designed to accommodate the turning path requirements of a 19.0 metre semi trailer and to accord with the relevant Australian Standards.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>





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		<p>responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.</p> <p>11. A Road Occupancy Licence should be obtained from the RTA for any works that may impact on traffic flows on Rookwood Road during construction activities.</p> <p>12. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Rookwood Road.</p>	<p>Noted.</p> <p>Noted.</p>