



09 November 2018

Ms Sally Munk
Principal Planning Officer
NSW Department of Planning and Environment
320 Pitt Street, Sydney NSW 2000

Dear Sally ,

SUPPLEMENTARY RESPONSE TO SUBMISSIONS - MACARTHUR MEMORIAL PARK

This Supplementary Response to Submissions (SRTS) has been prepared on behalf of the Catholic Metropolitan Cemeteries Trust (CMCT) regarding the Macarthur Memorial Park which is presently being assessed by the NSW Department of Planning and Environment. This SRTS response to the following meetings and referrals:

- Meeting between CMCT, the NSW Department of Planning and Environment and the NSW Office of Environment and Heritage on 17 October 2018;
- Meeting between CMCT and the NSW Department of Planning and Environment to discuss general matters on 2 October 2018;
- Meeting between CMCT and the NSW Department of Planning and Environment regarding Acoustic Issues on 25 October 2018; and
- Referral Response form the NSW Roads and Maritime Services dated 25 October 2018

This SRTS has sought to provide appropriate clarification to each matter raised by the relevant government parties and is supported by a series of amended plans and specialist inputs which are attached as part of this report and should be read in conjunction in order to obtain a comprehensive understanding of the project. This documents are as follows:

- Landscape Plans prepared by Florence Jaquet Landscape Architects and Botanica (**Appendix A**);
- Stormwater Plans prepared by Stormy Water Solutions (**Appendix B**);
- Landscape Design Report prepared by Florence Jaquet Landscape Architects (**Appendix C**);
- Interpretation Strategy Report prepared by Florence Jaquet Landscape Architects (**Appendix D**);
- Public Art Plan prepared by Florence Jaquet Landscape Architects (**Appendix E**);
- Civil Engineering Technical Note prepared by Warren Smith and Partners (**Appendix F**);
- Auditors Report prepared by Senversa (**Appendix G**);
- Acoustic Letter prepared by Acoustic Studios (**Appendix H**);
- Design Intent Letter prepared by Florence Jaquet Landscape Architects (**Appendix I**);
- Stormwater Management Plan prepared by Stormy Water Solutions (**Appendix J**);
- Flora and Fauna Assessment prepared by Travers (**Appendix K**);
- Vegetation Management Plan prepared by Travers (**Appendix L**);
- Tree Report prepared by Travers (**Appendix O**);

1. NSW OFFICE OF ENVIRONMENT AND HERITAGE

A meeting was held between CMCT, the NSW Department of Planning and Environment and the NSW Office of Environment and Heritage on 17 October 2018 following comments on the Response to Submissions by the NSW Office of Environment and Heritage. A response to the unresolved matters has been provided in Table 1 below.

Table 1 – Response to OEH Items

Matter Raised	Response
<p>A Development Control Plan (DCP) be developed in consultation with the Heritage Division prior to the Development Application being finalised to further reduce the impacts on the existing Varroville House in terms of setbacks, built form, materials, noise, hours of operation and maintenance. To provide guidelines for the development of the subject site, the DCP should incorporate the following documentation:</p> <ul style="list-style-type: none"> • An endorsed Conservation Management Plan • Plan of Management • Landscape Masterplan • Interpretation Plan • Sustainability Strategy 	<p>A DCP is not considered an appropriate mechanism to control development on the site and has been rejected for this reason during the Planning Proposal for the site which has enabled the site to be sued as a cemetery.</p> <p>It is noted that a Conservation Management Plan is endorsed for the site by the Campbelltown Local Environmental Plan 2015 and that a Plan of Management, Landscape Masterplan, Interpretation Plan and Sustainability Strategy have been submitted as part of the Development Application currently under assessment.</p>
<p>The landscape master plan referred to in point 1 should include details of all landscape furniture, including but not limited to details on the proposed shelters, signage (both way finding and interpretation), seating, and all other landscape ancillary uses. The Heritage Council is concerned that insufficient detail has been provided at this stage in the proposal to adequately assess the impacts of the changes and furniture on the overall significance of the wider Varroville landscape.</p>	<p>The proposed development plans provided have indicated all furniture proposed by the application. The application as currently proposed has sought consent for 20 shelters. No shelters are present in any of the 3 significant view corridors. Twelve shelters are within the burial rooms and therefore concealed amongst vegetation, two are visible from Varroville House’s access road and St Andrew’s Road.</p>
<p>The proposed access road, toilet block and carpark area should all be relocated as currently these structures are located within the designated “No build” area. This area was designated as a</p>	<p>The proposed road has been located between the outbuildings and Varroville House due to the following reasons:</p>

Matter Raised	Response
<p>“No build” area to reduce the impact to the State Heritage Register Listed Item - Varroville Homestead.</p> <p>Furthermore, this area where these structures are proposed is highly significant as part of the wider landscape of the homestead and any new structures, and specifically a car park in this area, will affect that relationship and significance.</p> <p>It is recommended that further investigation be undertaken in this regard and an amended plan be referred to the Heritage Council or its delegate for approval prior to any development consent being issued.</p>	<ul style="list-style-type: none"> • As a historic precinct, it is meant to attract visitors and access need to be provided to it. • The access road is proposed in the alignment of the “historical driveway to Varroville Homestead” as a form of interpretation which we believe has previously been discussed with and supported by OEH officers. • As the access road is longer than 150m, RFS requires either: <ul style="list-style-type: none"> ➢ A3 point-turn for emergency access which, we feel, would distort the reading of the historical driveway and require significant re-grading. ➢ A loop road, which is the proposed option • The remainder of the loop road has been carefully positioned behind an existing ridge which runs west (between the outbuildings and St Andrew’s Rd) in response to a minimisation of visual impact from the Campbelltown Urban Area <p>The road network is generally laid out 100m apart to ensure a maximum walking distance of 50m for mourners and funeral staff. The lawn area west of the outbuildings being 260m x 260m on average, a road is required for access to graves.</p> <p>Minor re-shaping of the land (low bund) has been proposed between Varroville Homestead and the proposed road to minimise the visual impact of the road when viewed from Varroville House.</p>

Matter Raised	Response
<p>The Heritage Council considers that the proposed road width and verges are excessive and intrusive within the wider Varroville landscape and recommends that further investigation be given to reducing their width. This is to ensure that the proposed road network fits smoothly in the natural landscape features of the site and are not unnecessarily visually intrusive.</p>	<p>This bunding will allow for a visual connection to the outbuildings.</p> <p>At the requested of OEH Officers, the toilet block will be housed within the existing Dairy Buildings, assuming it is safe to do so. The Outbuilding's Landscape Proposal in the Interpretation Strategy Report (pages 42-44) has been amended accordingly.</p> <p>Further we note that the he small 5 space carpark has been removed in response to the comments received by OEH.</p> <p>The proposed road width has been designed in accordance with the requirements of the Rural Fire Service which requires two way access throughout the main roads of the site. Opportunity to remove the road widths and verges is therefore not considered feasible.</p>
<p>The Heritage Council considers that the proposed Access C is too close to the existing driveway for Varroville Homestead and should be relocated further away from the homestead to ensure that the residents of Varroville enjoy their current quality of life without excessive noise that cars would generate given the proposed hours of operation of the cemetery.</p>	<p>Access road C is 70m from the centre line of Varroville Homestead's driveway.</p> <p>An access point is required in this vicinity of the proposed location of Access Road C for Bushfire management and as such the removal of the access point whilst ensuring the safe operation of the site is not achievable.</p> <p>Traffic speed within the cemetery is limited to 20km/hr and therefore traffic is not expected to be unreasonable noisy to the point it would impact on the amenity of residents within Varroville House.</p> <p>In relation to the amenity of the residents of Varroville Homestead, the client is prepared to</p>

Matter Raised	Response
<p>The Heritage Council considers that the loop road (indicated on the plans as Road No.10) which is connected to Road No. 3 from proposed Access C should be redesigned as a pedestrian walkway to reduce the amount of hardstand close to Varroville Homestead for the reasons outlined in point 6, above.</p>	<p>offer Access Cas an exit only, with the condition that it can be used as an entry for major events to facilitate traffic management</p> <p>The loop road west of Varroville is 3.5m wide to facilitate one way access into this area. The one way arrangement and minimisation of the road width was proposed in response to previous visual concerns from the Heritage Council.</p> <p>This loop road itself is necessary to provide for access to the burial zone which is approximately 140m deep has a significant gradient. Should no access road be provided, mourners will need to walk up to 140m uphill to access the furthest corner, a distance which is not acceptable nor representative of the amenity expected by community members for a facility such as this.</p> <p>The loop road is bordered by screen planting which renders it invisible from St Andrew's Rd and Varroville property boundary.</p> <p>Based on this we believe that the proposed loop road is appropriate and necessary for the proposal.</p>

2. GENERAL MATTERS

On 02 October 2018 a meeting between CMCT and the NSW Department of Planning and Environment to discuss general matters relating to the application. The matters raised and the design response are detailed in Table 2 below

Table 2 – Response to General Matters

Matter Raised	Response
<p>Campbelltown Council comment regarding the overland flow path of stormwater behind chapel. Despite comment provided by Stormwater engineer, we have not included a drawing</p>	<p>A technical note has been prepared addressing this matter by Warren Smith and Partners and attached as Appendix F of this report. The</p>

Matter Raised	Response
<p>detailing the measures to mitigate the overland flow</p>	<p>Warren Smith and Partners advice confirms that stormwater system north of the chapel safely conveys overflows within the road network without any potential impact to buildings or public safety in the 100-year ARI</p>
<p>Contamination “Remediation Action Plan” (RAP) states that any contaminated materials will be buried under new car parking areas.</p> <p>RAP to be amended to state that contaminated materials may be removed from site and disposed.</p>	<p>An amended RAP has been provided to the NSW Department of Planning and Environment previously under separate cover. CMCT has separately sought an auditor advice which has confirmed that the Site can be made suitable for use for the proposed memorial park as per the development application.</p>
<p>Reference to natural burials and potential for “leachate” to contaminate the soils. CMCT to provide details of methodology of natural burials and state that no “chemicals are used for embalming” that can affect the flora and fauna.</p>	<p>CMCT prohibits the practice of embalming and renewal for natural burials. This can be enforced as a condition of consent.</p> <p>A natural burial is undertaken to a double depth of 1.8m and deceased are interred in a biodegradable coffin horizontally with no memorialisation. There is no intention to inter vertically and this practice is not undertaken in NSW Crown cemeteries and is unlikely to be acceptable based on religious practice. Current Interment practice is not to undertake a burial within 5 metres of a deep rooted tree so as not to disturb the root system . Renewal or reburial is undertaken every 25 years not 5 years as stated by Campbelltown Council , this is a new condition of Cemetery and Crematoria Act 2013 .</p> <p>Health department regulation require 900 mm clearance between the top of the coffin and natural ground level . There is no difference in terms of leachate effect between a natural or normal burial , an extensive study report by red earth geosciences at Varroville has been provided with the development application which</p>

Matter Raised	Response
	concluded the "proposed cemetery development will have negligible effect on natural groundwater aspects " and the site represents a very suitable situation for the development of a large scale cemetery and complies in every respect with both state and world health standards when considering leachate , groundwater , soil contamination and impact on flora and fauna.
Tree assessment states that tree T579 is to be removed, but elsewhere in report states that this tree is to be retained. Documentation to be consistent.	The Tree Assessment has been updated and resubmitted as part of this SRTS.
All references to "Moist Shale Woodland" on plans and documents to be removed and replaced with "Cumberland Plain Woodland"	All landscape drawings and all landscape reports (Landscape Design Response and Interpretation Strategy) have been updated to remove any references to Moist Shale Woodland, in accordance with the revised Travers' Vegetation Management Plan
DPE requires a response to the RFI from Council regarding the water course assessment	The amended watercourse assessment provided to the NSW Department of Planning and Environment in the Response to Submissions has been updated to remove any inconsistencies associated with the proposal.
Flora and Fauna assessment: Numbers of plants to be installed as part of revegetation programme are inconsistent across documents	In accordance with the request from the NSW Department of Planning and Environment an updated Flora and Fauna Assessment has been provided.
Vegetation Management Plan has inconsistencies in priority of treatment of different areas.	An updated Vegetation Management Plan has been prepared as requested and is attached as Appendix L of this report.
FJLA master plans numbering do not match the cover sheet. Needs to be amended.	Drawing L002 has been revised accordingly and re-issued as part of the SRTS.

Matter Raised	Response
<p>FJLA drawings indicate a “red line” around the watercourse. CMCT to clarify what this line means</p>	<p>There are 2 red lines following the validated watercourses. These lines are identical to the watercourse lines in the 2017 Watercourse Assessment Report produced by Travers Bushfire and Ecology P/L. and correspond to the “top of Bank” and “Edge of riparian buffer” as defined in the above mentioned report.</p> <p>To provided consistency 2 different colours have been adopted in the amended plans:</p> <ul style="list-style-type: none"> • Navy blue dashed line now represents the “top of Bank” • Red dashed line still represents the edge of the riparian buffer (10, 20 or 30m away from the “top of Bank” as is applicable under legislation and as defined in the Travers’ report. <p>All drawings have been updated accordingly and re-issued.</p>
<p>FJLA Master Plan cover sheet to remove any reference to proposed heritage curtilage and proposed pathways on hill (amongst African Olive)</p>	<p>All landscape drawings and all landscape reports (Landscape Design Response, Public Art Strategy and Interpretation Strategy) have been updated to remove any references to curtilage and paths on Escarpment</p>
<p>Dam Rehabilitation works must be further advanced and detailed</p>	<p>An updated Stormwater Management Plan and details of the proposed Dam details have been provided as part of this application demonstrating the proposal can be bought into compliance with the relevant Australian Standards.</p>

3. ACOUSTIC IMPACTS

On 25 October 2018 a meeting between CMCT and the NSW Department of Planning and Environment regarding Acoustic Issues was held where by concern was raised regarding the acoustic impact of noise generated associated with vehicle movements along St Andrews Road.

In response to this meeting additional acoustic works have been undertaken and is attached as **Appendix H** of this report. The works undertaken by Acoustic Studio are summarised below:

Access B traffic noise does not exceed Road Traffic Noise Policy limits. Under the present development scenario noise from existing traffic on St Andrews road is reported as 45dBA at the Retreat Centre of the Carmel of Mary and Joseph being the closest sensitive receiver.

Noise from existing and maximum predicted project traffic on St Andrews Road is 51dBA at the Retreat. The NSW Road Traffic Noise Policy and its application notes require that any increase in total traffic noise should not be more than 2dB, where the existing noise level is within 2dB or greater than the relevant criterion. If assessed against a criterion of 50dBA for a place of worship or passive recreation, the existing level of 45dBA is not within 2dB. Therefore for this project, and that criterion, the Policy does not require the increase to be limited to 2dB.

To reduce the acoustic impact of the proposal on Retreat Centre of the Carmel of Mary and Joseph the CMCT is accepting of redesigning the traffic flow within the development so that Access B is the primary entrance and Access C the primary exit. Signage and traffic flow directions within the site would direct vehicles to exit via Access C. This would effectively halve the number of vehicles passing the Retreat Centre, and the associated road traffic noise. According to noise theory this would result in a 3 decibel reduction. In practice the reduction would likely be greater because cars would be slowing as they approached the entrance, not accelerating out of it onto St Andrews Road. This reduction in road traffic noise levels would also apply to the Carmel of Mary and Joseph

We note that the access points to the site have been proposed after considering all constraints of the site. These are comprehensively addressed Landscape Design response to Acoustics issues prepared by Florence Jaquet Landscape Architects and attached as **Appendix I** of this report. The key points are summarised below:

- Buildings are not allowed in the most southern portion of the site by the virtue of the no build area clause of the Campbelltown Local Environmental Plan 2015.
- As the visual impacts of the development are major design considerations (in response to the LEP), it is preferable to locate all buildings within the “secluded” and least visible zones of the site.
- As the visual impacts of the development, heritage considerations and the amenity of the current Varroville resident are primary design drivers, it is preferable to locate all buildings and main entrance within the “secluded” and least visible zones of the site, i.e. the northern portion of the site.
- Access B is the only acceptable entry point at the northern end of the site, from the point of view of RMS compliance.
- No access point can be entertained in the portion of St Andrews Road between proposed Access B and C

Based on the works undertaken it is considered that the Acoustic Impact of the proposal when considered on balance with the other design matters of the project does not preclude the application from proceeding.

4. ROADS AND MARITIME SERVICES

On 25 October 2018 the NSW Roads and Maritime Services provided written correspondence to the NSW Department of Planning and Environment which in principle raised no objection to the proposed development however raised concerns with the traffic assessment of the long term implications for the development on the local and regional road considering the proposed lifecycle of the facility.

In response to this the CMCT would propose the following operational condition be enforced on any consent issued for the project:

The proponent is required to prepare and forward to Campbelltown City Council a traffic impact assessment for every 10 year period from 2036 to assess the impact the proposal has on the local road network. Should any upgrade works be required the proponent is required to undertake all works required to ensure the safe and efficient operation of the site.

CMCT would accept alternative wording of the condition as proposed by the NSW Department of Planning and Environment or the Independent Planning Commission.

We trust the above and the attached documentation provides the appropriate information to allow the NSW Department of Planning and Environment to advance its assessment of the application for consideration by the Independent Planning Commission.

If you have any questions please don't hesitate to contact me on (02) 8233 7614.8233 9925

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Cameron Nixon".

Cameron Nixon
Senior Consultant



APPENDIX A LANDSCAPE PLAN



APPENDIX B STORMWATER PLANS



APPENDIX C LANDSCAPE DESIGN REPORT



APPENDIX D INTERPRETATION STRATEGY REPORT



APPENDIX E PUBLIC ART PLAN



APPENDIX F CIVIL ENGINEERING TECHNICAL NOTE



APPENDIX G AUDITORS REPORT



APPENDIX H ACOUSTIC LETTER



APPENDIX I DESIGN INTENT LETTER



APPENDIX J FLORA AND FAUNA ASSESSMENT



APPENDIX K VEGETATION MANAGEMENT PLAN



APPENDIX L TREE REPORT