

Pondicherry Planning Proposal - Public Agency Submissions Response Table – December 2022

| Issue/ Recommendation | | Officer Response | Proposed Action |
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| 1.0 Environmental Protection Authority (EPA) | | | |
| 1.1 | <p><i>Air Quality</i></p> <p>The Air Quality Assessment lacks information to robustly characterise the potential:</p> <ul style="list-style-type: none"> • frequency of odour activities; • intensity of any odour emitting sources; • duration of potential odour episodes; and • offensiveness of potential odour emissions. | <p>Council's officers have reviewed the Assessment and are satisfied that the potential odour sources would not create odour to a level that would adversely impact on the amenity of future residents and impede the rezoning of Pondicherry. However, further investigations should be undertaken when the northern part of Pondicherry is due to be developed. The draft DCP includes an odour impact area figure and this is supported. The main body of the Camden Growth Centre Precincts Development Control Plan (DCP) contains provisions that address odour assessment and management and air quality.</p> <p>The EPA can be further consulted on these matters at a formal public exhibition stage of the draft Planning Proposal, subject to the proposal being supported.</p> | No further action required. |
| 1.2 | <i>Noise Attenuation</i> | The main body of the Camden Growth Centre Precincts DCP Section 2.3.9 contains noise provisions. The Draft DCP | No further action required. |

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| <ol style="list-style-type: none"> 1. Spatially separate incompatible land use through appropriate zoning and placement of activities to minimise noise-related land use conflicts. 2. Minimising noise emissions at source through best practice selection, design, siting, construction and operation as appropriate. 3. Reducing noise impacts at receivers through best practice design, siting and construction, for example: <ul style="list-style-type: none"> • Encouraging design solutions for residential buildings and sensitive receivers that takes account of noise from industry, busy roads and railways. • Encouraging use of natural barriers to manage existing sources of noise. • Designing shielded external tranquil areas and soundscapes to provide respite from noise. | <p>contains site-specific noise provisions for development on or near the rail corridor. These DCP controls generally require compliance with Council's Environmental Noise Policy.</p> | |
| <p>1.3</p> | <p>Further assessment of stormwater design and modelling is required to ensure consistency with the work undertaken as part of Council's Upper South Creek Flood Study.</p> | <p>Noted. Flood modelling has been undertaken for the Tranche 41 (part Pondicherry) subdivision DA assessment. Additional flood modelling for the precinct is underway and can be completed at the post-Gateway Determination stage, subject to the proposal being supported.</p> |
| <p>1.4</p> | <p>Approaches that help support the delivery of water in the landscape are supported, in particular integrated Water</p> | <p>Updated flood modelling to be provided to EPA at the post Gateway Determination stage.</p> <p>No further action required.</p> |

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| | Sensitive Urban Design (WSUD). Integrated water cycle management is encouraged. | has been undertaken that recommends application of WSUD to Pondicherry, which has been incorporated into the draft ILP. | |
| 1.5 | Recommends that detailed contamination assessments are undertaken prior to development and occupation. In this regard, the Proposal may benefit from a Section B5 Site Audit Statement or interim audit advice certifying that the land can be made suitable for the proposed use prior to approval. | Potential contamination issues can be addressed at the DA stage. The draft DCP includes a potential contamination risk figure that identifies Areas of Environmental Concern (AECs), and this is supported. A detailed site investigation would be required for subdivision development applications (DAs) in accordance with the requirements of the Growth Centre Precincts DCP. | No further action required. |
| 2.0 Endeavour Energy | | | |
| 2.1 | An extension and / or augmentation of the existing local network will be required. However, the extent of the works will not be determined until the final load assessment is completed. | Further assessment can occur at subdivision DA stage and will be assessed by Endeavour Energy when permission is sought to connect. | No further action required. |
| 3.0 Sydney Water (UrbanGrowth NSW) | | | |
| 3.1 | No objection to the Planning Proposal. The proposal's indicative servicing requirements generally matches Sydney Water's current servicing plans. Depending on development rate within the sewer pump stations SP1198 and SP1209 catchments, amplifications within the West Camden wastewater treatment network may be required. | The proponent has been advised of this requirement. A feasibility study can be prepared at a later stage of the development process. | No further action required. |

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| | <p>Proponent should lodge a feasibility study with Sydney Water for the proposal.</p> <p>Water infrastructure will need to cross the railway corridor to enable servicing of the area. Laying of maintenance free conduits may be required if the railway line is built prior to servicing this area.</p> | | |
| 4.0 Transgrid | | | |
| 4.1 | No issues. | Noted. | No further action required. |
| 5.0 Transport for NSW | | | |
| 5.1 | Council should investigate the need to install full time 'No Stopping' zones on-street where required to maintain safety and traffic flows. | Noted. | No further action required. |
| 5.2 | Detailed planning on the walking and cycling network has not been undertaken. TfNSW suggests that on-road cycle lanes are protected, the median for Collector Road and Green Link roads shrunk, and shared paths to be put on both sides of the road. | Detailed planning on Pondicherry's walking and cycling network has been undertaken. The draft ILP promotes walking and cycling through a coordinated and interconnected network of footpaths, sharepaths and on-road and off-road cycle ways (to the sub-arterial roads). A limited number of revised indicative street cross sections have been developed to address active transport, improve access and increase tree canopy. This includes green link roads that incorporate wider verges for | Further consult with TfNSW at the formal public exhibition stage of the draft Planning Proposal. |

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| | | <p>increased density of planting and larger tree species (increased tree canopy).</p> <p>TfNSW can be further consulted on these matters at a formal public stage of the draft Planning Proposal, subject to the proposal being supported.</p> | |
| 5.3 | TfNSW is strongly supportive of planning controls and zone objectives which promote the use of public and active transport and discourage reliance on private vehicle use. | <p>Noted. Refer to the response to 5.2 in relation to active transport. Pondicherry will be serviced by regional bus routes along The Northern Road and the expanding routes within Oran Park as it continues to grow and evolve. All sub-arterial and collector roads within the draft ILP are identified as being bus capable. Bus capable roads are identified on the draft DCP road hierarchy figure and Oran Park Drive is planned to accommodate a rapid bus service. TfNSW has advised the operational timeframe for the north-south rail link is not within the horizon year of analysis and as a result has not been considered in the assessment of Pondicherry.</p> | No further action required. |
| 5.4 | TfNSW requires further detail with respect to the acoustic treatments of building facades. It is recommended that all | The draft DCP includes a provision that addresses this | No further action required. |

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| | residential buildings within 25 metres of the transport corridor be constructed to a minimum standard of attenuation consistent with noise treatment category 3 as described at Figure 3.3a of the Development Near Rail Corridors and Busy Roads – Interim Guidelines. | issue, which supplements Section 2.3.9 Noise of the main body of the Growth Centre Precincts DCP. | |
| 5.5 | The proposed footprint for the noise attenuation treatment should be fully contained within the private development and not encroach on the road reserve of The Northern Road. | Noted. The proponent has been advised of this requirement. | No further action required. |
| 5.6 | TfNSW recommends that Council make a notation on the 10.1 (Planning) Certificates of all the houses adjoining the rail corridor (both within and outside 25m) that recognises they are aware they will abut a major transport corridor. | Planning Certificates issued by Council for existing land parcels address this issue. Future residential lots can be annotated with the requested information at the appropriate development stage. | No further action required. |
| 5.7 | The DCP should clearly state that direct vehicular access points to The Northern Road for individual developments will not be supported. All vehicular access to The Northern Road will be via the signalised intersections of Maryland Links 1 and 2 only. | Part 3.3 Movement Network of the main body of the Camden Growth Centre Precincts DCP contains provisions that address vehicular access requirements to the major road network. | No further action required. |
| 5.8 | TfNSW requests that the local road intersections and potential access points be situated as far away as possible from The Northern Road intersection stubs to reduce potential impacts to the operation of the signals. These local road intersections or access points on approaches to The Northern Road should also be restricted to Left In Left Out only to ensure the safety and efficiency of the existing traffic signals associated on The Northern Road. | The draft ILP is consistent with this request. | No further action required. |

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| 5.9 | All references to Signalised Intersections and Roundabouts should be updated to 'Major/Controlled Intersection' in both the ILP and also the Road Hierarchy Plan within the draft DCP. As these intersections have not yet been assessed or approved for traffic signals in accordance with Section 87 of the Roads Act 1993. | The draft DCP Precinct Road Hierarchy Figure identifies recommended locations for major controlled intersections. The approach to intersections may be refined as the planning proposal progresses, and in response to further traffic modelling being undertaken, including further consultation with TfNSW. | Further consult with TfNSW, at the formal public exhibition stage of the draft Planning Proposal. |
| 5.10 | Any development on the site should require the preparation of a Travel Demand Management (TDM) strategy and/or Green Travel Plan (GTP). | Noted. The proponent has been advised of this requirement. This matter can be addressed at a later development stage. | No further action required. |
| 5.11 | The proposed Pondicherry road structure has two east-west sub-arterial roads including Marylands Link Road No.1 and Marylands Link Road No.2, which we understand were not identified in the Special Infrastructure Contribution (SIC) Determination infrastructure list. TfNSW is currently working with the Department of Planning Industry and Environment to determine whether these roads would provide a regional function to determine whether these roads should qualify for SIC offsets or if they should be included in local contribution plans/planning agreements. | Noted. | No further action required. |
| 6.0 | Environment, Energy and Science Group (EES) | | |
| 6.1 | A flood impact and risk assessment based on Council's Regional Flood Modelling Framework, and ecological assessment and consistency report to demonstrate compliance with the Order to confer biodiversity certification | Noted. Additional flood modelling is underway and can be completed at the post Gateway Determination stage. | Updated flood modelling to be provided to EES at the post Gateway Determination stage. |

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| | on the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 is to be provided. | | |
| | <p>EES recommends the PP be supported by the following:</p> <ul style="list-style-type: none"> • an ecological assessment to identify and field validate ENV • planning provisions to protect ENV • a biodiversity certification consistency report including maps to illustrate the changes to the certification boundaries (both pdfs and GIS shapefiles), and • development controls for the reuse of native plants and top soil, as well as dam dewatering procedures. | <p>A Biodiversity Assessment has been submitted and a Biodiversity Consistency Report has also been provided to demonstrate consistency with the SWGA Biodiversity Certification Order and the Commonwealth Strategic Assessment. The consistency report would form part of any publicly exhibited material.</p> <p>The draft DCP includes a Tree Strategy. Procedures for dam dewatering are not necessary to be included in a draft DCP.</p> | Further consultation to be undertaken with EES, subject to the proposal being supported. |
| 7.0 School Infrastructure NSW | | | |
| 7.1 | SINSW supports the addition of a school subject to configuration requirements. | A Kindergarten to Year 6 school | No further action required. |
| 7.2 | <p><i>Timing of Transfer of Land</i></p> <p>The timing of delivery will depend on the delivery of dwellings and should be agreed prior to VPA finalisation</p> | Noted. | To be considered in VPA negotiations, subject to the proposal being supported. |
| 7.3 | <p><i>Traffic Impacts and Sustainable Travel</i></p> <p>The Planning proposal should address pedestrian networks, including footpaths and shared use paths, pedestrian crossings, shade / weather protection, way finding, as well as public bus coverage, including bus priority measures, stops, and shelters to encourage and promote active and sustainable travel.</p> | The draft ILP includes key design and planning principles to deliver walkable neighbourhoods focused around open space areas and provide safe and convenient active transport connections that connect open spaces and riparian | Amendment to ILP is likely to be required |

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| | | <p>corridors to local facilities. A small number of revised street cross sections have been included in the draft DCP to address active transport, improved access and increased tree canopy.</p> <p>Bus capable roads are identified on the draft DCP road hierarchy figure and Oran Park Drive is planned to accommodate a rapid bus service. TfNSW has advised the operational timeframe for the north-south rail link is not within the horizon year of analysis and as a result has not been considered in the assessment of Pondicherry.</p> | |
| 7.4 | A state VPA will not be used to facilitate the delivery of the public primary school. Requests the proposal to be amended to zone the school site SP2 Infrastructure. | Noted | The draft Planning Proposal has been amended to zone the public primary school site SP2 Infrastructure. |
| 8.0 | Rural Fire Service (RFS) | | |
| 8.1 | The NSW RFS has no objections to the draft ILP for Pondicherry. Perimeter roads along drainage and riparian areas will require a minimum carriageway width of 8 metres with parking provided outside the carriageway width per Table 5.3b of Planning for Bush Fire Protection 2019 (PBP). It is expected that perimeter roads will accommodate all or most of the minimum Asset Protection Zone (APZ) requirements for residential uses. | Noted. These recommendations should be implemented during DA stage. The location of perimeter roads in the draft ILP is generally consistent with this requirement. | No further action required. |

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| 8.2 | <p>The main concern will be for the community centre (with a floor space area over 500m²) and schools that will need to accommodate greater APZs per Table A1.12.1 of PBP. Otherwise, the parks near these vulnerable uses would need to incorporate a Plan of Management requiring ongoing maintenance to inner protection area (IPA) standards by the Council through dedication or a community association per section 3.2.6 of PBP.</p> | <p>Noted. The proposed K-12 school in the Oran Park Precinct will need to incorporate emergency management requirements within its' site. These matters can be addressed at a future DA stage.</p> | <p>No further action required.</p> |