

5 June 2020

IPC Question	Response						
<p>1. Can you provide an indication of the types of shops that may occupy the various tenancies and buildings?</p>	<p>The following table provides an indication of the types of shops and businesses that may occupy the tenancies under each of the proposed land uses.</p> <table border="1" data-bbox="741 501 1989 1321"> <tbody> <tr> <td data-bbox="741 501 1370 935"> <p>Specialised retail premises means a building or place the principal purpose of which is the sale, hire or display of goods that are of a size, weight or quantity, that requires—</p> <ul style="list-style-type: none"> (a) a large area for handling, display or storage, or (b) direct vehicular access to the site of the building or place by members of the public for the purpose of loading or unloading such goods into or from their vehicles after purchase or hire, but does not include a building or place used for the sale of foodstuffs or clothing unless their sale is ancillary to the sale, hire or display of other goods referred to in this definition. <p>Note. 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<p>2. In which building and tenancies will the indoor recreation centre and the vehicle repair station be located?</p>	<p>Specific buildings and tenancies have not been nominated for the potential indoor recreation and vehicle repair station uses. This is to provide flexibility in leasing and to avoid unnecessary modifications as the premises are leased. The uses are compatible with the overall specialised retail centre buildings and would not require any significant external changes to the buildings that would ordinarily require development consent (with most internal changes being able to be undertaken as</p>						

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	<p>Exempt development under the Parklands SEPP). The proposed uses and their operations will be accommodated entirely within the buildings and the proposed maximum GFA limits for these uses will control their intensity. It is noted that the assessment of environmental impacts is based on the full utilisation of the GFA proposed.</p> <p>As noted during the briefing, Frasers would be willing to accept a condition of consent that any servicing of vehicles associated with a vehicle repair station tenancy must not be undertaken within the external car park area.</p>
<p>3. Do you consider the Economic Analysis still applicable/relevant under the present economic situation? If so, can you provide the reasoning in support of the finding?</p>	<p>Hill PDA have provided the following response:</p> <p><i>“The COVID 19 pandemic combined with the current economic downturn or recession is having significant impacts on the retail industry. Impacts have been mixed – food and drink services on premises and most non-food retailers have been adversely affected (in many cases due to lock down laws) while supermarkets, take-away liquor and some fast food stores have improved sales. Importantly this impact is not expected to be long term. The age of consumerism began in the 1950s when the first suburban shopping centres were developed, and consumerism has continued to increase over the long term. Over the past 60 years there has been several downturns or recessions in the economy – (1) the oil crisis and stagflation in the 70s (2) the blow out of the current accounts deficit and the recession that ‘we had to have’ in the early 90s and (3) the global financial crisis which began a credit squeeze in 2008. Even the two years prior to the GFC we had a downturn in discretionary spend and domestic travel brought about by rising interest rates and oil prices. However the impact from all these recessions was short-term (generally less than 5 years). In each case it was followed by an economic upturn. It is probable that we will have a vaccine for COVID 19 by the time the proposed centre opens its doors.</i></p> <p><i>While the COVID 19 lock down and social distancing practices has possibly resulted in some further shift to on-line sales it is important to realise that on-line sales are not entirely competitive with bricks and mortar retailers. In many cases the relationship is complementary. This is because many retail stores provide ‘dark store’ services. More and more retailers as well as shopping centres are widening their sales channels to include on-line shopping, pick-up and home delivery services. This includes bulky goods retailers such as home improvements, hardware and garden supplies, domestic and electrical goods, bedding, indoor, outdoor and office furniture, camping and recreational goods, etc.”</i></p> <p>In summary, the Economic Analysis submitted with the SSDA is still applicable notwithstanding the present economic situation.</p>
<p>4. It is noted that the ‘pad site’ shown in the modification to the approved concept proposal is for a proposed restaurant, subject to a future DA. Is there a building envelope proposed for this part of the site?</p>	<p>Yes, a building envelope is shown on Concept Masterplan SK63.2 (SSD 5175 MOD 5).</p>
<p>5. It is noted that the concept plan originally approved separate GFA limitations on what was then ‘bulky goods retailing’ and ‘large format retailing’. The proposal seeks just to update the terminology. However, considering the types of uses envisaged and originally assessed, are the actual impacts of the GFA attributable to what is now called ‘specialised retail premises’ still the same as that approved as ‘bulky goods retailing’, eg, with regards to traffic impacts, employment and economic impacts?</p>	<p>The Department updated the Standard Instrument definition of bulky goods to specialised retail premises in 2018. This was a direct translation of terminology with the new term replacing ‘bulky goods premises’ wherever it occurred in all LEPs. In updating the Standard Instrument terminology, the Department has recognised that there is no distinction between the uses, including their potential environmental impacts.</p> <p>As the modification involves a concurrent application for the detailed design, the environmental impacts of the actual development have been assessed based on the specialised retail premises definition with the traffic, employment and economic impacts all deemed to have an acceptable environmental impact (as supported by the Department’s assessment report and agency referrals).</p>

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	<p>It is also noted that under the original consent, the large format retail component had a maximum cap of 14,000sqm for Lot 1. The total GFA for the current proposal is 11,358sqm for all uses combined and therefore the impacts would be less than those originally anticipated.</p>																																																															
<p>6. Could you provide a notation or a revised version of Table 3 of the EIS (on p13) that identifies the GFA in the proposed modification that is attributed to lot 1?</p>	<p>The "Variation" column of the table identifies the GFA that is attributed to Lot 1. In summary, the changes to the GFA of Lot 1 under SSD 5175 MOD 5 are:</p> <ul style="list-style-type: none"> • Increase of convenience retail GFA of 600sqm; and • Transfer of 3,400sqm of specialised retail premises to recreation facility (indoor) and vehicle repair station uses. <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #e0f2f1;"> <th>Element</th> <th>Original Approval</th> <th>Mod 2 (approved)</th> <th>Mod 3 (approved)</th> <th>Mod 6 (approved)</th> <th>As Proposed (Mod 5)</th> <th>Variation</th> </tr> </thead> <tbody> <tr> <td>Maximum GFA</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Specialised retail premises</td> <td>43,300</td> <td>43,300</td> <td>43,300</td> <td>42,800</td> <td>39,400</td> <td>- 3,400m²</td> </tr> <tr> <td>Convenience retail</td> <td>9,500</td> <td>9,500</td> <td>10,154</td> <td>10,154</td> <td>10,754</td> <td>+600m² (café and future development site)</td> </tr> <tr> <td>Supermarket</td> <td>(4,000)</td> <td>(4,000)</td> <td>(3,794)</td> <td>(3,794)</td> <td>(3,794)</td> <td></td> </tr> <tr> <td>Specialty shops / small business</td> <td>(5,500)</td> <td>(5,500)</td> <td>(6,360)</td> <td>(6,360)</td> <td>(6,960)</td> <td></td> </tr> <tr> <td>Future development site (childcare)</td> <td>-</td> <td>700</td> <td>700</td> <td>1,200</td> <td>1,200</td> <td>nil</td> </tr> <tr> <td>Recreation facility (indoor)</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>3,000</td> <td>+3,400m² (converted from specialised retail premises)</td> </tr> <tr> <td>Vehicle repair station</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>400</td> <td></td> </tr> </tbody> </table>	Element	Original Approval	Mod 2 (approved)	Mod 3 (approved)	Mod 6 (approved)	As Proposed (Mod 5)	Variation	Maximum GFA							Specialised retail premises	43,300	43,300	43,300	42,800	39,400	- 3,400m ²	Convenience retail	9,500	9,500	10,154	10,154	10,754	+600m ² (café and future development site)	Supermarket	(4,000)	(4,000)	(3,794)	(3,794)	(3,794)		Specialty shops / small business	(5,500)	(5,500)	(6,360)	(6,360)	(6,960)		Future development site (childcare)	-	700	700	1,200	1,200	nil	Recreation facility (indoor)	-	-	-	-	3,000	+3,400m ² (converted from specialised retail premises)	Vehicle repair station	-	-	-	-	400	
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<p>7. Is there a more detailed Schedule of Finishes and Materials in the DA that identifies specific colours for the buildings?</p>	<p>There is no additional Schedule of Finishes and Materials beyond that referenced on the elevation plans and Design Statement. Detail in relation to the specific colours of the shopfronts (labelled "CONC-01") will be developed in consultation with future tenants and undertaken as Exempt Development in accordance with the provisions of the Parklands SEPP. Notwithstanding, details are provided for the key elements of the building facades to ensure that the development as a whole integrates with the Stage 1 development to the north and the surrounding Parklands in a manner that is generally consistent with the Design Guidelines. This is achieved through the use of earth toned colours and materials (such as timber vertical elements and green walls) and the continuation of the feature wall pattern from Stage 1 for the primary façade elements.</p>																																																															

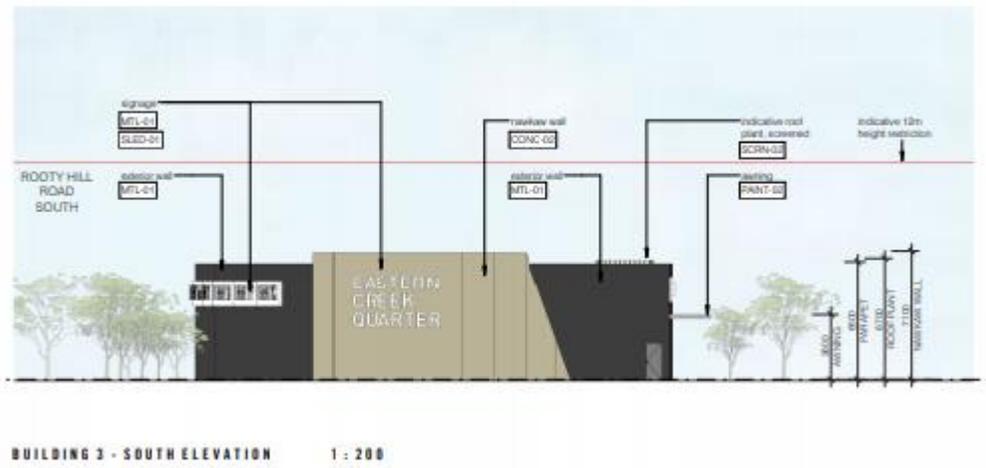
IPC Question **Response**

Additional questions

8. How does the largely blank wall of Building 3 respond to the Rooty Hill Road street frontage?

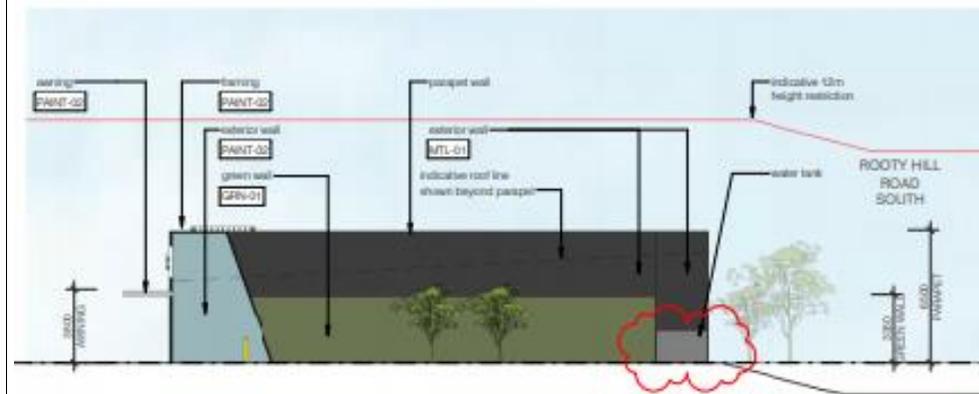
The design of Building 3 reflects its intended use as a specialised retail premises where large areas are generally required. Building 3 is predominantly viewed by motorists travelling along Rooty Hill Road South, it is not a high frequency pedestrian environment, and the most visible components of the building are its north west and south west corners. The design of the building incorporates articulation and changes in materiality to emphasise the prominent corners, creating visual interest when viewed from the public domain.

In addition to the corner articulation, a generous 20m landscape setback is provided along the Rooty Hill Road South frontage and incorporates screening trees that will break down any perceived visual bulk and soften the building’s eastern façade. It is also noted that the building is of a significantly smaller scale (height and length) than the built form permissible under the original Concept Approval. The reduction in built form creates additional site lines from Rooty Hill Road South into the site and through to existing and proposed vegetation. The following figures illustrate the building facades and the landscaped setback.

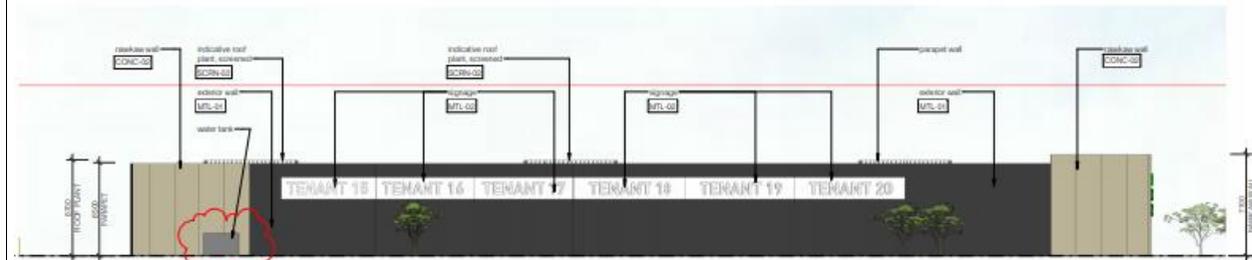


IPC Question

Response



BUILDING 3 - NORTH ELEVATION 1:200



BUILDING 3 - RHRs ELEVATION 1:200

IPC Question	Response
	
<p>9. Are there further details regarding the design of the proposed footbridge over the landscaped swale?</p>	<p>Please see attached (Attachment A) structural drawings for the footbridge which will comprise a 13.5m long by 2.5m wide prefabricated structure. A link to the style of bridge envisioned by the structural drawings is provided below for reference:</p> <p>https://www.landmarkpro.com.au/product/condamine-series/</p>
<p>10. Are there further details regarding the landscape specifications in relation to provisions C7, C7.1 and C7.2 of the Design Guidelines?</p>	<p>Please see attached additional landscape sections (Attachment B) which demonstrate that a minimum 1500mm wide landscape strip is to be provided between banks of car parking in accordance with provision C7. Planting pits will have flush kerbs and wheel stoppers that allow overhang of cars into planting pit in accordance with provision C7.2.</p> <p>In terms of provision C7.1 relating to permeable pavements, the stormwater strategy proposed comprises vegetated swales throughout the car park to manage stormwater and direct it into the overarching system which is consistent with the design approved for Lot 2 (Stage 1). It is noted that the Concept Approval and Design Guidelines originally included a single building mass on Lot 1 which covered the majority of the site. Therefore, the proposed development and the system of swales and planting throughout the car park increases and improves the amount of green and permeable area on Lot 1. It is also noted</p>

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	that in accordance with Condition B22 of the consent, the stormwater system will need to be designed to comply with <i>Blacktown Development Control Plan 2015</i> and <i>Blacktown Engineering Guide for Development 2005</i> , unless otherwise agreed with Council.
11. In reference to the Owners Consent letter dated October 2018, confirm which DP is relevant to Lot 1.	Please see attached land ownership details (Attachment C). It is noted that references to Lots 1, 2 and 3 throughout the application refer to the super lots being created for the three stages of the Concept Plan.
12. Is there a Site Audit Statement that confirms the remediation works have been completed?	Please see attached confirming that the site is suitable for its proposed use (Attachment D).
13. Confirm that the tree removal for Lot 1 was approved under the early works DA.	Tree removal was approved was under the early works DA. SSD 5175 and MOD 1 approved bulk earth works to create a pad site covering the extent of Lot 1. This consent included conditions requiring a Biodiversity Offset Strategy (Condition B2) and Vegetation Management Plan (Condition B10) prior to any land clearing required for the bulk earth works. These conditions have been satisfied.