



Your ref: SSD-10425
File no: MC-20-00005

28 July 2020

Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001
paula.bizimis@planning.nsw.gov.au

Attention: Paula Bizimis

Dear Sir/Madam


**(SSD10425): Stage 2 – Detailed Development Application - Tallawong Station
Precinct South**

Thank you for your correspondence requesting our comments on the above application at 1-15 and 2-12 Conferta Avenue, Rouse Hill, which is a State Significant Development proposal under section 4.36 of the *Environmental Planning and Assessment Act 1979*.

The application has been reviewed by our officers and we object to the proposal at this stage due to the concerns we have about it and the inadequacy of the submitted information. These issues/comments are listed in **Attachment A** to this letter. We request that these matters be addressed and referred back to Council for reconsideration and to enable conditions to be formulated for your inclusion in any consent that may be granted. Please note that this matter is still being reviewed by our Drainage Engineering and Asset Design Sections and further matters may be raised by us that need to be addressed in an amended EIS.

If you would like to discuss this matter further, please contact Judith Portelli, our Manager Development Assessment, on 9839 6228.

Yours faithfully


Glennys James PSM
Director Planning and Development

Connect - Create - Celebrate

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Blacktown City Council's submission to:

(SSD10425): Stage 2 – Detailed Development Application - Tallawong Station Precinct South

1. Planning and design

- a. The redistribution of the building forms is an improvement on the original design as it creates a better pedestrian experience through the site, by removing the lengthy elevations that previously ran north/south and providing a reduction in scale of the buildings along the pedestrian link. An additional feature building at the south-eastern corner and a retail/market pedestrian street and pocket park with improved solar access are a result of the changes. The applicant must however demonstrate compliance with the solar access requirements of the ADG.
- b. We reinstate our previous position that waste collection arrangements must be wholly contained within the respective sites' basements and all trucks must enter and leave in a forward direction. The concept of reducing the number of loading zones and vehicular entries compared to the concept DA is supported, however there are significant operational efficiencies that will need to be overcome. Council would expect waste collection for sites of this size to be positioned wholly within the basement. There are a number of reasons for this, including managing acoustics, improved streetscape presentation (when designed well) and efficient operation/collection. The proposal indicates ground floor collections for Site 2 which are unsightly and undesirable, in particular for buildings located at the corners in dominant positions. The proposed waste storage and collection areas at the ground floor dominate the frontages to the public road, result in blank facades and remove the ability to provide an active street edge, which results in a poor public domain interface. Notwithstanding the visual adverse impact on the streetscape, the location of loading dock and waste collection rooms is not supported where they share a common wall with a residential unit, due to adverse amenity impacts on future residents.
- c. The proposal does not provide sufficient information for each stage of the development, including the road network movement, access and required car parking spaces necessary for each stage. Whilst we note that this is only a temporary arrangement, more information is required to demonstrate that sufficient car parking and an adequate road network is provided prior to the operation and occupation of each building independently until full completion and operation of the final stage of the development.
- d. No dead-end roads or areas of half road construction in the development are acceptable. In this regard, the subdivision plan for Site 2 should be amended to indicate full construction of the internal public road at the first stage of subdivision, to provide vehicle access to Lot 2932.
- e. We note that a report has been submitted to Council on behalf of Deicorp to assist us in preparing the Planning Proposal to amend the Land Reservation Acquisition Map

and remove our acquisition obligations in respect of the proposed local open space area as Deicorp proposed a private basement carpark under the local park. We had originally objected to this concept in discussions with Deicorp as it is unacceptable to have a private carpark under our public park and road. In this regard we require the applicant to enter into a Planning Agreement with Council to ensure that the applicant is not entitled to any compensation for land value and/or embellishment value for this site and this is to be registered on the title of the land. Deicorp has agreed to retain the park and road in private ownership. We request that this obligation be satisfied and the agreement be executed between the parties prior to any consent becoming active, i.e. it could be reflected as a deferred commencement condition. We object to the DA at this point as no letter of offer to effect this has been received by Council from Deicorp.

- f. As previously advised, no basement parking is permitted under a public road and/or open space, and as a result the park and the public access for the park must be retained in private ownership, with a public easement for access as proposed. However, further details in relation to the maintenance of the park and access road still need to be submitted with this application and agreed with Council.
- g. The site is subject to Section 7.11 Contributions Plans 22L and 22W – Rouse Hill (CP22) and Section 7.11 contributions must be conditioned accordingly.
- h. A Due Diligence report under the National Parks and Wildlife Act 1974 is required for all new development in the Growth Area. This is to be prepared by a suitably qualified aboriginal heritage consultant and must be submitted for consideration by Government with this DA.

2. Car parking

- a. Council does not support the proposed reduction in the visitor car parking rate (to 1 visitor per 35 units from 1 per 10 units). It is considered that the provision of a total of 28 visitor car parking spaces is totally insufficient to serve 987 apartments. For Site 2 there is no commercial car parking available for the use of residential visitors as justified in the Traffic Report. Based on this, we do not object to the proposal on this ground provided 99 visitor spaces are provided for the proposal in accordance with the Concept Approval.
- b. The report acknowledges that the 1,000 existing commuter car parking spaces located at Tallawong Station are already at capacity, with a substantial overflow of all-day parking currently occurring onto the surrounding street network during every workday. By 8.30 am, the existing carpark is full from commuters travelling on the Sydney Metro Northwest line. Once full, drivers of vehicles then proceed to park on the surrounding street network. The catchment area beyond the North West Growth Area is predominantly rural in nature with poor or no public transport options available to residents. This is another reason why we object to the proposed reduction in the visitor car parking rate.

3. Waste

a. The following matters must be addressed by the applicant:

Truck access

- Cater for residential and commercial waste collection within basements.
- Demonstrate on amended plans that ramp grades and changes of rate of grade on ramps do not exceed 15.4% (as per AS2890.2 Tables 3.2 and 3.3).
- Provide a vertical cross-section plan demonstrating a 4.5 m headroom allowance clear of eaves, overhangs, balconies, services and at the roller door entry point, for the entire travel path of trucks (as per AS2890.2).
- Provide a vertical cross-section plan demonstrating a 6.5 m headroom allowance in the area where the hook lift waste compactor is stored.
- Provide swept paths for an 8.8 m long, medium rigid vehicle with a 22 m turning circle for the entire travel path of trucks, showing forward entry and exit.
 - This is PARTIALLY SATISFIED - swept paths must include street entrances and exits and include all on-site travel/manoeuvring.
- Provide the AutoCAD file in DWG format and 1:1 scale for the entire travel path of trucks in addition to the proposed swept paths, for our detailed review.

Waste storage area

- Provide waste collection points in the basement for each building.
 - This is PARTIALLY SATISFIED
- Provide a dedicated and refrigerated storage room for food waste for commercial tenants producing more than 50 kgs of meat, seafood or poultry daily.
- Ensure bins will not be stacked as this leads to overflowing front bins, under-utilised rear bins and dumping:
 - bins must be single file to allow for movement in between
 - update the Waste Management Plan (WMP) to reflect this.
- Demonstrate on amended plans that resident access to the waste room is not via the loading bay where waste collection vehicles are moving and reversing. Waste collection contractors may need a second access to this space through the loading bay.
 - amend the WMP as it states that residents will access the waste room
 - amend the WMP to reflect the use of interim waste rooms
- Ensure the maximum walking distance for residents to transport bagged waste or containerised recyclables does not exceed 45 m and amend the WMP to reflect this.
- Ensure bins and bulky waste are stored on the same level they are collected from. Basement bin and bulky waste storage with ground level collections are not supported for WHS reasons and due to the heavy reliance on mechanical aides and/or equipment to move bins and bulky waste around the site. Basement collection and storage is required for this site.

Loading bay design

- Demonstrate on plans that the designated loading bays can accommodate the entire length of the truck plus an additional 3 m rear clearance for bin servicing and rotation. The truck must not overhang the loading bay hindering traffic flow on-site.

Bulky waste

- Provide storage at a rate of 4 m² for every 40 units and 1 m² for every 20 units (or part thereof) and after that for bulky waste items such as lounges and fridges etc:
 - the area must be located adjacent to the waste loading bay, caged and signposted for this specific use
 - doors must be a minimum 1.5 m wide
 - the Waste Management Plan must be updated to this effect.
- Demonstrate on amended plans that resident access to the bulky waste storage room is not via the loading bay where waste collection vehicles are moving and reversing. Waste collection contractors may need a second access to this space through the loading bay.

Waste generation

- Demonstrate on amended plans the correct number of waste and recycling bins needed for the site, considering the accurate waste and recycling generation rates now provided.
- Allow for the following waste and recycling generation rates (RFB):
 - 240 L/unit/day for waste
 - 80 L/unit/day for recycling
 - SATISFIED

Bin movement

- Demonstrate that bin transfer grades do not exceed 1:30 for 1100 L bulk bins. If they do:
 - a bin movement aid is required for the site (e.g. bin tug with trolley)
 - provide the specification sheet for the proposed equipment
 - indicate on amended plans a suitable, secure storage area for this equipment.
- Demonstrate that bin travel distances do not exceed 10 m for 1100 L bulk bins.
- Clarify what the likely retail tenancies will be as this will influence waste and recycling generation rates, the number of bins for both, and the required size of the waste room.
- Indicate the bin travel path from the interim bin storage rooms to the main collection point using the proposed bin movement aid.

Waste Management Plan

- Amend/provide the Waste Management Plan to include the location of the waste collection point and loading bay.

Additional observations

- The waste bins seem scattered and the method of collection is lost.
- There are a lot of partial satisfactions.
- Swept paths are inconclusive as they do not include the complete route as required.
- Drawings have not been provided.

4. Asset design

- a. We note that the Stormwater Management Strategy proposes to enlarge an existing bio-retention system to service the roads dedicated to Council, located on the eastern side of Cudgegong Road. However, not enough detailed information has been provided to determine that the concept will work. This location is highly constrained and this concept must be verified in terms of constructability and operational and maintenance requirements prior to the issue of any construction approval. On the basis that this bioretention system is handed over to Council, Council approval for the modification is required. In this regard Council requests a condition be imposed on the consent that, prior to the issue of a Construction Certificate, the detailed design and construction plans are to be reviewed and endorsed by Council. We also note that this application proposes to construct a new retaining wall along the Cudgegong road footway and therefore a Road Safety Audit must be undertaken to assess the risk to road users.

5. Engineering

- a. Additional information/clarification is required as listed below:
 - The plan of subdivision should reflect the intent of the ownership plan.
 - The proposed site must demonstrate there is a legal and contiguous stormwater connection, capable of appropriately and safely conveying stormwater from the site to the downstream regional facility/intended watercourse for all flows up to and including the 100-year ARI. The applicant should demonstrate that there is negative impact on downstream private property due to the discharge from the subject site.
 - With regard to the proposed stormwater tail-out design beyond pit 36.8, more detail is required of the downstream receiving infrastructure to demonstrate that the appropriate invert levels are achieved and the capacity of the existing system is adequate.
 - The proposed development roads do not appear consistent with the relative DCP road design in terms of road formation (note the typical cross-section detail of Local Road Medium-High Density within the BCC GC DCP). Council's Engineering Team may consider the proposed deviation of road formation from the DCP on the basis that the applicant can demonstrate that:

- the minimum width of each travel lane is 3m. This applies to MC01, MC02 and the road to the west of the Park
 - a standard Council waste vehicle can manoeuvre around the proposed bends safely.
- Where the development seeks to alter the existing kerb alignment of Conferta Avenue in order to facilitate future traffic calming and/or pedestrian crossings, the applicant must seek approval from Council's Manager Traffic and Access.
 - We request that a condition be imposed on the consent requiring any proposed pedestrian/wombat crossings along existing public roads, including Conferta Avenue, be approved by Council's Manager Traffic and Access prior to the issue of the Construction Certificate. The pedestrian crossings, if approved, must generally reflect the requirements of Blacktown Council's Standard Drawing A(BS)131M, i.e. standard wombat crossing for all roads.
 - The proposed carriageway configuration of MC01 and MC02 should reflect the requirements of the DCP Local Road Medium Density – i.e. an 18 m road reserve with a configuration 3.5 m verge – 11 m carriageway – 3.5 m verge. Furthermore, the proposed configuration is not in line with the BCC GC DCP typical cross section, and this should be amended to reflect the DCP requirements. Note that a flush transition between carriageway and verge is not supported, and kerb and gutter is required between the carriageway and verge for all roads.
 - The applicant is to provide additional detail on the intended traffic circulation movements around MC01 and MC02. Is there an intent for two-way movement? If so, the applicant must demonstrate that the appropriate vehicles (including waste vehicles) can manoeuvre around the proposed road bends in a safe manner and in accordance with the relative AUSTRROAD requirements.
 - The private road is to include an easement in gross to the benefit of Council for the full extent of the road reserve. Also, the applicant is to clarify how the design intends to manage the safety of pedestrian movements in relation to traffic.
 - The intersection of Cudgegong Road and Schofields Road is flagged to be a future signalised intersection as indicated within the BCC GC DCP. The applicant is to demonstrate that the proposed splay at the south-eastern corner of future Lot 2931 facilitates the future signalised intersection design.
 - The proposed development is to ensure any flows received from the upstream communal carpark are captured and adequately conveyed to the downstream existing Council stormwater system. In this regard the engineering plans are to demonstrate compatible levels with the upstream neighbouring site.
 - There appears to be an intentional low point within the internal road MC01/MC02 at chainage approximate 185.00 MC01. The applicant is to demonstrate that the stormwater conveyance of the overland flow path along MC01/MC02 at this point is catered for. The overland flow path is to be reflected on the plan with an associated easement for OLFP.
 - The proposed 375 mm diameter stormwater pipe to be constructed within Conferta Avenue, i.e. line P25/13 to P25/16, is to be reconfigured to ensure the location is in

line with the alignment of the kerb and gutter, as well as the allocation for stormwater as stipulated within the SOCC current Guide to Codes and Practices for Street Opening Document.

- The engineering plans are to include detail to demonstrate the overland flow path through the site.
- An external and internal catchment plan is to be shown within the engineering concept plan. All proposed stormwater pipes, easements and overland flow paths are to be adequately sized in this regard.
- The proposed staging plan must ensure that all engineering amenity (including stormwater treatment measures and conveyance) and traffic circulation is catered for within all stages of the development. The engineering plans should reflect the respective intended staging.

6. Drainage

a. Amended plans and modelling are required to address the following:

- There is generally insufficient information to provide a full assessment. More details are required generally. Provide sections through proprietary water quality chambers and show final details for the regional bioretention basin amendments.
- Revised subdivision plans by Daw and Walton are required to address the following;
 - provide the eastern end of the public loop road within Lot 2931
 - for residential lots only, provide a 5 m x 5 m splay corner
 - for commercial/business/mixed lots, provide an 8 m x 8 m splay corner.
- The proposed water quality and water conservation strategy to achieve the Stream Erosion Index (SEI) of 3.5 or lower is incorrect.
 - the Council roads, regional bioretention basin and bioretention street pits (where used) are to be considered independently of the SEI requirements for the lots. There is no requirement for the public infrastructure to achieve the SEI as this is considered satisfied using the regional basin
 - as a concession, the SEI can be averaged out over all the lots (excluding public roads and regional bioretention as detailed above)
 - to provide more temporary storage on each site, a water quality strategy using Stormfilters or SPEL Bayfilters is required instead of Jellyfish which has no storage
 - any development with a commercial or business component is required to use rainwater for toilet flushing, supplied using roofwater and topped up with mains water or recycled water where available
 - where swales are used on site as a water quality device, they must be watered using rainwater and topped up with mains water or recycled water where available
 - the proposed methodology used in assessing the SEI appears inappropriate. Use the methodology as per Council requirements for the lots only. Include the pre-model as detailed below

- provide 2 separate and additional MUSIC models (pre and post) to demonstrate that the Stream Erosion Index (SEI) for the lots only is less than 3.5 based on the technique in Council's MUSIC Modelling Guide in part 4 of the Developer Handbook for Water Sensitive Urban Design, available on Council's website. The pre-development is to consider a vacant pervious block. Provide all calculations used to determine $Q_{critical}$.
- An amended water quality strategy for public infrastructure, including roads, is required to address the following;
 - this area covers the public roads and public park only
 - provide a water quality catchment plan with areas and showing any bypass such as parts of Cudgegong Road
 - bioretention street trees are unable to be maintained by current Council staff resources. If these elements are provided, the filter area cannot be counted towards the regional water quality targets
 - a separate MUSIC model is required to assess the impact of the proposal on the off-site Council regional bioretention facility. In preparing the separate MUSIC model, consider representative land use nodes for the lots (roof, road, courtyard, pervious) and then a generic node representing the required removal rates. Ignore rainwater tanks, swales or proprietary devices on the lots
 - Figure 18 of the Civil and Stormwater Report prepared by AECOM Project No 60618532, dated 07.05.2020 shows the regional bioretention basin with an existing filter area of 431 m² and the additional filter area highlighted but no size shown. The current MUSIC model (to be revised) shows a total required filter area of 734 m². This almost doubles the existing filter area, but the area shown on the plan appears out of scale or insufficient to achieve this
 - the design appears to show the current basin expanding towards Cudgegong Road using retaining walls along the road boundary, but given its proximity to the intersection with Schofields Road it is unclear how this area can be safely and effectively maintained
 - where access is available from only one side, a maximum filter width of 7.5 m is required. Where an access track is available on both sides, a maximum filter width of 15 m is required
 - a more detailed investigation of the site for regional bioretention and in particular the services is required to demonstrate:
 1. what area is reasonable available and maintainable to the west of the current basin
 2. whether the existing basin can be expanded to the east using part of the old road (services may be an issue), or
 3. whether the existing basin can be expanded to the south and reconstruct the current subsoil collection and overflow arrangements, or
 4. can a splitter pit be provided downstream of the GPT and a portion of flow redirected around the existing basin to a new bioretention basin located downstream (possibly perched up) to operate independently of the existing basin, or

5. a combination of two or more of the above.

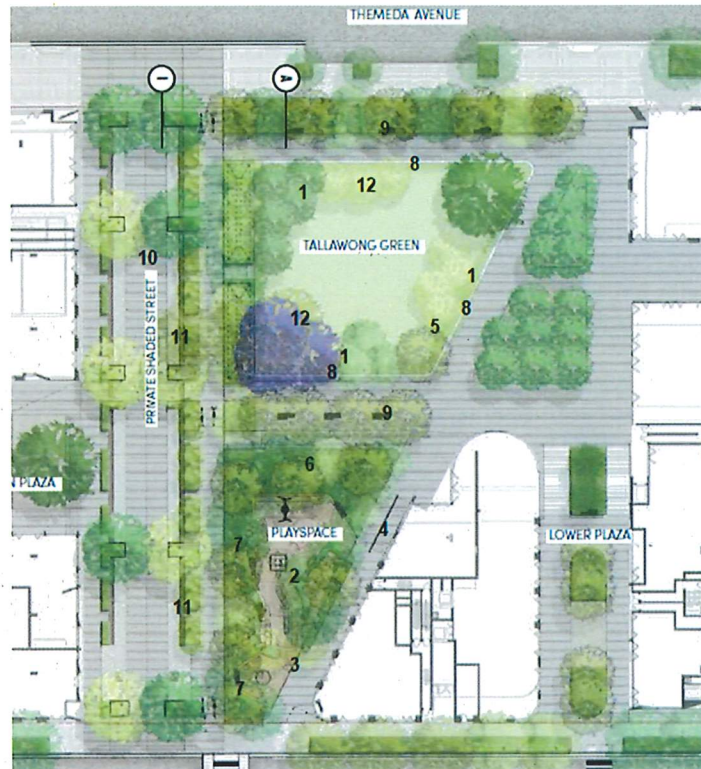
- Amended MUSIC modelling for the lots is required to address the following:
 - provide a water quality catchment plan with areas and showing any bypass. Show what areas flow to what devices
 - consider the lots only and ignore the roads and public park (except for irrigation of the park using the rwt under the private road)
 - consider representative land use nodes for the lots (roof, road, courtyard, pervious)
 - provide a junction node downstream of each lot
 - the water usage proposed for landscape watering appears too high. Given that the bioretention street trees are self-watering, demand outside of the park appears low and usage within the park is generally low with native planting. Provide supporting details
 - the bioretention street filter depth at 450 mm is too low for a tree. A minimum 900 to 1000 mm depth of filter media is required for a decent canopy tree. Area could also be increased
 - it is noted that the street trees are on a slope and, allowing for some sediment build-up, consider a 50 mm EDD for the street trees within the private road.
 - where Stormfilters are used, size the Stormfilter chamber upstream of the weir up to a maximum of 20 m³/Ha draining to the chamber
 - where SPEL Bayfilters are used, size the SPEL chamber upstream of the weir between 1 to 2 m³/cartridge
 - include in the filter chamber a baffle extending from the tank soffit to below the weir and set 250 mm upstream from the weir to retain floatables in accordance with Sheet 23 of Council's WSUD drawings A(BS)175M
 - the filter weir length is in accordance with Sheet 23 of Council's WSUD drawings A(BS)175M
 - clearly identify the proprietary device being used and the model/size
 - provide a rainwater tank for each building with a commercial or business component or where a swale is designed as part of the treatment train
 - for industrial/commercial development, a minimum of 80% of the non-potable water uses on site is to be met through rainwater. This is to be assessed using the node water balance in MUSIC. Allow for a 10% loss in rainwater tank size volume in MUSIC before overflow to that shown on the design plans below the overflow invert, to allow for anaerobic zones and mains water top up levels
 - for industrial/commercial development, allow for internal rainwater reuse of 0.1 KL/day per toilet/urinal. However, where the site is occupied say 5 days per week, the daily usage rate is to be reduced by 5/7
 - for watering landscaped areas only e.g. parks, common areas, allow 0.4 kL/year/m² as PET-Rain
 - natural treatment systems, such as swales and bioretention systems which rely on vegetation for effective pollutant removal, are required to be irrigated with non-potable water at the minimum rate of 0.4 kL/year/m²

- the methodology for calculating the swale in MUSIC is incorrect. Either delete this node altogether or request the detailed swale sizing requirements from Council.
- Provide a Groundwater Assessment Report to ensure there is no adverse impact from the basement carpark on groundwater.

7. Open Space

a. The following matters need to be addressed by the applicant:

- Provide seating with backrest and armrests around the lawn area, use BCC HUB furniture.
- Provide inclusive play experience and improve accessibility to the play space, please refer to Council's local play guideline.
- Remove playspace fencing along the south-east boundary.
- There are stairs connecting upper level and playspace. Applicant to confirm an accessible route from upper level to playspace.
- Provide youth facilities, such as ping pong table, in public open space area.
- Since this is the only public playspace in this precinct, maximise play area and reduce garden bed area. Provide a variety of play experience. Avoid duplication of play equipment. Take advantage of the level difference to create a climbing wall, embankment slide or climbing nets etc.
- Large trees be provided in the playspace and all deep soil areas.
- Improve accessibility, remove unnecessary raised kerb. Provide flush kerb in some locations for equal access to the lawn area.
- Private road – create pedestrian dominant access.
- Street tree locations – provide staggered layout and flush kerbs to achieve WSUD.
- More large trees in lawn area.
- Lighting must not connect to Council's switchboard.
- Signage to be integrated in the park to advise the public of the land ownership and maintenance of the park.



8. Tree management

- a. Council's Tree Management Section has reviewed the arborist report and agrees with the conclusions and recommendations therein, with the exception of the removal of trees 31 & 32. These 2 trees should have a detailed tree protection and management plan in accordance with Australian Standard AS4970 Protection of Trees on Development Sites 2009 and be provided prior to works commencing.