

Response to Submissions – SSD 6078

Oakdale Central – Horsley Park

Construction of Warehouse and Distribution Facilities - Lots 1C, 2B and 3

Appendix F

AT&L Response to Addendum EIS



Suite 702
154 Pacific Highway
St Leonards NSW 2065
P 02 9439 1777
F 02 9460 8413
E info@atl.net.au
ABN 96 130 882 405

www.atl.net.au

13 August 2014

McKenzie Group
Level 6, 189 Kent Street
SYDNEY NSW 2000

Attention Andrew Cowan

Your Ref:

Our Ref: 13-143 McKenzie Group
L001 14-08-13

Direct phone: 02 94391777

VIA EMAIL: acowan@mckenzie-group.com.au

Dear Andrew

RE: Responses to EIS Addendum - SSD 6078

With reference to the above and your email dated 11 August 2014 we provide the following comments in response to submissions by external stakeholders:

Sydney Catchment Authority (SCA)

SCA Comment:

The SCA remains concerned with the design of the entry/exit points between Old Wallgrove Road and the Pipelines corridor. Although the road design provides a right-hand turn bay to allow a safe turn westward from Old Wallgrove Road into SCA land, this is not our most frequent travel route. SCA's primary and most frequent traffic route is along the Pipelines corridor (in both directions), requiring direct crossing of Old Wallgrove Road. With the expected increase in heavy vehicle traffic, SCA anticipates it will become unsafe for vehicles to directly cross Old Wallgrove Road from one section of the corridor to the next. Consequently the only safe exit from SCA land will be to turn left and travel along Old Wallgrove Road until there is a safe location to do a u-turn or a turn in a side road. This will be a major problem for travel from the west, as TransGrid will not be happy with SCA vehicles doing a u-turn in their entrance. Hence SCA remains concerned with the current design of the entry points.

AT&L Response:

The intersection configuration presented in the concept design provides for both southbound right turn and cross traffic movements. In addition, the geometric design will accommodate the future provision of traffic signals. A Stage 2 Preliminary Design Road Safety Audit of the concept design was completed and indicated the intersection layout should be assessed in terms of future vehicle movements. In response to this, during detailed design stage, additional investigations will be undertaken to determine the frequency and type of vehicle cross movements generated by SCA. These predicted cross carriageway movements, in combination with the traffic volumes projected to occur at project opening, and within the short to medium term respectively, can then be assessed to determine whether amendments to the intersection design are warranted. The detailed road

upgrade design will be subject to a Stage 3 Detailed Design Road Safety Audit which will again assess the proposed access arrangements along the road corridor.

Blacktown City Council (BCC)

BCC Comment:

Nominated batter slopes do not comply with Council's engineering guide for development. On the basis that Council will be responsible for maintenance, compliance with EGFD is required.

AT&L Response:

Blacktown City Council EGFD states desirable max batter slope for roads shall be 1(V):5(H). Absolute max 1(V):4(H). The batter slopes shown in the concept design have been based on the Austroads/RMS design guidelines. The batter slopes adopted will be assessed further during detailed design through consultation with Council and based on the geotechnical investigation for the site.

BCC Comment:

Cross drainage does not need to be upgraded to 100 year capacity, should comply with EGFD.

AT&L Response:

The majority of existing cross drainage pipes already have 100 year ARI capacity i.e. it is intended the existing culvert size shall remain the same as they are now, and that the cross drainage catchment and flow regime will largely remain in the pre-road upgrade state. The 100 year ARI capacity criteria was adopted based on RMS' design guidelines for cross drainage. It is intended the road pavement drainage be discharged at the downstream outlet of existing cross drainage culverts.

BCC Comment:

The hydrologic and flood impact assessment is to be completed prior to progress to detail design to ensure that there will be no adverse flooding impacts on adjoining downstream properties. Depending on what mitigation measures are required, this could impact land acquisition. Note that the Coles development appears to have redirected some catchment area away from the existing drainage lines discharging onto the Transgrid site and this could be considered in whether the developed flows exceed pre-development flows.

AT&L Response:

Hydrologic assessments will be carried out during detailed design. All new stormwater drainage will be designed to ensure there is no adverse flooding affects on adjoining downstream properties and mitigation measures will be adopted should they be required.

BCC Comment:

The practicality of bio-retention swales needs to be reviewed in combination with a conventional street drainage system. There may not be enough depth available to daylight drainage pipes and bio-retention subsoil drainage. This needs to be considered for each drainage discharge point.

AT&L Response:

During detailed design, and upon establishing design levels, each drainage discharge will be assessed and designed with the appropriate water quality treatment features to meet BCC's water quality criteria. Ideally bio-retention swales will be adopted where levels allow however if bio-retention swales cannot be feasibly implemented, appropriate alternative options will be identified in consultation with BCC.

BCC Comment:

Any required stormwater quantity and quality management measures are to be provided at no cost to Blacktown Council. This includes ongoing life cycle cost for maintenance and renewal. Appropriate sinking funds acceptable to Blacktown Council are to be provided prior to any project implementation.

AT&L Response:

Stormwater quantity and quality management measures will be installed/constructed as part of the project at no cost to BCC and then handed over to BCC. The road upgrade as constructed will have a defects liability period of twelve months. It is not considered acceptable that the Developer provides whole of life maintenance funding for the assets.

BCC Comment:

The road and stormwater management design is to be approved by Blacktown City Council prior to project implementation.

AT&L Response:

Noted and accepted.

DPI / NSW Office of Water

DPI / NSW Office of Water Comment:

Groundwater

The Phase 1 Environmental Site Assessment (Appendix 3 of the EIS) notes the potential to intersect high yielding groundwater is considered to be low, based on the expected depth of the road upgrade works (see Section 2.15, page 9). Appendix 3 indicates the local groundwater is inferred to be present between 8 and 10 m bgs (see Section 2.5.2, page 4). It is noted that no geotechnical investigations have been undertaken at this stage and this will be undertaken at the detailed design stage (see Road Design Report, Appendix 2, page 32). The proponent should confirm the depth to groundwater, and that no impacts to groundwater are likely as a result of the road upgrade.

AT&L Response:

The groundwater levels will be checked as part of the geotechnical investigation. It is not envisaged the road upgrade will have any impact on groundwater levels, this will be confirmed after receipt of the geotechnical investigation report and during detailed design.

DPI / NSW Office of Water Comment:

Water supply

The EIS notes the road upgrade will not require the consumption of potable water (see Section 4.2.4, page 12). It is unclear if the road upgrade will require a non potable water supply to undertake the works. If so, details should be provided on:

- the source of the non potable water supply and whether water will be sourced from watercourses, farm dams, groundwater bores etc
- the volume of water proposed to be used.

AT&L Response:

Non-potable water sources will be investigated for feasibility of use in construction activities but if none can be identified, potable water will be sourced in accordance with RMS/Council requirements.

Potable water would be used for sanitary and for specific cleaning activities.

The estimated volume of water proposed to be used will largely depend on the construction contractor's management of moisture control for earthworks and pavement, and dust suppression.

*Based on use of a water tanker full time on site during earthworks and pavement construction
(estimated period of 16 weeks) plus other ancillary use may be approximately 300kL.*

Should you have any questions, please don't hesitate to contact the undersigned.

Yours sincerely



Peter Wark
Associate Director – Civil Engineering
0423 489 170