

Response to Council Letter Dated 25 August 2010

Issue	Response
Background Reports	
<p>The review of the EA by Council revealed that the following documents in Section 3 – Background Reports were not provided in the copies submitted to Council:-</p> <ul style="list-style-type: none"> • Report F – Heritage Impact Statement; and • Report G – Project Approval (MP 08_0055). <p>These reports should be incorporated in all copies of the EA when it is placed on public exhibition.</p>	<p>Provided with the EA as Background Reports</p>
Developer Contributions	
<p>A draft (or proposed) planning agreement should be included in the EA to allow Council the opportunity to properly assess whether the developer contributions proposed by the applicant adequately addresses the demand for local infrastructure created by the proposed development. As a minimum, Council advises that a list of “items” the applicant is proposing to provide should be incorporated into the EA to address this issue.</p>	<p>There are a number of local infrastructure items which are part of the approved Concept Plan commitments which are to be provided as part of the development of this estate, namely:</p> <ul style="list-style-type: none"> • Provision of new 4 way intersection to GHW to provide access to the site and to the western Sydney parklands; • Provision of a North/South and East/West cyclepath; • Regional road cash contribution to the RTA; • Construction of WSUD elements to manage stormwater from the estate and the 20 ha upstream catchment • Construction and dedication of local roads including extension of central avenue (providing access to parklands), park edge road (for light vehicular traffic only) and connecting internal estate roads <p>This application will include a letter of offer to enter into a Voluntary Planning Agreement (VPA) with the Minister, Blacktown Council and Western Sydney Parklands to formalise these commitments.</p>
Traffic	
<p>Council’s Traffic Management Section has reviewed the proposed development and provides the following comments:-</p>	
<p>a) Previous proposals for the subdivision and road network of the Bungarribee</p>	<p>All internal roads are to be dedicated to Council in accordance with the approved</p>

	Industrial Estate indicated that internal roads in the Estate would be provided as a Right of Carriageway (ROC). The current EA under review does not indicate whether the proposal roads are to be ROCs or dedicated as public roads. In this regard, the EA shall be amended to clarify the classification of the proposed internal road network. Please note that Council does not support the provision of ROCs for internal access around the Estate.	statement of commitments.
b)	All roads within the Bungarribee Industrial Estate shall be designed in accordance with Council's Industrial Road Standards.	Noted
c)	It is advised that wherever the proposed road network incorporates a 90 degree bend, a central road median should be provided. This will require additional widening of the road at this location.	Noted
d)	The proposed traffic signal at the intersection of the Great Western Highway and Proposed Road 1 (Collector) shall be finalised with the Roads and Traffic Authority prior to the exhibition of the EA.	Design of the intersection and signalisation is to occur with the RTA concurrently with this application.
e)	The proposed intersection of Brabham Drive and Proposed Road 2 (Entry Boulevard) appears to be satisfactory.	Noted

Stormwater & Drainage

Council's Drainage Section has reviewed the proposed development and provided the following comments:-

a)	The development is in the first stage of the Bungarribee Industrial Estate. On-site detention will need to be provided. The detention system will need to ensure that all the post developed discharges from the 1.5 year to the 1 in 100 year ARI storm are equal to or less than the pre development flows for all storm durations and can safely contain the required storage. Details of calculations, sizes, outlets and location of the basin are to be provided.	The Detailed WSUD Plan prepared by Aecom in Appendix G details the proposed detention.
b)	The internal pipe network is to be designed in accordance with the current Council's Engineering Guide for Development to carry the 20 year ARI	Noted

storm flows without surcharge.	
c) A drainage catchment plan is required to indicate what areas are draining to specific stormwater pits.	Refer Appendix G
d) A DRAINS electronic model must be provided and approved to demonstrate that the internal pipe network can safely carry the 20 year ARI storm flows without surcharge. Blockage factors should be applied to all inlet pits with lintels/grates at 0.5 for sags and 0.2 for pits on grade. For grate only inlets the blockage factor should be 0.5 minimum.	A Drains model has been prepared – Refer Appendix G.
e) Details are to be provided for the safe conveyance of overland flows within the site in the 1 in 100 year ARI event with freeboard to the floor level when the pipe and pit capacity is exceeded.	Refer Appendix G.
f) The proposed development is to achieve the objectives of Council's current Water Quality Control Policy for a site over 5 Ha.	Refer Appendix G.
g) A drainage catchment plan is required to indicate what areas are draining to specific Stormwater Quality Improvement Devices.	Refer Appendix G.
h) MUSIC modelling is to be undertaken to confirm that the water quality provisions have been met. Such modelling is to be undertaken in accordance with Council's draft guidelines. Council is able to supply local MUSIC rainfall and source node data for use in the model.	Refer Appendix G.
i) MUSIC does not consider hydrocarbons. The Water Quality policy states that you need to achieve the greater of 90% of the total annual load, or TPH < 10 mg/L from the whole site at all times. The Stormwater Management Plan shall address this issue.	Refer Appendix G.
j) Any proposed bioretention swales should be in accordance with the information available from www.monash.edu.au/fawb .	Refer Appendix G.
k) The vegetation species specified for any bioretention swales are to be in accordance with Council's Draft IWCM	Refer Appendix G

Handbook Part 5: Vegetation Selection
Guide for Bio-retention Swales.

l)	The development should undertake good general Water Sensitive Urban Design practise e.g. by directing parking areas or driveways to gardens or grass/bio swales before collection in pits.	Noted
m)	Stormwater Treatment Measures/WSUD for the proposed development shall be designed in accordance with the requirements of Council's Stormwater Quality Control and Western Sydney Water Sensitive Urban Design Policy. Details are to be included with the plans and specifications.	Refer Appendix G
n)	All engineering works must be designed and undertaken in accordance with the relevant aspects of the following documents: <ul style="list-style-type: none">i. Blacktown City Council's Works Specification - Civil (Current Version);ii. Blacktown City Council's Engineering Guide for Development (Current Version);iii. Blacktown City Council Development Control Plan (Current Version);iv. Blacktown City Council Soil Erosion and Sediment Control Policy (Current Version);v. Blacktown City Council on Site Detention/Detention Basin/Water Sensitive Urban Design General Guidelines and Checklist; andvi. Blacktown City Council Stormwater Quality Control Policy.	Noted

Landscaping

Council's Landscape Architect has reviewed the submitted Environmental Assessment and provides the following comments:

a)	Street tree species shall be in accordance with Council's Street Tree Strategy. In this regard, Eucalyptus species are not appropriate.	Street trees are selected in accordance with the approved Concept plan
b)	Proposed street tree locations will need to adhere to current practices with	Noted. To be provided as part of construction documentation.

	<p>regards to clearance zones and frangible / non-frangible species. Details of clearance zones from the trafficable lanes shall be provided.</p>
<p>c) It is unclear which of the proposed landscaped areas (including the WSUD elements and the proposed wetland) are expected to be handed over to Council for future ownership/maintenance. This detail shall be clarified so appropriate maintenance standards and periods can be applied.</p>	<p>Maintenance and ownership of WSUD elements are to be coordinated between the relevant parties.</p>
<p>d) The EA documents state that the cycle network provides access from the Great Western Highway through to the M4 Motorway, however the landscape documents show the cycle path looping at the M4 end with no real access provided through to the M4. There may be a legitimate reason for this provision, such as unsafe access or the RTA prevent access, however the EA shall be amended to state that no through access can be provided.</p>	<p>It is not possible to extend the cycle path beyond M4 motorway at this stage, however it is anticipated that the cycle path is part of a broader cycle path master plan for the Western Sydney Parklands area.</p>

Inconsistency with Proposed Warehouse & Distribution Facility

The proposed subdivision and internal estate road layout is inconsistent with the Preliminary Environmental Assessment (PEA) prepared by Goodman Property Services (Australia) Pty Ltd dated 10 June 2010, received by Council from the Department of Planning on 12 August 2010, for the construction and operation of a warehouse and distribution centre in the Bungaribee Industrial Estate at Huntingwood West.

The warehouse and distribution centre is proposed to be constructed on Lot 3 and part of Lot 2 within the Bungaribee Industrial Estate. This indicates that the development would be constructed over Road 3 (Local Road) proposed under this current application.

Clarification should be provided on how the PEA relates to the current Environmental Assessment under review. Alternatively, these applications shall be amended to correspond in terms of the subdivision and internal road layout to avoid future modifications to the proposals.

This inconsistency has been addressed and rectified with this revised application.