

ATTACHMENT 3 – EPA RESPONSE



Our reference: EF13/10142, DOC15/71486-01
Contact: Laura Ansted (02) 9995 6812

Mr Robert Cologna
Manager Land Use Planning
Parramatta City Council
PO BOX 32
PARRAMATTA NSW 2124

Dear Mr Cologna

I refer to Parramatta City Council's letters, dated 29 January 2015 and 2 March 2015, in relation to the planning proposal to rezone the land at 181 James Ruse Drive, Camellia to permit residential and retail/commercial land uses and provide an area of land adjacent to the river as public open space (your ref: RZ/5/2012).

In relation to the above proposal and your letters, the Environment Protection Authority (EPA) can provide the following comments:

1. The EPA is satisfied that the land can be remediated and made suitable for the proposed uses, subject to a revised Remedial Action Plan (RAP) being prepared that reflects the current proposed remediation strategy and is accompanied by a revised Site Audit Report and Site Audit Statement Part B, prepared by a Site Auditor accredited under the *Contaminated Land Management Act 1997*, certifying that the land can be made suitable for the proposed uses by implementing the revised Remedial Action Plan.
2. The EPA fully supports Council's proposal to include a site specific local clause provision to require the land to be remediated to ensure site use suitability prior to development consent being granted.
3. The EPA considers the remediation of the foreshore intrinsically linked with the site remediation proposed under DA/750/2013, and the land uses proposed by rezoning. The foreshore remediation would be subject to the current proposed remediation strategy (i.e. RAP) being accompanied by a Site Audit Report and Site Audit Statement Section B, prepared by a Site Auditor accredited under the *Contaminated Land Management Act 1997*, certifying that the land can be made suitable for the proposed uses by implementing the revised RAP. The EPA therefore fully supports Council's proposal to include a provision to require remediation of the foreshore.
4. The EPA recommends that any site specific clause preventing development above and within seven (7) metres of the contamination containment cells is consistent with the site's RAP and audited by the Site Auditor, accredited under the *Contaminated Land Management Act 1997*.

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Should you have any queries regarding this letter, please contact Laura Ansted on (02) 9995 6812.

Yours sincerely



28/3/2015

GREG SHEEHY
Manager - Sydney Industry
Environment Protection Authority

ATTACHMENT 4 – TfNSW RESPONSE (FEBRUARY '15)



Transport
for NSW

Mr Robert Cologna
Manager Land Use Planning
Parramatta City Council
30 Darcy Street
PARRAMATTA NSW 2124

Attention: Sue Stewart



Planning Proposal 181 James Ruse Drive Camellia

Dear Mr Cologna

Thank you for your letter received 24 November 2014 concerning the above. Transport for NSW (TfNSW) has considered the proposal incorporating comments from Roads and Maritime Services (Roads and Maritime) and Sydney Trains.

The proponent should be more specific about the responsibilities that it will assume to mitigate the impact of this development on the State Road Network and give a number of commitments in relation to railway corridor remediation and access before these plans are placed on exhibition.

A comprehensive response is provided at **Tab A**. A summary of the key issues is provided below:

- Prior to exhibition Parramatta City Council should confirm that any revised Local Environmental Plan would contain a 'satisfactory arrangements' clause to ensure that the impacts of the development on the State transport network are adequately mitigated. The Department of Planning and Environment letter of August 2014 *Planning proposal to amend Parramatta Local Environmental Plan 2011* anticipates this course of action.
- The proponent should develop a Transport Management and Accessibility Plan (TMAP) to comprehensively consider and address the range of infrastructure and programs required to mitigate the impact of this development on the State Road Network.
- The proponent is encouraged to transition from the Netanal modelling package to the TfNSW developed Parramatta City Centre Mesoscopic Model in Aimsun with agreed input assumptions. It is understood that the proponent supports a transition to a mesoscopic model.

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- The proponent should develop a clear statement of commitments regarding the infrastructure that it is proposing to provide to mitigate the impact of development and the timing for the provision of the works provision. Although a comprehensive range of measures have been considered in the strategic network modelling (for example grade separation under James Ruse Drive and a four lane road extension from Grand Avenue to Parramatta Road) there is no indication that the proponent is committing to fund this infrastructure or has the necessary approvals from adjoining land owners to implement these improvements within a given time frame.
- TfNSW advises that issues of locating residential land uses adjacent to industrial lands (including noise and vibration), need to be considered. TfNSW suggests that a site specific DCP (or amendments to the existing relevant DCP) be prepared for this Project that contain specific controls that will protect future residents from noise and vibration. The DCP needs to mitigate any potential impacts freight and industrial land uses may have on medium to high density residential development so that no barriers or impediments to efficient freight movements are introduced. The NSW Department of Planning *Development Near Rail Corridors and Busy Roads – Interim Guide (2008)* provides specific guidance when considering development near a rail corridor or busy road.
- The asbestos contamination on the site may have resulted in cross contamination of the adjacent Sydney Trains Carlingford Line Corridor. The proponent should apply precautionary principles by committing to comprehensive sampling and, if required, remediation of asbestos contamination along that section of the Carlingford Line fronting the development.
- The Western Sydney Light Rail network report is not NSW Government policy. However, the NSW Government is currently investigating the potential for light rail linking Parramatta with four shortlisted corridors. The corridors to Macquarie Park and/or Olympic Park would travel through Camellia Precinct. While planning is ongoing it is possible that this project may require strip property acquisition of that section of the proponent's land adjacent to the Carlingford Rail line. The proponent should consult with TfNSW on a precinct design that will not preclude cost effective strip property acquisition in the future.
- TfNSW advises that it does not support the Camellia Ferry Wharf. TfNSW would not support exhibiting material that propose a wharf at Camellia. Instead the proponent should make a stronger commitment to providing active transport access connections to Parramatta City Centre, Parramatta Wharf and Rydalmere Wharf. These should be listed in the statement of commitment.

Thank you for the opportunity to provide comment on this planning proposal. The TfNSW contact is Tim Dewey, Senior Transport Planner who may be contacted on 8202 2188 or Tim.Dewey@transport.nsw.gov.au.

Yours sincerely



Anissa Levy
Deputy Director General
Planning and Programs Division

12 | 2 | 15

CD14/22153

ATTACHMENT 5 – TfNSW RESPONSE (APRIL 2015)



Robert Cologne
Service Manager Land Use Planning
Parramatta City Council
PO Box 32
Parramatta NSW 2124

Planning Proposal 181 James Ruse Drive Camellia

Dear Mr Cologne *Rob.*

Thank you for your letter dated 2 March 2015 regarding the above. Your letter sought clarification of the advice previously provided by Transport for NSW (TfNSW) relating to matters to be addressed before the proponent's planning proposal could be considered for public exhibition.

TfNSW recognises that *A Plan for Growing Sydney* specifically references the Camellia Precinct of which this development is a part at *Direction 1.2: Grow Greater Parramatta*. Specifically direction 1.2.1 states:

- a) Action 1.2.1: Grow Parramatta as Sydney's second CBD by connecting and integrating Parramatta CBD, Westmead, Parramatta North, Rydalmere and Camellia;

I note that delegated Gateway approval for the planning proposal to proceed was given on 8 August 2014.

Therefore there is strategic support for the subject development at 181 James Ruse Drive within the Camellia Precinct and it is recognised that the development has a potential role in assisting to achieve the above and other NSW Government policy objectives. As a summary response to your letter I can advise that:

- The inclusion of a 'satisfactory arrangements' clause being placed in the planning proposal that is placed on public exhibition and the inclusion of the TfNSW letter of 12 February 2015 as part of the exhibition material is endorsed. Further detail is provided in the annexure to this letter.
- The preparation of a TMAP and the undertaking of further modelling preferably using the mesoscopic model developed by TfNSW and Roads and Maritime as base case is endorsed.

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- Provided that the traffic modelling, Transport Management Accessibility Plan (TMAP) and Voluntary Planning Agreement are concluded (and potentially re-exhibited) prior to the finalisation of the rezoning proposal (gazettal) then the sequencing of these issues for public exhibition purposes is regarded as an issue for Council as Planning Authority to determine.
- TfNSW would collaborate with Council in the development of the full suite of mitigating transport infrastructure. However, instead of having TfNSW as a co-signatory to the VPA for the final suite of infrastructure between Council and the proponent, the preference is that any infrastructure identified that was wholly State infrastructure would be the subject of a separate VPA between the proponent and Department of Planning and Environment.
- The preparation of a draft Site Specific Development Control Plan (DCP) to guide future development of the site is endorsed.
- A response to the proponents draft Statement of Commitments is attached in the annexure.

From the TfNSW perspective the overarching issue with this planning proposal is the need for significant further work by the proponent to demonstrate how the transport impacts from the development on the State transport network can be mitigated and also how the proponent may be able to assist to achieve strategic transport outcomes including by making provision for the connection of Parramatta to other Western Sydney Centres by light rail. Further detail is provided at **Tab A**.

The contact for this proposal remains Tim Dewey, Senior Transport Planner who may be contacted on 8202-2188 or alternatively tim.dewey@transport.nsw.gov.au

Yours sincerely



Anissa Levy
**Deputy Director General
Planning**

17/4/15

CD15/03742

Tab A

Responses to Councils letter of 2 March 2015

As previously advised TfNSW supports the development of a TMAP developed in conjunction with the TfNSW Parramatta City Mesoscopic Model to identify how this and other nearby developments impact regional traffic flows as well as to identify the optimal suite of transport impact mitigation infrastructure. TfNSW and RMS can provide the base mesoscopic model and would appreciate the opportunity to:

- collaborate on input assumptions; and
- review the outputs of the modelling particularly any infrastructure response.

It is noted that Parramatta City Council (Council) proposes to exhibit the planning proposal with the omission of the previously proposed Camellia ferry wharf proposal and alongside a 'satisfactory arrangements' clause for as yet un-determined State and local transport infrastructure. It can be advised that provided the revised modelling, TMAP and VPA are:

- concluded to TfNSW and Roads and Maritime satisfaction; then
- re-exhibited for public comment

Then it is considered that the sequencing of these issues is an issue for Council as Planning Authority to determine.

It is suggested that the proponent should demonstrate at least in-principle land owner consent for any transport infrastructure proposals involving privately held lands that they propose or otherwise advise an alternative intersection response on lands wholly held by the proponent.

TfNSW Planning Division and Roads and Maritime officers would collaborate with Council and the proponent in the development of the full suite of mitigating transport infrastructure arising from this development. However, instead of having TfNSW as a co-signatory to the VPA for the final suite of infrastructure between Council and the proponent as is currently proposed, the preference is that any infrastructure identified that was wholly State infrastructure would be the subject of a separate VPA between the proponent and Department of Planning and Environment.

Council's proposal to develop a site specific Development Control Plan (DCP) provisions is endorsed. TfNSW Freight and Regional Development Division has experts in noise who can assist this process in development and or review. Sydney Trains has requested involvement in the development of the DCP from inception. This will ensure:

- Sydney Trains concurrence requirements can be included from the outset; and
- Disability access from the development to the perimeter of Camellia Station can be ensured.

The issue of adjacent railway corridor asbestos contamination sampling, potential railway corridor remediation and ongoing railway corridor access as an issue that could be included in VPA negotiations is endorsed. This in no way diminishes the seriousness of potential asbestos contamination on the Carlingford Line as a safety matter.

Sydney Trains would also like to be consulted as an adjacent landowner prior to the commencement of any asbestos sampling or removal on the proponent's own site so that the safety of workers and passengers is protected.

Response to draft proponent letter of offer

The letter from council also contained a draft letter of offer from the proponent. The following advice is offered in respect to that letter to guide the proponent's future consideration of the issues:

- The proposal to provide a fixed sum of money (\$875,890) toward providing a cyclist/pedestrian lane on any future light rail bridge over Parramatta River is declined. Instead the proponent is encouraged to develop their own bridge infrastructure incorporating land owner consent for the opposite bank alongside an identified long term maintenance provider.
- The proponent's commitment to various external traffic and transport upgrades is encouraged and TfNSW offers assistance to refine these upgrades as part of the modelling development, TMAP and Statement of Commitment process.
- The proponent's offer to provide 120 commuter car parking spaces for Camellia Station (also a potential future light rail station) is noted. There is support for further work been undertaken by the proponent to develop further detail around their proposal and also to understand the traffic implications of this proposal through the modelling and TMAP process.

ATTACHMENT 6 – FLORA AND FAUNA ASSESSMENT

[Provided in CD form]

ATTACHMENT 7 – RIVERBANK MANAGEMENT PLAN

[Provided in CD form]

ATTACHMENT 8 – CONTAINMENT CELLS MANAGEMENT REPORT

[Provided in CD form]

ATTACHMENT 9 – ACID SULFATE SOIL ASSESSMENT

[Provided in CD form]

ATTACHMENT 10 – FLOOD STUDY

[Provided in CD form]

ATTACHMENT 11 – TRAFFIC & TRANSPORT ASSESSMENT

[Provided in CD form]

ATTACHMENT 12 – HEALTH AND SAFETY REPORT

[Provided in CD form]

ATTACHMENT 13 – URBAN DESIGN ANALYSIS

[Provided in CD form]

ATTACHMENT 14 – MASTERPLAN

[Provided in CD form]

ATTACHMENT 15 – LANDSCAPE ARCHITECT’S DESIGN STATEMENT

[Provided in CD form]

ATTACHMENT 16 – ECONOMIC IMPACT ASSESSMENT

[Provided in CD form]

ATTACHMENT 17 – SERVICES INFRASTRUCTURE REPORT

[Provided in CD form]

ATTACHMENT 18 – PUBLIC AUTHORITIES COMMENTS

- Endeavour Energy (dated 22 October 2014)
- Sydney Water (dated 10 October 2014)



**Endeavour
Energy**

22 October 2014

Roy Laria
A/Service Manager Land Use Planning
Parramatta City Council
PO Box 32
Parramatta NSW 2124



Dear Mr Laria

PLANNING PROPOSAL 181 JAMES RUSE DRIVE CAMELLIA



In response to your letter dated 15 September 2014, we have reviewed the electricity supply requirements of the amended development proposal and confirm that the previous advice still stands.

Endeavour Energy has no objections to the planning proposal to rezone the land from its current B5 Business Development zone to B4 Mixed use to facilitate the establishment of a new mixed use centre to accommodate approximately 2,500 residential apartments and 13,500 square metres of retail and commercial floor space.

The proposed development will produce a very significant electrical load. The existing high voltage feeder electrical infrastructure surrounding this site cannot support this proposed development. The proposed development will require a number of new underground dedicated high voltage feeder cables from Endeavour Energy's Rosehill Zone Substation to the development site which will allow a supply of electricity with the capacity required. The Rosehill ZS is located at 1 Unwin Street Rosehill. The high voltage (11kV) feeders will be developer funded as per Endeavour Energy policy.

It also is likely that a number of distribution substations will be required on the proposed development. The locations of these substations must allow access by Endeavour Energy employees and plant 24 hours a day.

Please contact me directly on (02) 9853 5003 should you have further queries.

Yours faithfully

Jason Lu
Capacity Planning Manager
Asset and Network Planning

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10 October 2014

Attention Sue Stewart

Mr Roy Laria
A/Service Manager – Land Use Planning
Parramatta City Council
PO Box 32
Parramatta NSW 2124

Re: 181 James Ruse Drive Camellia

Dear Mr Laria,

Thank you for your letter notifying Sydney Water of the proposed development referenced above. We have reviewed the application and provide the following comments for your consideration.

Water

- The proposed development site has frontage to 150 and 250 mm water mains
- Preliminary investigation indicates that the existing water supply has sufficient capacity to cater for the estimated additional water demands for this development
- Detailed requirements will be provided at the Section 73 application phase

Wastewater

- Preliminary investigation indicates the existing trunk wastewater system has limited capacity to service the proposed development
- Detailed requirements (potential restriction to discharge to peak dry weather flow) will be provided at the section 73 application phase.

Sydney Water E-Planning

Sydney Water has an email address for planning authorities to submit statutory or strategic planning documents for review. This email address is urbangrowth@sydneywater.com.au

Further advice and requirements for this proposal are at attachment 1 (overleaf). If you require any further information, please contact Hannah Gilvear of the Urban Growth Branch on 02 8849 5296 or e-mail hannah.gilvear@sydneywater.com.au.

Yours sincerely,



Greg Joblin
A/Manager, Growth Strategy

Attachment 1

Sydney Water Servicing

A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water.

Make an early application for the certificate, as there may be water and wastewater pipes to be built that can take some time. This can also impact on other services and buildings, driveways or landscape designs.

Applications must be made through an authorised Water Servicing Coordinator. For help either visit www.sydneywater.com.au > Plumbing, building and developing > Developing > Land development or telephone 13 20 92.