

JRPP No.	Item (2010SYW007)
DA No:	JRPP-09-3146
Proposed Development:	Proposed Refurbishment of the Existing Riverstone Police Station and Construction of a New 3 Storey Police Station, Basement Carpark and Associated Landscaping
Development Type:	"Regional Development" – Crown Development, Capital Investment Value >\$5 million
Lodgment Date:	17 December 2009
Land/Address:	Lot 2, DP 546708, H/N 20 Railway Terrace, Riverstone and Lot 1, DP 546708, H/N 4 Elizabeth Street, Riverstone
Land Zoning:	5(a) Special Uses – Police Station & 2(a) Residential pursuant to Blacktown Local Environmental Plan 1988
Value Of Development:	\$10 million
Applicant:	Mark Hehnke c/- UGL Services
Report Author:	Perry Bezzina, Senior Planner North
Instructing Officers:	Judith Portelli, Manager Development Services & Administration and Glennys James, Director City Strategy & Development
Date Submitted to JRPP:	12 August 2010



Figure 1. Riverstone Police Station Perspective (Source: Gardner Wetherill & Assoc, Dwg. No. DA0901 Rev B, dated 16/012/09)

ASSESSMENT REPORT

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1 Executive Summary

- 1.1 Council is in receipt of a Development Application from Mark Hehnke c/- UGL Limited for the retention and restoration of the existing Riverstone Police Station Heritage Item and construction of a new 3 storey Police Station, basement carpark, at-grade carpark and holding yard and associated landscaping at Lot, 2 DP 546708, H/N 20 Railway Terrace, Riverstone and Lot 1, DP 546708, H/N 4 Elizabeth Street, Riverstone. The proposal is a Crown Development with a Capital Investment Value of \$10 million.
- 1.2 The proposal involves the demolition of the existing outbuildings and demountable structures on site and retention of the existing Riverstone Police Station, listed as a local heritage item, and construction of a new 3 storey Police Station of approximately 3,300sq.m, consisting of holding yards, 58 car parking spaces (basement (25) & at-grade (33)), 4 x "first response" parking spaces within Elizabeth Street and associated landscaping. The proposed new Riverstone Police Station seeks to operate 24 hours a day, 7 days a week, catering for general duties, highway patrol, local task force groups, local area command, forensic services group and detectives, with a capacity for 63 (major shift) personnel on a rotational basis. Vehicular access to the site is proposed from both Railway Terrace and Elizabeth Street, with entry to the basement carpark provided from Elizabeth Street.
- 1.3 The proposed development constitutes "Regional Development" pursuant to Part 3 of State Environmental Planning Policy (Major Development) 2005 (SEPP), requiring referral to a Joint Regional Planning Panel (JRPP) as the subject Development Application has been made on behalf of a Crown Authority and has a Capital Investment Value of more than \$5M. As such, while Council is responsible for the assessment of the DA, determination of the Application will be made by the Sydney West Joint Regional Planning Panel and not by Council.
- 1.4 The subject site is zoned both 5(a) Special Uses – Police Station and 2(a) Residential pursuant to Blacktown Local Environmental Plan (BLEP) 1988. The proposed development is permissible on Lot 2, DP 546708 as it is located in the 5(a) Special Uses zone, but is only permissible on Lot 1, DP 546708, H/N 4 Elizabeth Street which is zoned 2(a) Residential pursuant to the "exempt development" provisions of Clause 20(1) of SEPP (Infrastructure) 2007 but only provided if the car parking on that allotment is at-grade. As the entry and ramp to the basement carpark are partly located on Lot 1, they must either be relocated off Lot 1 or the basement carpark deleted if the proposal is to satisfy the exempt provisions of the SEPP.
- 1.5 The DA was referred to the Department of Planning, RailCorp and the Sydney Regional Development Advisory Committee for comment. Generally, no objections to the proposal were raised subject to the recommended conditions proposed by RailCorp and initial comments raised by the Sydney Regional Development Advisory Committee, and which the applicant and Council have appropriately addressed within this report. In addition, the Sydney West Joint Regional Planning Panel requested that both Council and the applicant address the following:
 - *The permissibility of the component of the proposed development on the site zoned 2(a) Residential, the proposal being for a public building.*
 - *As the site has been identified as being in a flood affected area, which standard should be used or take precedence, whether it be the 1 in 100 year flood line or the PMF. The Panel indicated they would like more information regarding flood management from the applicant.*
 - *Lack of proper strategic justification provided from the applicant for the level of the proposed expansion to policing operations in this location. Panel indicated to Council they should seek advice from the applicant regarding the proposed catchment the expanded Police Station is to service.*

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- 1.6 The Application was notified to adjoining/nearby owners for a period of 21 days from 17 February to 10 March 2010, during which time 2 submissions objecting to the proposal were received by Council. Subsequent to the notification of the application, Council is now in receipt of 2 additional individual submissions objecting to the proposal and a petition with in excess of 1,000 signatures objecting to the closure of the Quakers Hill Local Area Command and associated relocation of police duties to the proposed new Riverstone Police Station.
- 1.7 The proposed development has been assessed against the relevant matters for consideration pursuant to Section 79C of the Environmental Planning and Assessment Act 1979, including the significant concerns identified with respect to the suitability of the subject site and the public interest. In this respect, whilst the proposed development is considered satisfactory with regard to key issues such as built form, social and economic impacts and the like, the proposal has been assessed and is considered to have failed to satisfactorily recognise and address the significant flooding impacts on the site. The subject site is located within the "high flood risk precinct", which has the potential to result in significant and detrimental impacts to not only the proposed development, but also the proposed future occupants of the building and services commonly associated and provided by an emergency service.
- 1.8 Flood risk management is outlined in the NSW Government's gazetted publication "*Floodplain Development Manual – the Management of Flood Liable Land*", April 2005. In this Manual guidelines are given for identifying the hydraulic and hazard categories within the floodplain, and this is utilised to determine the risk to development. This has been developed in relation to the NSW Flood Prone Land Policy and is used to assess the risk over the whole floodplain, to the extent of the PMF.
- 1.9 The subject development site is identified as being located within both the High Risk and Medium Risk Flood Precincts adopted by Council. The location of the proposed Police Station at Riverstone is affected by backwater flooding from the Hawkesbury Nepean River System.
- 1.10 The Flood Planning Level (FPL) is set in relation to the 1% Annual Exceedance Probability (AEP) flood (1 in 100 year flood event), and this flood level is RL 17.3m at the Riverstone Police Station site. The proposed finished ground floor level of the proposed development satisfactorily provides 300mm freeboard above the 1 in 100 year level. However, the current adjacent ground levels of the property vary between approximately 15.5m AHD along Railway Terrace to approximately 16.5m AHD along No. 4 Elizabeth Street's western boundary. Thus the depth adjacent to the proposed building during the 100 year flood would vary between 1.8m and 0.8m, similarly having a significant impact upon the proposed points of access along Railway Terrace and Elizabeth Street.
- 1.11 The high flood levels predicted up to and including the 1 in 100 year flood event would pose a significant risk to life, particularly where evacuation is required, and damage to property including vehicles and services proposed within the basement level. Consideration has been given to the risks associated with the redevelopment of the existing Riverstone Police Station for flood events above the 1 in 100 year flood. In this regard larger flood events pose a greater risk to life for persons who remain within the building, with inundation of the ground floor probable, whilst the risk of further damage to the Police Station will be greater.
- 1.12 Council, as part of its obligations under the provisions of the State Emergency and Rescue Management Act 1989 (SERM), has established a "Local Emergency Management Committee" (LEMC). The LEMC is responsible for the preparation of plans in relation to the preparation for, response to and recovery from emergencies in the local government area for which it is constituted. The plan is adopted by the Committee and titled "City of Blacktown Disaster Plan" (DISPLAN). The object of the DISPLAN is to ensure the coordinated response to emergencies by all agencies having responsibilities and functions in emergencies (source: SERM Act).

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- 1.13 The proposed location for this new Police Station poses some very real concerns and potential problems in the case of a flooding emergency. As detailed in the DISPLAN, in the case of a flooding emergency the SES would be the main combat agency and be assisted with various tasks by the Police. However, this Police Station will be severely affected in the case of a flooding emergency.
- 1.14 Taking into consideration the Police role, it is highly likely that the majority of operational Police will be undertaking duties during the initial flooding complaints and reactions. By the time it becomes obvious that the new Police Station will be inundated by rising waters, operational Police will NOT be able to return to the Police Station due to the depth of flood waters. It is quite conceivable that Police, general staff and prisoners trapped in the building will need to be rescued by the SES. Should this scenario occur, very important SES and Police resources that are required to be concentrating on the protection of life and private property will need to be redirected and become involved in the rescue and evacuation of personnel in the Police Station. Flooding of this new Police Station, and its potential to be affected by flooding, will also impact adversely on its use as an alternative Emergency Operations Centre or Functional Area Co-ordination Centre.
- 1.15 The State Emergency Services Sydney Western Region Controller concurs with the views of Council's Senior Engineers that a more strategic location outside of the floodplain in Riverstone should be considered for the new Police Station.
- 1.16 In light of the above, it is recommended that the Sydney West Joint Regional Planning Panel recommend to the Minister, pursuant to Section 89(1) of the Environmental Planning and Assessment Act 1979, that the Development Application be refused.

2 Location

- 2.1 The subject site is located at the north-eastern corner of Railway Terrace and Elizabeth Street, along the western edge of the Riverstone Precinct, adjacent to the West Schofields Precinct identified for future release within the North West Growth Centre (see Figure 2). The site is situated within the existing area of the Riverstone Town Centre and its surrounding residential urban and industrial areas not subject to the recent Riverstone Precinct rezoning in May 2010.
- 2.2 The subject development site is located approximately 150m south-east of Garfield Road East and the Riverstone Town Centre and approximately 300m south-east of Riverstone Station.

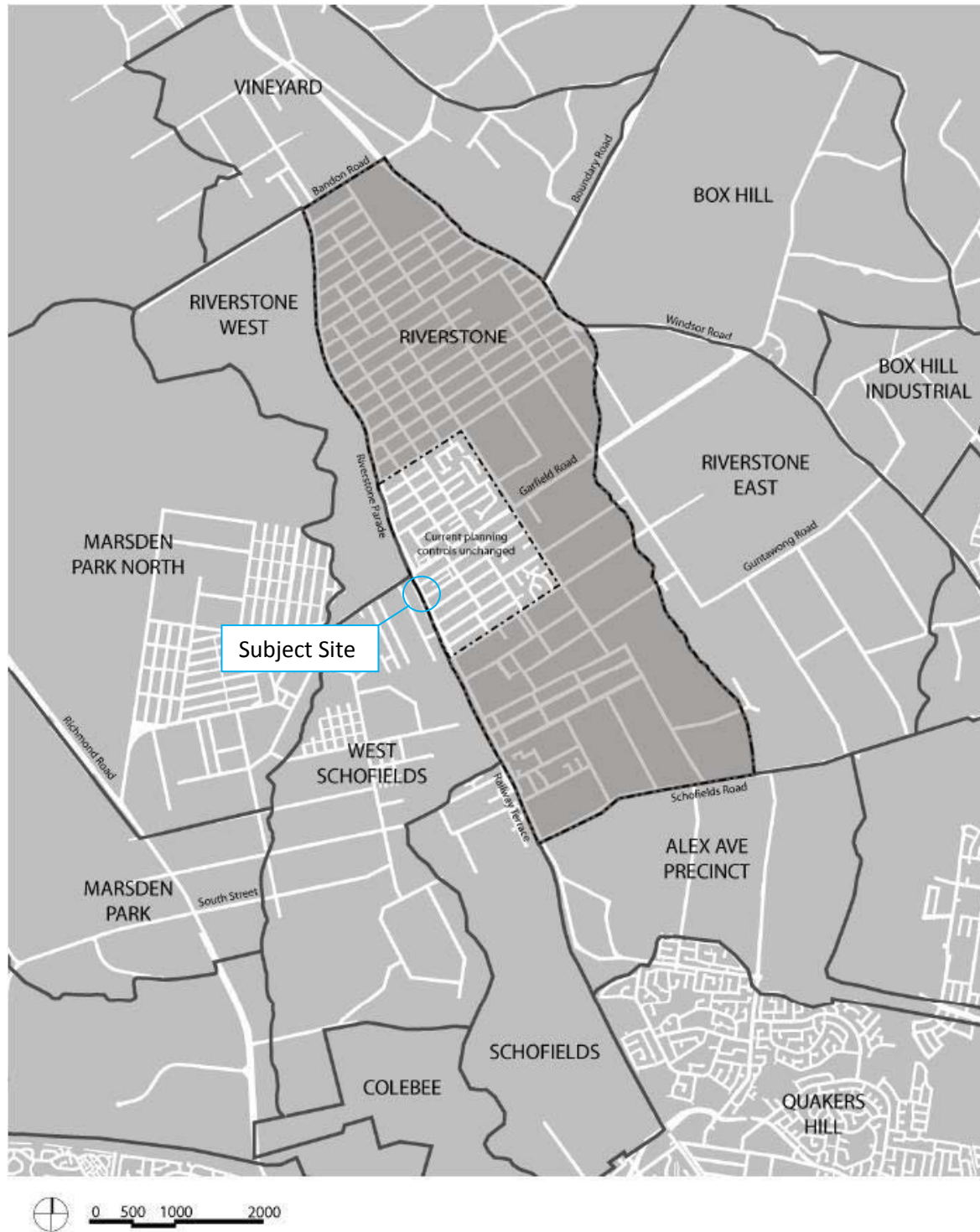


Figure 2. Location Plan (Source: Riverstone Precinct, Precinct Planning Report, November 2008)

3 Site Description and Locality

- 3.1 The subject site has a total area of 5,669sq.m and is known as Lot 2, DP 546708, H/N 20 Railway Terrace, Riverstone and Lot 1, DP 546708, H/N 4 Elizabeth Street, Riverstone. The corner site has frontages to both Railway Terrace to the south-west and Elizabeth Street to the south-east of 67.77m and 88.71m respectively. The subject site's secondary frontage to Elizabeth Street comprises of Lot 2, DP 546708 (70.42m) and Lot 1, DP 546708 (18.29m).

- 3.2 The subject site enjoys 3 existing vehicular crossings, 2 providing access to Railway Terrace to the north of the existing Riverstone Police Station, while a third provides access to Lot 1, DP 546708 on Elizabeth Street.
- 3.3 The subject site is bounded by privately-owned single storey dwelling-houses to the north-west and north-east, and Elizabeth Street and Railway Terrace to the south-east and south-west respectively. Adjacent to Railway Terrace is the existing railway corridor for the Richmond Line, while the surrounding development within the immediate locality is characterised by predominantly single storey dwelling-houses.
- 3.4 The subject site is zoned both 5(a) Special Uses – Police Station and 2(a) Residential pursuant to Blacktown Local Environmental Plan 1988 as shown in Figure 3 below.

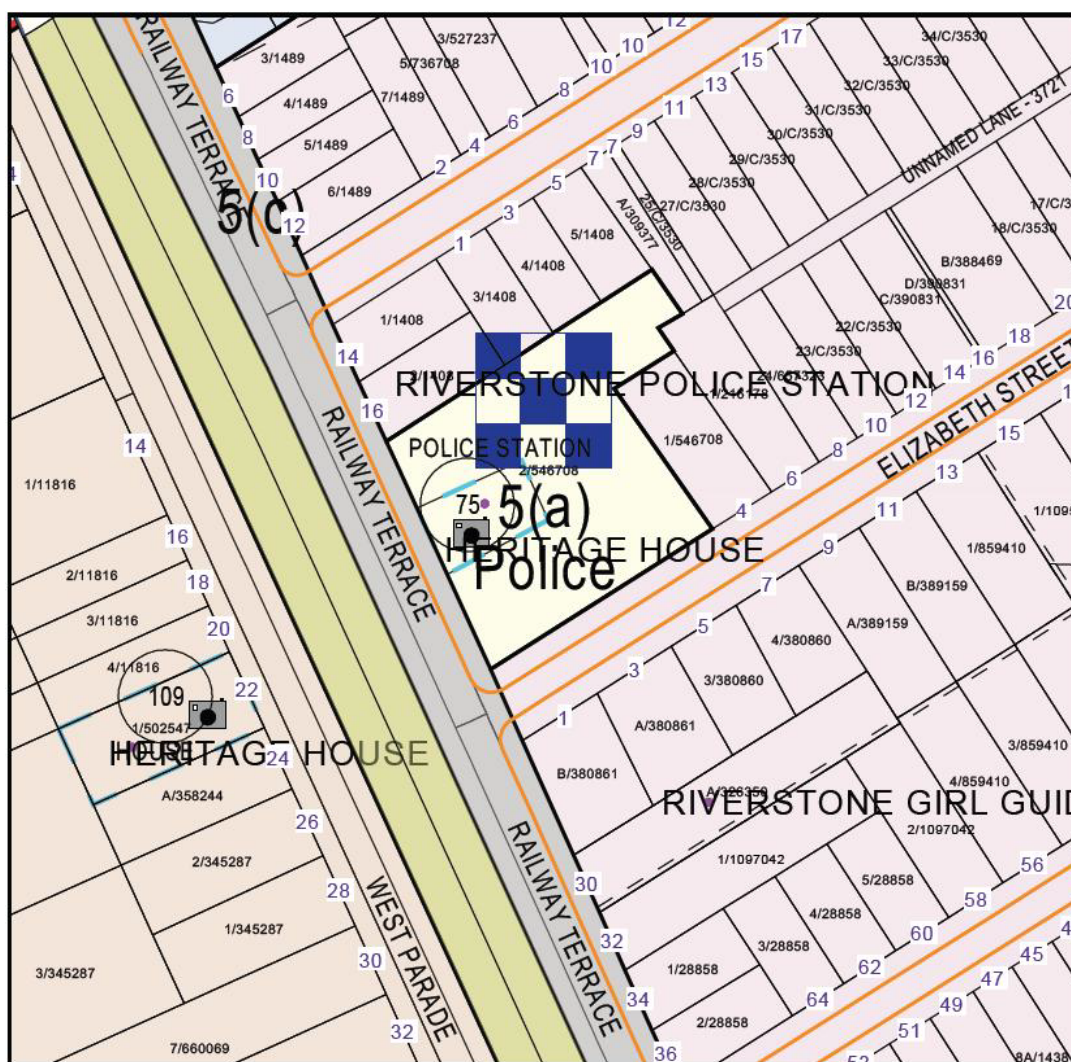


Figure 3. Zoning Plan (Source: Blacktown City Council Local Environmental Plan 1988)



Figure 4. Aerial Photo of Site and Surrounds (Source: Blacktown City Council)

- 3.5 The subject site currently contains the late 19th Century former Riverstone Police Lock-Up, listed as a local heritage item pursuant to Schedule 2 (Clause 13) of Blacktown Local Environmental Plan 1988 and associated demountable building extension, bitumen carpark and vehicle holding yard along the northern boundary of the site, various carport structures and metal shipping containers. Lot 1 of the proposed development site is currently undeveloped and remains vacant, devoid of any vegetation.
- 3.6 The topography of the subject site generally slopes to the south-west, falling approximately 1.5m from the north-eastern boundary across the site to the south-western boundary. Approximately half of the subject site is clear of development, with a number of mature trees located generally along the south-eastern boundary. Of these trees, many are proposed to be removed as part of the proposed development due to the proximity of the development to the trees themselves. Four trees fronting Railway Terrace are proposed to be retained under this proposal, including a Silky Oak, 2 x River She Oaks and a Mugga Ironbark.

4 History and Current Use of the Site

- 4.1 During the late 1970s and early 1980s the use of the existing Riverstone Police Station was reviewed and the construction of the current vehicle holding yard was granted by Council on 22 March 1990 under Development Application No. 89-711. It was within that same year that Council approved DA-90-209, permitting the construction of a demountable building to the south of the existing Police Station.
- 4.2 Following this period of minor works to the existing site, Council considered the proposed rezoning of Lot 1, DP 546708 (H/N 4 Elizabeth Street) from 5(a) Special Uses – Police to 2(a) Residential. Correspondence provided by the NSW Police in July 1990 raised no objection to the rezoning of the subject allotment, noting that the site was no longer required. Accordingly, the rezoning was approved on 21 February 1992.
- 4.3 During this period various ancillary structures, including 3 x carports, shipping containers and an old fibro garage, situated adjacent to the northern boundary within the vehicle holding yard compound, were erected on the subject site.
- 4.4 At present Lot 1 Elizabeth Street is vacant, while the existing Riverstone Police Station, sited on Lot 2 Railway Terrace, undertakes the following operations:
- (a) Highway Patrol;
 - (b) Administration (part time basis);
 - (c) Records Storage; and
 - (d) Vehicle Holding Yard.

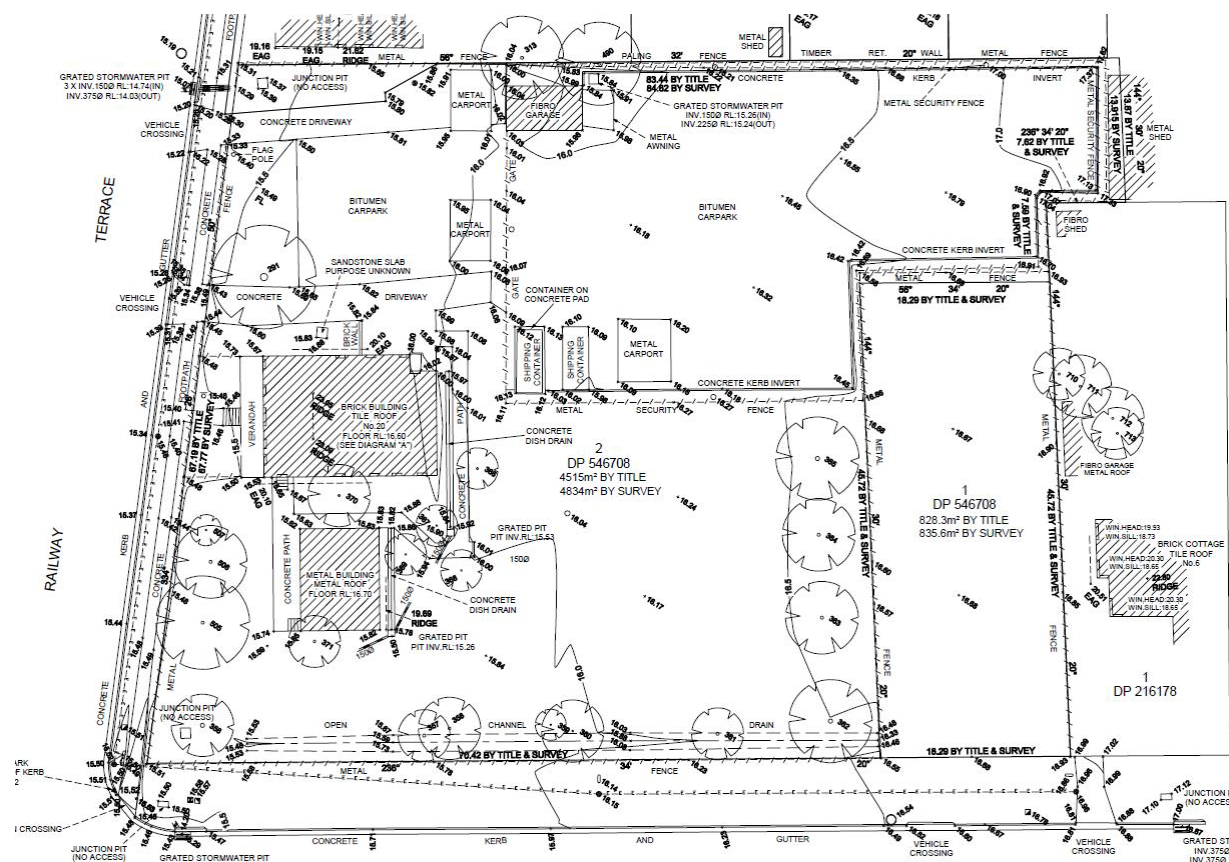


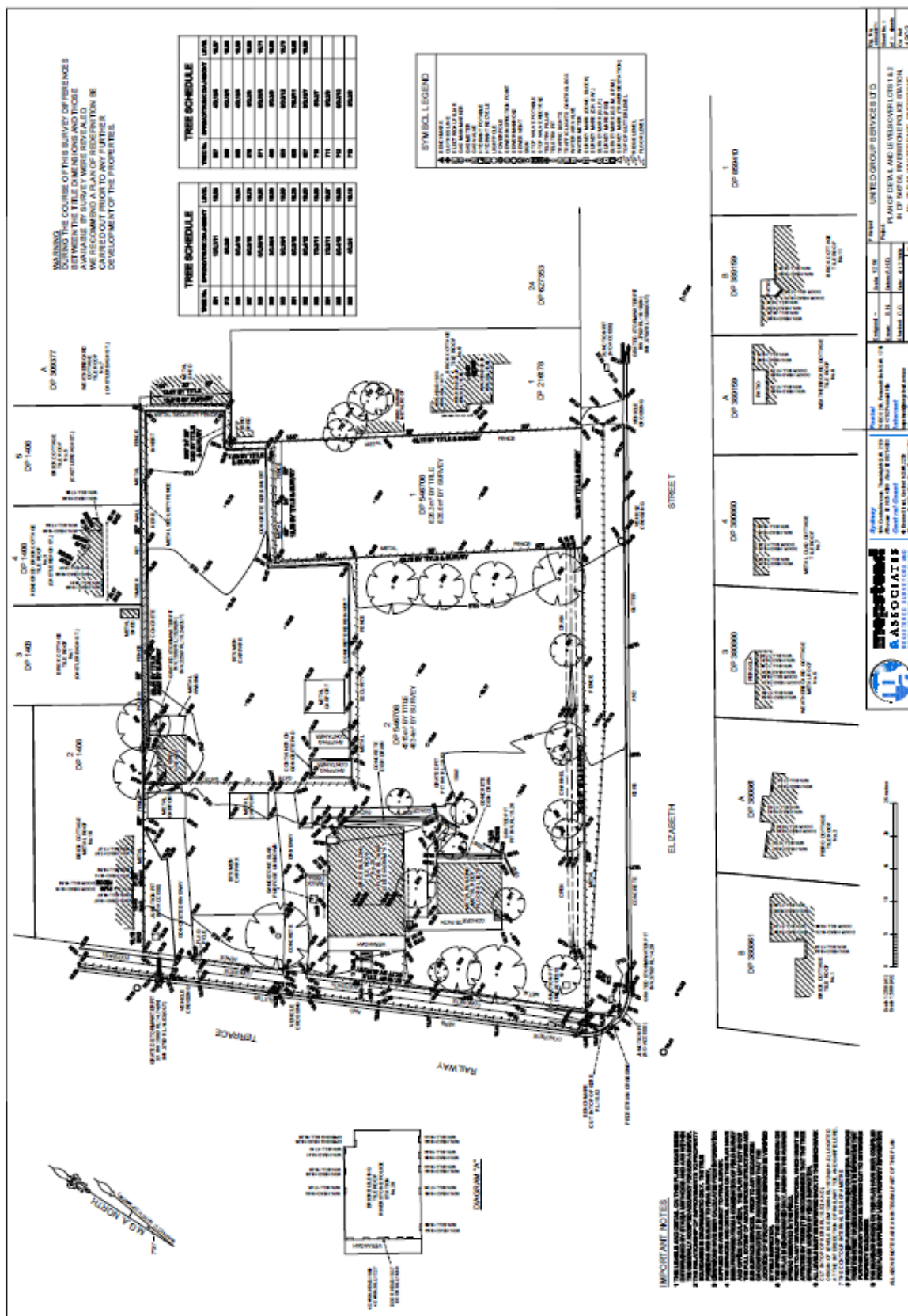
Figure 5. Survey Plan (Source: Mepstead & Associates for UGS Ltd, dated 4 December 2009)

5 The Proposal

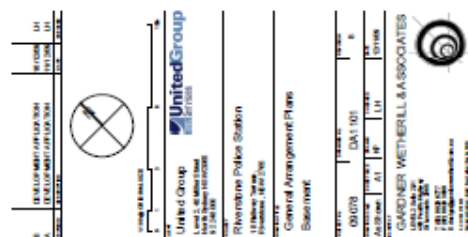
- 5.1 Blacktown City Council is in receipt of a Development Application (JRPP-09-3146) from Mark Hehnke c/- United Group Limited (UGL) Services for the demolition of an existing demountable building and existing ancillary structures, the restoration and retention of the existing Riverstone Police Station heritage item and construction of a new 3 storey Police Station, holding yard, basement carpark and at-grade carpark, "first response" parking spaces within Elizabeth Street and associated landscaping. The proposed development is a proposal made on behalf of a Crown Authority, being the NSW Police Force and has a Capital Investment Value of \$10 million.
- 5.2 The proposal involves the retention and restoration of the existing heritage-listed Riverstone Police Station building and demolition of all other existing structures on the subject site. The existing heritage item is proposed to be utilised for records and storage purposes, supporting the functions of the proposed new development. The proposed new 3 storey Police Station building is to comprise a total gross floor area of approximately 3,300sq.m, holding yard for 31 vehicles, 25 space basement carpark, 33 space at-grade carpark and associated landscaping.
- 5.3 The proposed new basement level provides for 25 car parking spaces, with dual access provided from the proposed Elizabeth Street entry/exit point, together with a mechanical plant room, combined services room and stair and lift access to the upper levels. The proposed new 1,470sq.m ground floor consists of a number of general duties offices, public zone, secure zone, communications room, storerooms and an integrated vehicle store and vehicle examination room. At-grade car parking is proposed for 33 vehicles, located to the north-east of the proposed new building and north-west of the existing heritage item. An additional 31 vehicle parking spaces are provided within the secure holding yard precinct, located along the north-western boundary of the site where the current holding yard is situated. Of the proposed at-grade parking spaces and holding yard spaces, approximately 89 per cent (57) of those spaces are proposed to be covered with open carport structures. In addition to the parking provided on site, a "first response" parking bay for 4 police vehicles is also proposed within Elizabeth Street.
- 5.4 The proposed 1,220sq.m first floor principal operational area consists of additional office facilities, training space and general staff amenities, including lockers, meals room and fitness room. The 575sq.m third floor of the proposed development predominantly provides a number of office facilities and ancillary facilities. The proposed new Police Station measures approximately 12.6 metres in height above the existing ground level and is irregular in form, with the proposed new building envelope wrapping around the south-eastern facade and to the rear of the existing heritage building.
- 5.5 The proposed new building provides for a varying setback of 9.1 metres to 13.5 metres to Railway Terrace, with an additional cut away to the north-western corner of the Railway Terrace facade proposed to maximise the view opportunities from Railway Terrace to the existing heritage Police Station building. The secondary setback provision to Elizabeth Street measures 3.458 metres, with a 1.8m high wall enclosed terrace/courtyard protruding into the setback to the site boundary between separate sets of access stairs. The proposed upper storey (third level) has been recessed along all elevations, reducing its visual prominence from Railway Terrace. This increased setback to the third storey is greater from Railway Terrace, with a varying setback of 16.6 metres to 28.8 metres provided, while only a 7.0 metre setback is provided from Elizabeth Street.
- 5.6 The proposed external finishes to the Railway Terrace facade incorporate a feature area of terracotta tiles to the ground and first floors, complimenting the existing red brick character of the existing heritage Police Station, while the proposed natural anodised horizontal louvres both screen the glazed facade and provide privacy to this area of the new Police Station. Further, the proposed retention of the existing mature vegetation will soften the bulk and scale of the

proposal to ensure that the Railway Terrace streetscape is not dominated by the proposed development. The Elizabeth Street facade is generally dominated by the proposed green tint window glazing and associated neutral coloured sunshades and parapets, partly screened and softened by the proposed vegetation along this secondary frontage, including 10 x *Elaeocarpus reticulatus* (Blueberry Ash) with a mature height of 5.0 metres and 5 x *Melaleuca linariifolia* (Snow-in-summer) with a mature height of 12.0 metres.

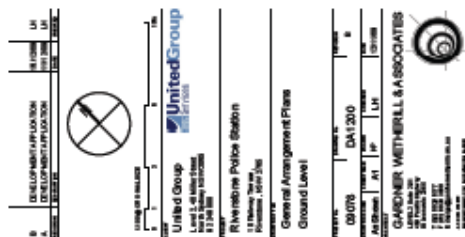
- 5.7 Internal building elevations, including the north-eastern and north-western elevations of the proposed new Police Station continue the design elements from the street elevations (window glazing, sunshades and louvres), with appropriate colour selections to provide subtle variation to the external appearance of the development, which will be further complemented by detailed landscaping and decorative retaining wall/fencing works.
- 5.8 An integrated building entry and identification sign reading "*Riverstone Police Station*" is proposed at the south-western end of the Elizabeth Street elevation, with the proposed downturned awning defining the pedestrian entry point.
- 5.9 Access to the site is proposed from 3 locations, with 2 existing modified vehicular crossing points provided from Railway Terrace and one from Elizabeth Street. The Railway Terrace access includes the provision for a 6.2 metre wide ingress/egress access point servicing the proposed holding yard and a separate 4.0 metre ingress/egress point providing access to the proposed enclosed vehicular store and examination area. Access provided from Elizabeth Street is in the form of a proposed 13.47 metre wide combined ingress/egress point that serves both the proposed basement carpark and at-grade carpark area.
- 5.10 The proposed development seeks to operate 24 hours a day, 7 days a week, having the capacity for 63 (major shift) personnel on a rotational basis once operational, carrying out general duties, highway patrol, local task force groups, local area command, forensic services group and detective functions.
- 5.11 A copy of the Development Application plans are presented within Section 6 below.



CALCULATIONS
 1. 100' x 100' x 10' = 100,000 cu ft
 2. 100,000 cu ft x 1.4 = 140,000 cu ft
 3. 140,000 cu ft x 1.4 = 196,000 cu ft
 4. 196,000 cu ft x 1.4 = 274,400 cu ft
 5. 274,400 cu ft x 1.4 = 384,160 cu ft
 6. 384,160 cu ft x 1.4 = 537,824 cu ft
 7. 537,824 cu ft x 1.4 = 752,954 cu ft
 8. 752,954 cu ft x 1.4 = 1,054,135 cu ft
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 65. 160,846,731,683,277 cu ft x 1.4 = 225,185,424,356,588 cu ft
 66. 225,185,424,356,588 cu ft x 1.4 = 315,259,594,099,223 cu ft
 67. 315,259,594,099,223 cu ft x 1.4 = 441,363,431,738,912 cu ft
 68. 441,363,431,738,912 cu ft x 1.4 = 617,908,804,434,477 cu ft
 69. 617,908,804,434,477 cu ft x 1.4 = 865,072,326,208,268 cu ft
 70. 865,072,326,208,268 cu ft x 1.4 = 1,211,101,256,691,575 cu ft
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 73. 2,373,758,463,115,487 cu ft x 1.4 = 3,323,261,848,361,682 cu ft
 74. 3,323,261,848,361,682 cu ft x 1.4 = 4,652,566,587,706,375 cu ft
 75. 4,652,566,587,706,375 cu ft x 1.4 = 6,513,593,222,788,925 cu ft
 76. 6,513,593,222,788,925 cu ft x 1.4 = 9,119,030,511,904,495 cu ft
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 79. 17,873,300,003,332,810 cu ft x 1.4 = 25,022,620,004,665,934 cu ft
 80. 25,022,620,004,665,934 cu ft x 1.4 = 35,031,668,006,532,308 cu ft
 81. 35,031,668,006,532,308 cu ft x 1.4 = 49,044,335,209,145,231 cu ft
 82. 49,044,335,209,145,231 cu ft x 1.4 = 68,662,069,292,803,323 cu ft
 83. 68,662,069,292,803,323 cu ft x 1.4 = 96,126,897,009,924,652 cu ft
 84. 96,126,89



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First Floor Level

DEVELOPMENT APPLICATION
 10/10/2010
 10/10/2010

United Group
 Level 1 & 2
 10/10/2010

Rydges Police Station
 10/10/2010

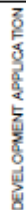
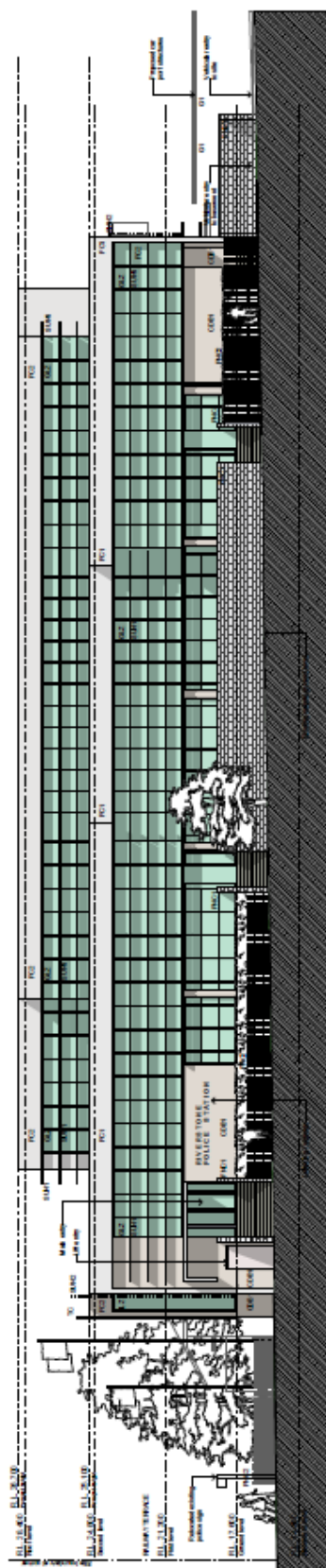
General Arrangement Plans
 Level 1

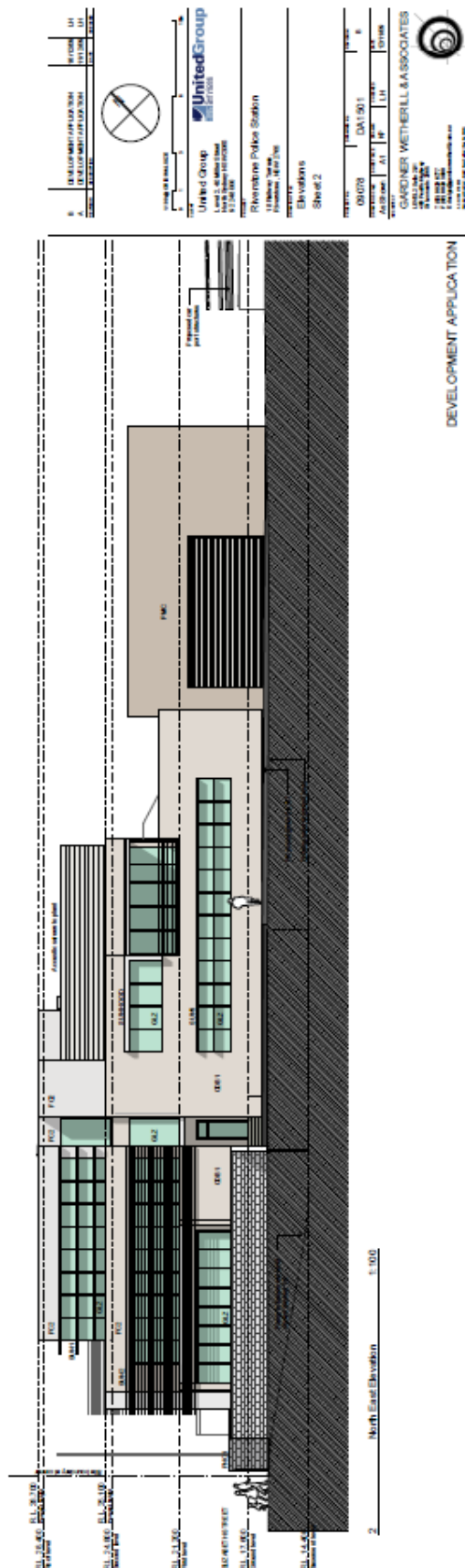
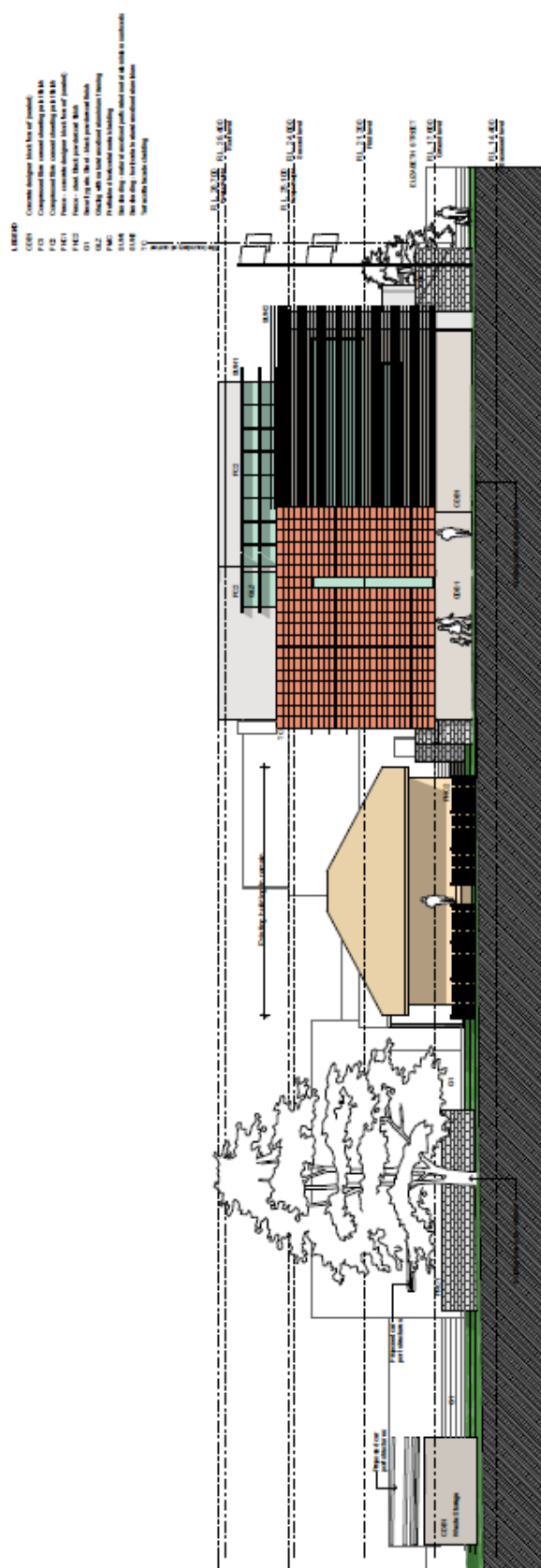
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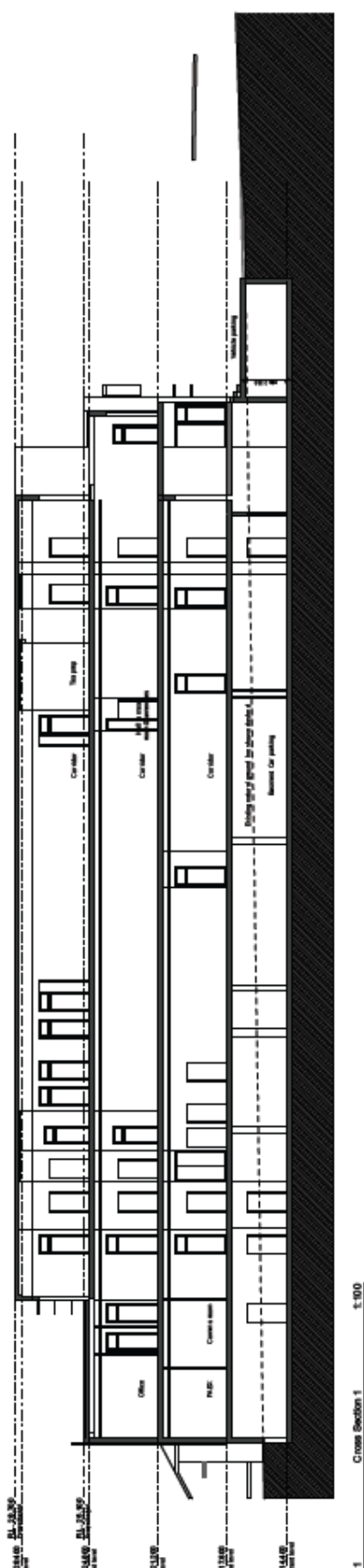
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LIVING UP TO A CHALLENGE

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Box 10, Sydney, NSW 1585
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Revealed the Police Station

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Cross-sections 1 & 2

7 Planning Controls

7.1 The planning controls that relate to the proposed development are as follows:

(a) **State Environmental Planning Policy (Major Development) 2005**

SEPP (Major Development) 2005 identifies development classified as "regional development", requiring referral to a Joint Regional Planning Panel (JRPP) for determination on the basis of the criteria listed within Clause 13B. The proposed development constitutes "Regional Development" as it is a Crown development with a Capital Investment Value of more than \$5M in accordance with Clause 13B(1)(c) of the SEPP. As such, while Council is responsible for the assessment of the DA, determination of the Application will now be made by the Sydney West Joint Regional Planning Panel and not by Council.

(b) **State Environmental Planning Policy (Sydney Region Growth Centres) 2006**

This SEPP primarily aims to provide a co-ordinated approach to the release of land within the North West and South West Growth Centres of Sydney for residential, employment and other urban development, provide comprehensive planning and to provide for the orderly and economic provision of infrastructure for these growth areas. The subject site is identified as being located within the Riverstone Precinct of the North West Growth Centre.

The Riverstone Precinct Planning Report, dated November 2008, Sections 3.4 "Precinct Planning Outcomes" and 6.4 "Emergency Services", makes note of the North West Growth Centre being serviced by existing Police Stations proposed to be upgraded or a potential new Station located within the Alex Avenue Precinct. However, the subject development site is identified as being located within an area of the Riverstone Precinct that has been excluded from the now gazetted Riverstone Precinct planning controls. It is noted that the Riverstone Precinct was rezoned for largely residential purposes via a SEPP Amendment on 17 May 2010, however the existing Riverstone Village area (already zoned for urban purposes under Blacktown Local Environmental Plan (BLEP) 1988) was excluded from the rezoning. Accordingly, the existing zoning pursuant to BLEP 1988 will continue to apply to the subject site. Therefore, in assessing the proposal, the proposed development is assessed against the provisions of SEPP (SRGC) 2006, to which the following must be considered (Clause 16 – DAs in Growth Centres):

- (i) *Whether the proposed development will preclude the future urban and employment development land uses identified in the relevant growth centre structure plan.*

The proposed development involves the redevelopment of the existing Riverstone Police Station. Within Section 3.4 "Precinct Planning Outcomes", the Riverstone Precinct Planning Report makes mention of a possible upgraded or new Police Station to be developed within the precinct. However, upon review of the Riverstone Precinct Indicative Layout Plan, no specific location has been identified. In this regard the subject development site's existing zoning and established location benefit the proposed development and will have minimal impact on the future provision of urban and employment development within the Riverstone Precinct.

- (ii) *Whether the extent of the investment in, and the operational and economic life of, the proposed development will result in the effective alienation of the land from those future land uses.*

The subject site's location within the existing Riverstone Town Centre, and its surrounding residential urban and industrial areas, lends itself to having minimal impact on future land uses within the identified growth areas of the precinct.

- (iii) *Whether the proposed development will result in further fragmentation of land holdings.*

The proposed development of an existing site zoned specifically 5(a) Special Uses - Police Station and the adjoining vacant 2(a) Residential allotment will have no impact on the fragmentation of land holdings.

- (iv) *Whether the proposed development is incompatible with desired land uses in any draft environmental planning instrument that proposes to specify provisions in Appendix 1 or clause 7A.*

As noted within the Department's response to Council, the subject site is located within an area of the Riverstone Precinct that is excluded from the controls and provisions of the Riverstone Precinct. Accordingly, zonings pursuant to Blacktown Local Environmental Plan 1988 prevail over the subject site. In this regard the proposed development is deemed not to be incompatible with any desired land uses within the surrounding urban growth area as identified within the Precinct Plan.

- (v) *Whether the proposed development is consistent with the precinct planning strategies and principles set out in any publicly exhibited document that is relevant to the development.*

As noted above, the Riverstone Precinct Planning Report, dated November 2008, notes that the existing services provided by the Quakers Hill Command as being satisfactory for the present, with future upgrades and potentially new services provided as precinct planning and development expands throughout. Furthermore, the document briefly states the possibility of a "potential" new Police Station being provided within the Alex Avenue Precinct, adjacent to the Riverstone Precinct.

In this respect, the proposed development is not inconsistent with the precinct strategies, in that the subject proposal is for significant upgrades to the existing site and associated services provided. However, little weight appears to have been given by the applicant to the strategic justification for the proposed upgrade works to the subject site, as opposed to serious exploration of an alternative site where flooding and amenity issues may not be as significant.

- (vi) *Whether the proposed development will hinder the orderly and coordinated provision of infrastructure that is planned for the growth centre.*

The proposed development will not have a detrimental impact on the provision of future infrastructure within the Riverstone Precinct.

- (vii) *In the case of transitional land—whether (in addition) the proposed development will protect areas of aboriginal heritage, ecological diversity or biological diversity as well as protecting the scenic amenity of the land.*

The Riverstone Precinct does not identify any lands within the boundary as being "transitional land".

The relevant matters for consideration as identified within the SEPP and as discussed above reveal the proposal's general compliance. However, it is clear that at the time precinct planning for the region was being undertaken, consideration,

whilst minor, was given to the need for Police and emergency services. The report notes that there was the opportunity for consideration to be given to a new Police Station within the Alex Avenue Precinct, should upgrades to existing sites be unachievable. In general, limited strategic investigation has been detailed within the submitted Development Application with respect to the investigation of alternative sites, so as to justify the subject site as being the ideal location for a new Police Station. Given the flooding hazards (addressed further below) identified over the subject property, it is considered that further investigation of a more suitable location within the surrounding release areas should have been undertaken.

(c) State Environmental Planning Policy (Infrastructure) 2007

The aim of SEPP (Infrastructure) 2007 is to facilitate the effective delivery of infrastructure across the State. A Police Station is defined within the SEPP as a "public administration building", being:

"public administration building" means a building used as offices or for administrative or other like purposes by the Crown, a statutory body, a council or an organisation established for public purposes, and includes a courthouse or a police station.

Clause 76(1) of the SEPP permits *"development for the purpose of public administration buildings may be carried out by or on behalf of a public authority with consent on land in a prescribed zone"*. In this regard the proposed development of a Police Station is permitted with consent on only Lot 2, DP 546708, being zoned 5(a) Special Uses – Police Station.

Further, Clause 20(1) of the SEPP permits development for the purposes listed in Schedule 1 (car parking) of the SEPP as being exempt development if carried out by or on behalf of a Public Authority, i.e. the NSW Police Force. Matters relating to the proposed development's compliance with the SEPP and its permissibility are addressed further below within Section 12 of this report.

(d) State Environmental Planning Policy No. 55 – Remediation of Land

The aim of SEPP No. 55 is to promote the remediation of contaminated land for the purpose of reducing the potential risk or harm to human health or other aspects of the environment. In this regard the subject site was developed and has operated as a Police Station since 1892 and has otherwise remained undeveloped for a considerable period of time. Further, a Police Station is not listed within Table 1 of Managing Land Contamination - Planning Guidelines SEPP 55 – Remediation of Land as an activity that may have caused contamination. In addition, the proposed use and activity undertaken on site is not proposed to change.

With respect to the adjacent site, No. 4 Elizabeth Street, a site inspection carried out by Council staff detected no evidence of contaminants. To this effect, the site has remained clear of both development and vegetation for a number of years and is considered satisfactory for the proposed development.

(e) Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River

Sydney Regional Environmental Plan No. 20 aims to protect the environment of the Hawkesbury-Nepean River by ensuring that the impacts of future land uses are considered in a regional context. Of most relevance to the proposal is the requirement to assess the development in terms of its impacts upon the surrounding drainage system and ecosystems.

No natural watercourses exist within close proximity to the site, while suitable conditions of consent would be imposed on any consent issued ensuring soil and water management measures are undertaken to control erosion and runoff. In this regard it is considered that the proposal is consistent with the aims and intent of the Policy.

(f) **Blacktown Local Environmental Plan (BLEP) 1988**

Pursuant to Blacktown Local Environmental Plan 1988 the subject site consists of 2 different land uses zonings. As noted above, the subject site is zoned both 5(a) Special Uses – Police Station and 2(a) Residential. Within BLEP, as defined within the Environmental Planning and Assessment Model Provisions 1980, a Police Station is defined as a "public building", being:

“...a building used as offices or for administrative or other like purposes by the Crown, a statutory body, a council or an organisation established for public purposes.”

In respect to the land zoned 5(a) Special Uses (Lot 2, DP 546708), the provisions of SEPP (Infrastructure) 2007 apply such that the proposed development is permissible with consent. In respect to the land zoned 2(a) Residential (Lot 1, DP 546708), Schedule 1 of BLEP 1988 lists a "public building" as a prohibited land use within the 2(a) Residential zone. However, should amendments be undertaken to the proposed location of the basement carpark entrance ramp, so as to be clear of the residential allotment, or the basement carpark deleted altogether, the proposed development for the purpose of an onground carpark could be considered as “exempt development” pursuant to Clause 20(1) of SEPP (Infrastructure) 2007. However, in the absence of amended details and confirmation from the applicant agreeing to the above modifications, in its current form the proposed development is considered to be prohibited in the 2(a) zone. The development’s permissibility is addressed in detail in Section 12.

8 External Referrals

8.1 The subject Development Application was referred to the following public agencies as summarised in the table below.

Agency	Comments
Department of Planning (DoP)	The DA was referred to the DoP, Land Release and Strategy Division, on 24 February 2010 given the location of the subject site within the Riverstone Precinct of the North West Growth Centre and the proposal’s regional significance. Within their response, dated 15 March 2010, the Department raised no objections to the proposal, noting that the subject site lies within an area of Riverstone excluded from the then draft Riverstone Precinct Plan. As such the existing zonings of the subject site will prevail. Consideration of the proposed development against the matters for consideration pursuant to Clause 16 of State Environmental Planning Policy (Sydney Region Growth Centres) 2006 is detailed above within Section 7.
Joint Regional Planning Panel – Sydney West Region	<p>The DA was referred to the Sydney West Joint Regional Planning Panel on 29 January 2010 and was subsequently reviewed at a Briefing Meeting held on 4 March 2010. At that meeting the Panel raised permissibility, flooding and amenity as key issues that were still required to be addressed. Furthermore, the following concerns and questions were raised:</p> <p>(a) <i>what is the appropriate flooding measurement standard that should be applied and why (i.e. PMF or 1/100yr)?;</i></p>

Agency	Comments
	<p>(b) <i>what categorises the subject site as a high risk precinct for flooding?;</i></p> <p>(c) <i>the current responses provided from the applicant are considered weak and insufficient to address Council's obvious concerns about the proposal. More detailed information should be provided (i.e. a technical response, not a statement);</i></p> <p>(d) <i>what strategic planning had been, if any, carried out with respect to the relationship to the subject development and the existing Riverstone Town Centre and the reasoning behind its proposed location, while the future population of the area is located elsewhere (i.e. North West Growth Centre development);</i></p> <p>(e) <i>what the projected catchment area for the proposed Police Station is and how much of the new North West Growth Centre will it service and what is it categorised as?;</i></p> <p>(f) <i>how the adverse impacts from the 24/7 use of the proposed development will be addressed, so as to ensure that the residential amenity of the locality is maintained at a satisfactory level (i.e. vehicle movements along Elizabeth Street, use of sirens, etc.); and</i></p> <p>(g) <i>the submission of a plan of management addressing these matters, clearly detailing the prescribed method of amelioration.</i></p> <p>The above matters are addressed further in more detail within Section 12 of this report.</p>
RailCorp	<p>The DA was referred to RailCorp on 15 January 2010 given the subject site's proximity to the existing rail corridor adjacent to Railway Terrace. No objections to the proposal were raised by the Authority subject to the imposition of appropriate conditions of consent.</p>
Riverstone & District Historical Society Inc.	<p>The proposed development was referred to Local Heritage Societies and Trusts of the Blacktown Local Government Area on 15 January 2010 for comment, given the proposal involves the retention and restoration of the existing Riverstone Police Station listed as a local heritage item. Council was provided with a response from the Riverstone & District Historical Society Inc. on 11 February 2010, wherein the following main concerns were raised:</p> <p>(a) <i>the enhanced screening and security needed for the proposed Vehicle Holding Yard is the least attractive feature of the project and would appreciate anything being done to minimise the visual impact on the heritage item and its garden; and</i></p> <p>(b) <i>they considered the "protruding downturn awning" for the client/main entrance is not an attractive design concept in keeping with the quality of the rest of the street facade.</i></p> <p>A response from Council's Heritage Consultant is provided in Sections 9 and 12 of this report.</p>

9 Internal Referrals

9.1 The subject Development Application was referred to the following internal sections of Council as summarised in the table below:

Section	Comments
Engineering and Drainage	Both Council's Engineering and Drainage Sections have raised significant concerns regarding the proposed development due to the subject site's High Flood Risk affectation. In this regard they object to the proposed development. These matters are further outlined within Section 12.
Building	No objections to the application subject to the imposition of appropriate conditions of consent.
Traffic	The proposed development was initially commented upon by Council's Senior Traffic Engineer, noting that the number of car parking spaces provided were inadequate. The applicant's response provided a positive justification for the number of spaces being proposed (58 spaces), indicating that, based on the amount of gross floor area that was considered to have generated the need for car parking, a total of 48 spaces would be the minimum necessary. The response provided was reviewed by Council's Traffic Engineer as being satisfactory. Car parking matters are addressed further within Section 12.
Statutory Planning	<p>The proposed development was referred to Council's Statutory Planner for comment in relation to the proposed development's permissibility, specifically in relation to Lot 1, DP 546708, H/N 4 Elizabeth Street, zoned 2(a) Residential. The applicant's initial assertion that the proposal was permissible over Lot 1 given that it satisfied Clause 9(3) of BLEP 1988 was not supported. The applicant contended that a "carpark" was not listed in the zoning table as a prohibited land use, but this argument was unacceptable as the carpark is part of a defined land use, being a "public building", which is prohibited in the zone.</p> <p>The applicant responded, providing Council with further details in relation to the proposed development seeking approval of the works over Lot 1 under Clause 20 of SEPP (Infrastructure) 2007, being "exempt development". Following a review of these submitted details, it was considered that Clause 20 of the SEPP could be considered and, therefore, the proposal itself may be considered permissible provided the applicant makes amendments to the design and layout of the basement carpark and associated entry/exit ramp to comply with the exempt requirements of the SEPP.</p>
Heritage	<p>The proposed development was referred to Council's Heritage Consultant for comment regarding the treatment of the existing heritage item. Initial comments provided raised concerns about the lack of visibility of the existing item when viewed from Railway Terrace and the lack of assessment of the surrounding residential setting within the Heritage Impact Statement. Furthermore, it was noted that all trees along the Railway Terrace frontage should be maintained and that consideration be given to replacing one of the existing street trees proposed to be retained with a Lemon Scented Gum if possible.</p> <p>Generally, it was considered that the design of the proposed new Police Station building was satisfactory, subject to minor changes including:</p> <ul style="list-style-type: none"> (a) amendments to the Railway Terrace frontage to give greater prominence to the heritage item; (b) consideration to the replacement of street trees; and (c) amending the submitted Heritage Impact Statement. <p>In response, the applicant provided revised details to Council, which were again commented on by Council's Heritage Consultant, noting that the proposed amendments to the Railway Terrace facade provided greater recognition of the heritage value and special setting of the proposal. Refer to Section 12 of this report for further assessment and Town Planning comments.</p>

10 Public Comment

10.1 The subject Development Application was notified to adjoining and surrounding owners and occupiers in accordance with Blacktown Development Control Plan 2006: Part K – Notification of Development Applications. The development was notified for a period of 21 days from 17 February to 10 March 2010, during which time 2 submissions were received by Council raising concerns regarding the proposal. A further 2 individual submissions objecting to the proposal were subsequently received after the initial notification period, one of which contained a petition with approximately 59 signatures in opposition to the proposal. Further, a number of petitions containing approximately 1,000 signatures were also submitted to Council, opposing not specifically the proposed development but the closure of the Quakers Hill Local Area Command at its Quakers Hill site. These concerns are addressed in greater detail below. The main concerns raised within the submissions are summarised below, together with Town Planning comments thereon.

10.2 Submission 1 – Mrs D.M Fisher, H/N 3 Elizabeth Street, Riverstone

- (a) *Car parking in front of my house 24 hours and associated noise.*
- (b) *Loading and unloading of vehicles for the holding yard, 24 hours a day.*

Town Planning comment:

- The proposed use of the "first response" vehicle bay in Elizabeth Street will be for police vehicles only, whom are intended to attend to an emergency prior to other squad vehicles. Movements to and from the site will increase due to the basic nature of the proposed development intensifying the existing use of the site. The management of vehicle operations from these proposed parking spaces is intended to be controlled by the Police Station Management Plan. Any approval issued should include the imposition of a **condition** requiring the submission of a suitable Management Plan prior to the commencement of any development works.
- The submitted Assessment of Traffic and Parking Implications Report, prepared by Transport and Traffic Planning Associates, states that the proposed development is expected to generate an additional 35 vehicle trips per hour from the subject site, the impact of which is reduced by the provision of the proposed multiple entry/exit points and varied periods of vehicle movements. Further, Council's Traffic Management Services Section has noted that the capacity of the existing road network can satisfactorily accommodate the proposed traffic likely to be generated.
- The submitted Noise Impact Assessment Report, prepared by Acoustic Studio, notes that the expected increase in vehicle traffic to the subject site is not expected to generate a detrimental increase in noise and amenity impacts for adjoining and surrounding properties. An acoustic wall, constructed of hebel wall panels, is proposed to be erected along the common boundary with Lot 1, DP 216178, H/N 6 Elizabeth Street, Riverstone, so as to reduce the immediate impacts of the carpark use.

10.3 Submission 2 – Valentino Musico, PO Box 11, Riverstone (Owner, H/N 5 Castlereagh Street, Riverstone)

- (a) *The documents are silent on matters including the height of the proposed carport and storage and the distance of these structures from neighbour's fences.*

Town Planning comment:

- The plans and details submitted indicate that the proposed carport structures are to measure approximately 2.7 metres in height and be constructed flush with the north-western boundary. The proposed carports along the north-eastern boundary are proposed to be setback from the boundary line, further screened by the proposed construction of a 2.7 metre high acoustic wall. The proposed store at the northern corner of the subject site measures 3.3 metres at its highest point and is proposed to be set flush against the boundary.
- The scale of these structures is not considered to be significant or likely to have a detrimental impact on the adjoining properties.

(b) The type of vehicles intended to be stored in the proposed carports along the Castlereagh Street boundary of the premises. If the area is intended to be used for vehicle wrecks as this part of the site is currently utilised for, then the occasional delivery of vehicles will perhaps not cause any additional noise or headlight glare than that currently exists.

But if it is intended to use the parking areas for staff then its 24 hour use needs to be addressed as it will cause an impact on the amenity of Castlereagh Street residents.

Town Planning comment:

- The proposed car parking facilities located along the north-western (Castlereagh Street) boundary are to be utilised as a holding yard, similar to that of the current site use. The proposed 31 covered car parking spaces are located within a secure enclosure, with direct road access to Railway Terrace, providing a revised and formalised space for the storage of vehicles. In this regard the use of the subject space will not be altered dramatically under the current proposal and no significant impacts on the adjoining properties are expected.
- (c) Rotating surveillance cameras are currently mounted on tall poles along the Castlereagh Street boundary. It is unknown if the range of vision of these cameras ends at the boundary of the Police premises or if they have the ability to view into the backyards of Castlereagh Street homes.*

Town Planning comment:

- The proposed surveillance cameras are to be reinstalled on 4.0 metre high poles and are set in a fixed (motionless) position, capturing activities within the proposed holding yard and at-grade parking areas within the subject site only.
- (d) The development documents fail to address if bright lights are to be installed near the Castlereagh Street boundary of the subject site, and if so, whether the Castlereagh Street homes will suffer light pollution.*

Town Planning comment:

- As advised by the applicant, the NSW Police Building Code requires the provision of an average 50 Lux level of lighting to be provided to ground level, Police operation areas and to the proposed holding yard area. Accordingly, it is proposed for light fittings to be provided under the carport structures. In addition, pole mounted lighting fixtures are proposed to the north-eastern end of the proposed Police Station, with "baffles" and "deflectors" provided to the fittings so as to reduce the impact of glare and focus lighting towards the ground. Similar pole lighting fixtures will be provided to the holding yard.

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- The proposed external lighting is to be managed by time sequence clocks, while lighting to the holding yard area and at-grade parking areas will be reduced at night. Any consent issued for the proposed development should include appropriate **conditions** in accordance with the above to ensure the amenity of the adjoining residents is maintained at a satisfactory level.

10.4 Submission 3 – Samantha Marsh, H/N 16 Woldhuis Street, Quakers Hill

- (a) *It has been suggested in local newspapers that once upgrades to the Riverstone Police Station are completed the Quakers Hill Police Station will close. There have been numerous incidents recently within the Quakers Hill area, with the local Quakers Hill Police responding promptly, restoring order. Amalgamating the duties of Quakers Hill Police Station into the proposed Riverstone Police Station would have an unacceptable impact for the Quakers Hill area.*

Town Planning comment:

- No details have been provided to suggest that the existing services at Quakers Hill Police Station will be relocated, should consent be granted for the redevelopment of Riverstone Police Station. Further, any such proposed closure of Quakers Hill Police Station and the relocation of their duties is an issue and decision that would be made by the New South Wales Police Force and one that Council has no control over. The proposed future urban growth of the North West Growth Centre will require the provision of essential services and infrastructure, including Police.

10.5 Submission 4 – Betty Cooke, H/N 14 Elizabeth Street, Quakers Hill

- (a) *The site chosen is not suitable on the following grounds:*

- *The proposed site is in a designated flood zone.*
- *The street is too narrow and already congested as on Sundays the heritage Church attracts many cars and during the week the hall attracts many community groups.*
- *Elizabeth Street's capacity to deal with any increase in traffic is limited by serving not only the Church and the hall but a school as well.*
- *Traffic congestion in Elizabeth Street and Railway Terrace has already significantly increased as many cars use it to avoid the lights at the railway crossing.*
- *When cars are parked on both sides of Elizabeth Street there is only one lane available for traffic.*

Town Planning comment:

- The issues relating to flooding are addressed in Section 12 of this report. In summary, given the information provided by Council's Senior Design Engineer, it is considered that the proposed location of the expanded Police Station is not appropriate as its operation will be severely impacted by floods less than the 1% AEP event and there are also safety concerns for the staff and occupants of the Station during extreme flood events.

- In regard to the traffic concerns, the submitted Traffic and Parking Implications Report states that the proposed development is expected to generate an additional 35 vehicle trips per hour from the subject site, the impact of which is reduced by the provision of the proposed multiple entry/exit points and varied periods of vehicle movements. Further, Council's Traffic Management Services Section has noted that the capacity of the existing road network can satisfactorily accommodate the proposed traffic likely to be generated.

10.6 Petition – Approximately 1,000 Signatures

- (a) *A decision has been made to close down the Quakers Hill Police Station and relocate the whole Police Force to a new Station to be built on the Riverstone "Shop Front" Police Station land. The NSW Government states that "the backbone of the NSW Police Force are the Local Area Commands (LAC) and they provide a comprehensive, professional community based policing service". If this move takes place it will be a regressive move, there will be longer response times because of limited access and egress from the Riverstone site and extra distance to travel from the least populated area to the higher populated area where most of our schools are situated.*

Town Planning comment:

- A petition submission received by Council containing in excess of 1,000 signatures does not specifically object to the proposed development of the new Riverstone Police Station but to the potential closure of the Quakers Hill Police Station and subsequent relocation of services to the proposed Riverstone Police Station. In this regard and as noted above, no details have been provided to indicate that the existing services at Quakers Hill Police Station will be closed and their services relocated to the new Riverstone Police Station.
- This is clarified in the letter dated 15 July 2010 which was supplied by the applicant and which advises as follows:

"The current Police Station has served the local Riverstone community for over 100 years. NSWPF consider the sites location as strategically important as the site is ideally located to service the future community needs within the planned growth centres through the North West Growth Corridor as identified by the NSW Department of Planning (May 2010).

A strategic planning workshop held 18th January, 2006 concluded the following:

Quakers Hill LAC Recommendations (0-5 years)

- *Build [sic] of a new centrally located police station in the Quakers Hill LAC at Riverstone (in lieu of upgrading the existing Quakers Hill Police Station) to police the growing population brought about by the development of the North West Growth Centre as well as other land releases and developments.*
- *The proposed Police Station at Riverstone needs to be designed to cater for expansion and additional staff resources in line with the workload increases of the Command as the population of the area grows over time".*

11 Section 79C Consideration

11.1 Consideration of the matters prescribed by Section 79C of the Environmental Planning and Assessment Act 1979 are summarised below:

Heads of Consideration 79C	Comment	Complies
<p>a. the provisions of:</p> <p>(i) any environmental planning instrument (EPI)</p> <p>(iii) any development control plan</p> <p>(iiia) any planning agreement</p> <p>(iv) the regulations</p>	<p>The provisions of relevant EPIs relating to the proposed development are summarised in Section 7 and have been addressed further in Sections 8 and 12. Whilst there are no specific Development Control Plans applicable to a public administration building, a merit-based assessment has also been undertaken in conjunction with the NSW Government gazetted publication <i>"Floodplain Development Manual – the management of flood liable land"</i>, April 2005. It has been determined, based on this merit-based assessment, that the proposed development in its current form is unsuitable given the significant impacts from the site's location within a "high flood risk precinct".</p>	No
<p>b. the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality</p>	<p>A merit-based assessment of the key issues relating to the proposed development was undertaken, addressing matters relating to bulk, scale, urban design, amenity, access, manoeuvring and traffic, wherein it is considered to generally comply, making provision for upgraded services for the public and the surrounding new development area.</p> <p>However, the potential loss of these services during any hazardous flood event may have serious social and economic impacts on the surrounding locality, in that the subject site is identified being within a "high flood risk precinct" and fails to satisfy Council's significant flooding concerns.</p>	No
<p>c. the suitability of the site for the development</p>	<p>The extreme flood affectation and associated risks are such that proper and efficient Police operations from the subject site during any flood emergency would be significantly hindered. Further, it is considered that minimal investigation was carried out with respect to alternative sites, particularly within the adjoining Alex Avenue Precinct, as noted within the Riverstone Precinct Planning Report of the Department of Planning.</p>	No
<p>d. any submissions made in accordance with this Act or the regulations</p>	<p>2 submissions were initially received, with a further 2 submissions and petition subsequently received, opposing the proposed development. While the concerns and points raised are valid, they are not considered to warrant refusal of the proposed development, except for the flooding issue.</p>	Yes

e. <i>the public interest</i>	The proposed development is not considered to be in the public interest. The nature of flood impacts likely to occur over the subject site and surrounding locality will limit the ability of the Police stationed at the site to satisfactorily undertake their duties during a flood event, putting lives and property at considerable risk on the site itself and in the surrounding community.	No
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12 Assessment

12.1 An assessment of the key issues relating to the proposed development is presented below.

12.2 Permissibility

(a) **Lot 2, DP 546708, H/N 20 Railway Terrace, Riverstone**

Clause 76(1) of State Environmental Planning Policy (Infrastructure) 2007 states that *"development for the purpose of public administration buildings may be carried out by or on behalf of a public authority with consent on land in a prescribed zone"*. Under the Standard Instrument the prescribed zones include SP2 – Infrastructure, which is equivalent to the 5(a) Special Uses zone under Blacktown LEP 1988. For the purposes of the proposal, the SEPP defines a Police Station as a "public administration building", being:

"public administration building" means a building used as offices or for administrative or other like purposes by the Crown, a statutory body, a council or an organisation established for public purposes, and includes a courthouse or a police station."

Notwithstanding this permissibility under the SEPP, as the subject Development Application has been lodged on behalf of the NSW Police Force for the construction of a new Police Station it is otherwise permitted with consent on Lot 2, DP 546708 as it is zoned 5(a) Special Uses – Police Station.

(b) **Lot 1 DP, 546708, H/N 4 Elizabeth Street, Riverstone**

The proposed development similarly involves the development of the adjoining lot, known as Lot 1, DP 546708, H/N 4 Elizabeth Street, which is zoned 2(a) Residential. The existing residential zoning of the land does not fall within the definition of a *"prescribed zone"* pursuant to Clause 76 of the SEPP, and accordingly Clause 76 of the SEPP does not apply to this parcel of land.

Pursuant to BLEP 1988, the proposed development is considered to be a "public building", which the Environmental Planning and Assessment Model Provisions 1980 defines as:

"...a building used as offices or for administrative or other like purposes by the Crown, a statutory body, a council or an organisation established for public purposes."

Schedule 1 of BLEP 1988 lists a "public building" as a prohibited land use within the 2(a) Residential zone. However, the applicant has sought to rely on Clause 20 – Exempt Development of SEPP (Infrastructure) 2007 to permit the proposed at-grade carpark. SEPP (Infrastructure) 2007 requires any development considered to be "exempt development" to be:

- *of minimal environmental impact;*

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- *cannot be carried out in critical habitat of an endangered species, population or ecological community; and*
 - *cannot be carried out in a wilderness area.*

Further, Clause 20(1) of the SEPP permits development for the purposes listed in Schedule 1 of the SEPP (i.e. including “carparks” which must be “open (unenclosed carparking)”) as “exempt development” if:

- *it is carried out by or on behalf of a public authority, and*
- *it meets the development standards for the development specified in Schedule 1, and*
- *it complies with the requirements of this clause.*

In this regard, Schedule 1 of the SEPP lists “carparks” as exempt development, subject to compliance with the following development standard:

“Must be open (unenclosed) car parking (but may include associated gates including security booths and boom gates).”

For the consent authority to consider the development as permissible on Lot 1 pursuant to Clause 20 of the SEPP, it must be established that the proposed works over Lot 1 satisfy the relevant development standards for a *carpark* as noted above. In this regard, works proposed over Lot 1, DP 546708 include an open carpark in accordance with the development standard, however, approximately half of the proposed basement carpark access ramp is similarly proposed within the lot.

In view of the above, for the applicant to be able to rely upon this clause of the SEPP, amendments to the basement carpark entrance and ramp will be necessary so as to ensure that only at-grade car parking is proposed on Lot 1, DP 546708. To date, however, the applicant has failed to provide Council with amended plans that satisfy Council that the proposal is deemed permissible. Furthermore, significant issues surround the proposed basement carpark being located within an area at such high flood risk. Accordingly, any consent issued by the Panel should consider imposing suitable **conditions** requiring the necessary amendments to the proposed development such that the basement carpark is deleted from the proposal. Other considerations with respect to car parking provision are addressed within Section 12.5 of this report.

Pursuant to Clause 20(2)(d) (*must be of minimal environmental impact*) of the SEPP, the applicant has submitted supplementary information to support their argument for the at-grade carpark to be considered as “exempt development”, proposing the construction of an acoustic wall, 2.7m in height, for the length of the north-eastern common boundary with Lot 1, DP 216178, H/N 6 Elizabeth Street. The proposed acoustic wall is to be sited inside the common boundary, so as to reduce the visual impact and dominance of the structure and similarly enables the provision of screen landscaping. Further, minor amendments to the proposed grade of the carpark and fencing are proposed to alleviate stormwater and flooding impacts, whilst it is also proposed to minimise the use of the carpark during night-time hours.

Notwithstanding the above, should the abovementioned amendments to the proposed basement carpark located over Lot 1, DP 546708, and subsequent reduction in car parking capacity be considered achievable, the proposed carpark can therefore be satisfactorily considered being of minimal environmental impact. The supplementary works proposed to ameliorate the adjoining premises at Lot 1, DP 216178, H/N 6 Elizabeth Street, including

the proposed acoustic wall and landscaping, will have a positive effect in reducing noise and visual amenity impacts associated with the use of the subject carpark, of which any carpark would be subject to given the nature of the land use. In this regard, pursuant to Clause 20 – Exempt Development of SEPP (Infrastructure) 2007 the proposed carpark can be permitted without consent. However the applicant has failed to recognise the necessity for these amendments and submit amended plans.

12.3 Engineering – Flood Hazard and Risk and Flood Emergency Management

The subject development site is identified as being located within both the High Risk and Medium Risk Flood Precincts adopted by Council. The proposed development was referred to Council's Senior Design Engineer and Council's Manager Civil Maintenance for review and comment, wherein the following advice has been provided:

(a) *Flood Hazard and Risk*

- The location of the proposed Police Station at Riverstone is affected by backwater flooding from the Hawkesbury Nepean River system. This flooding regime is significantly different to the typical flooding that occurs in the Blacktown LGA and will incur a greater hazard to life and property. This is evidenced by the specific evacuation plan and identification of evacuation routes as prepared by the State Emergency Service (SES).
- The Flood Planning Level (FPL) is set in relation to the 1% Annual Exceedance Probability (AEP) flood and this flood level is RL 17.3 m at the Riverstone Police Station site. The Probable Maximum Flood (PMF) has a flood level of RL 26.4 m, being 9.1 m higher than the 1% AEP, with the highest flood of record having a level of RL 19.7 m with a 0.4% AEP (i.e. 1 in 250 year flood), 2.4 m higher than the 1% AEP. This can be contrasted with floods from major catchments, such as Blacktown Creek and Eastern Creek, where the difference is generally between 0.6 m to 1.6 m. As can be seen the differences in flood levels for the Hawkesbury Nepean River system are significantly greater than those experienced elsewhere within the Blacktown LGA. These differences add greatly to the hazard to life and property and need to be considered when assessing the implications to emergency service operations and the strategic placement of centres controlling emergency operations.
- The SES will assess the need for evacuation within the floodplain. This is triggered by an assessment of the flood level at various flood gauges, situated at the bridge in Windsor and along some of the local creeks. The level and rate of rise is examined to assess the requirements of evacuation. The rate of rise at Riverstone varies depending upon the storm event, but the 1978 flood was measured at about 0.5 m per hour which is reflected in the critical 1% AEP modelled flood event. This indicates that the Police Station will have access cut to Railway Terrace in about an hour once flood waters have crossed the rail crossing at Riverstone.
- Flood risk management is outlined in the NSW Government's gazetted publication "*Floodplain Development Manual – the Management of Flood Liable Land*", April 2005. In this Manual guidelines are given for identifying the hydraulic and hazard categories within the floodplain, and this is utilised to determine the risk to development. This has been developed in relation to the NSW Flood Prone Land Policy and is used to assess the risk over the whole floodplain, to the extent of the PMF.

- The Manual states that “hydraulic and hazard categories are used for assessing the suitability of future types of land use and development in the formulation of floodplain risk management plans” (Appendix L, pg L-1, Section L2). With regard to the hazard assessment for this site, a majority of the site has been assessed as being within the high hazard zone. This has been considered utilising Figures L1 and L2 of the Manual (see Figure 6 below), to establish a provisional hazard category. The basis, in this case, is on a depth of 1m or greater in the 1% AEP flood.
- The Manual defines high hazard as “... possible danger to personal safety; evacuation by trucks difficult; able bodied adults would have difficulty in wading to safety; potential for significant structural damage to buildings.” (Appendix L, pg L-2, Section L5). When considering the hazard it should be noted that flood waters are generally muddied waters carrying debris and flowing with a velocity that can make wading difficult. Although the velocity of the backwater flooding is low, there is a high probability that local flows along Elizabeth Street would have to be crossed to evacuate the Police Station. The velocity of flows down Elizabeth Street have been calculated at over 2.9 m/s and a depth of at least 0.25 m, giving a velocity depth product of over 0.7. Velocity depth products are used to consider the safety of traversing flood flows - values of less than 0.4 are generally considered safe for an adult to wade through and values of less than 0.9 are considered safe for vehicles, although there is the potential for cars to float when depths exceed 0.2 m. This indicates that evacuation of the Police Station by wading through the floodwaters will be improbable in extreme flood events and difficult if vehicles are used.

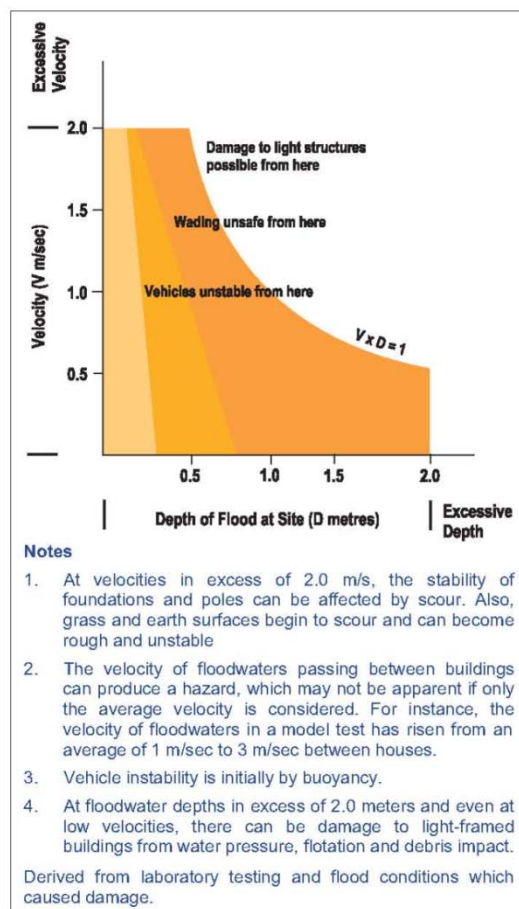


FIGURE L1 - Velocity & Depth Relationships

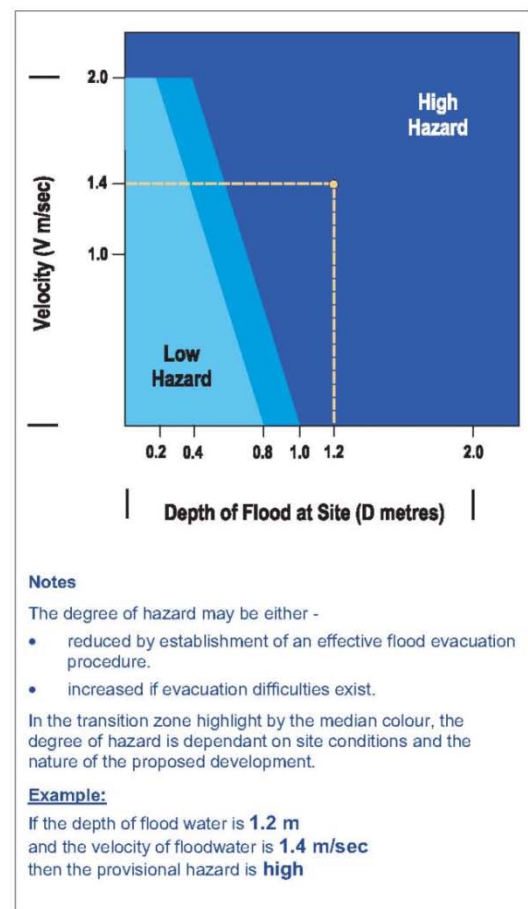


FIGURE L2 - Provisional Hydraulic Hazard Categories

Figure 6 – Copy of Figs. L1 and L2 from Floodplain Development Manual

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- If access to the Police Station is being considered it should be noted that the driveway to Railway Terrace will not be trafficable in flood events less than a 2% AEP flood event (50 year flood), with a water depth of about 1.8 m in a 1% AEP flood event. The Elizabeth Street access will have a depth of about 1 m in a 1% AEP flood event. This indicates that both pedestrian and vehicular access to the Police Station will not be practical in events over the 2% AEP flood event and improbable in 1% AEP events. This raises significant concerns for the safety of staff and occupants of the Police Station, as well as people detained and locked in the cells. It would also place an added burden on SES rescue staff if they are called from rescuing trapped residents to evacuate a Police Station that could have been placed in a more strategic and flood-free location.
 - From the flood level information provided it can be seen that in a PMF flood event the ground floor level of the Police Station would be inundated by 8.8 m. This indicates that, although a freeboard is provided to the 1% AEP flood event, floods only slightly greater than the 1% AEP event will cause inundation above the floor level and potentially render the building inoperable for a significant period of time and/or possibly structurally unsound. It should be noted that in the highest flood on record the floor would have been inundated to a level of 2.1 m.
 - Once the provisional hazard has been assessed then the consequences and likelihood of flooding need to be considered to gauge the risk to development in the floodplain. The Manual outlines a process for risk management *“so as to ensure optimal use of the floodplain (considering economic, social, environmental and cultural impacts) whilst controlling flood losses to an acceptable level.”* (Appendix B, pg B1, Section B2)
 - Due to the high hazard category it can be seen that there is a significant risk to life in flood events up to the FPL, where evacuation is required, although there is little risk to property with the proposed finished floor levels. The consequences of flood levels higher than the FPL are more significant with a considerable risk to life for anyone who has remained in the building and high potential for damage to the building. Above floor flooding of the Police Station would most likely see it out of operation for some time and reduce its effectiveness to the community. The economic and social impacts of these floods would be high and not in the best interest of the community. The highest recorded flood would have resulted in over the floor flooding by 2.1 m and, depending on the construction, possibly would require the demolition of the building.
 - Without knowing the full details of the construction and costs of the Police Station it is difficult to consider a thorough risk analysis on an economic basis, but the publication *Managing Flood Risk Through Planning Opportunities* – Hawkesbury Nepean Floodplain Management Steering Committee gives some guidelines. These guidelines are based on the costs for single storey residential buildings, but given the use and equipment required for a Police Station the potential economic loss will be much higher. Figures 7 and 8 below are extracted from this publication and indicate that, at a minimum, the Police Station will be within the High Risk category and possibly within the Extreme Risk. This analysis considers the likelihood of the range of potential flood events and the consequences due to the economic loss and, as can be seen in Figure 8, there is a High Relative Risk for all “possible” events above the FPL, extending to almost 75% of the “unlikely” events. When this risk is compared to that of a coastal lake system the risk equates to a Medium Relative Risk for all “possible” events. Figure 8 shows a comparison of a typical catchment

where flooding occurs and indicates how extreme the differences are when assessing flood risk within the Hawkesbury Nepean system.

Figure 43 Risk Analysis for Structural Damage to a traditional brick veneer single storey house

Risk analysis for structural damage to residential development in floodplains based on a traditional single storey, brick veneer, slab on ground house							
Floor level range	Likelihood of above floor flooding	Chance of experiencing in a life time	Structural damage consequences				
			Insignificant < \$1,000	Minor d < 0.1m \$1,000 - \$5,000	Moderate d > 0.1 & < 0.5m \$5,000 - \$25,000	Major d > 0.5 & < 1.0m \$25,000 - \$50,000	Catastrophic loss of house \$150,000 plus
1:10,000 AEP to PMF	Improbable	0.7% - 0.07%	Low Risk	Low Risk	Low Risk	Low Risk	Low Risk
1:1,000 to 1:10,000 AEP	Rare	7% - 0.7%	Low Risk	Low Risk	Low Risk	Low Risk	Medium Risk
Flood of record to 1:1,000 AEP	Unlikely	30% - 7%	Low Risk	Low Risk	Low Risk	Medium Risk	High Risk
1:100 AEP to flood of record	Possible	50% - 30%	Low Risk	Low Risk	Medium Risk	High Risk	Extreme Risk
1:50 to 1:100 AEP	Likely	75% - 50%	Low Risk	Medium Risk	High Risk	Extreme Risk	Extreme Risk
Below 1:50 AEP	Almost Certain	100% - 75%	Medium Risk	High Risk	Extreme Risk	Extreme Risk	Extreme Risk

Note: This figure reflects the most serious impact on the individual/household i.e. significant structural damage or the total loss of the house. Although the loss of any contents has financial implications, contents can be progressively replaced over time. There is more choice in replacing contents than in repairing the building structure. Furthermore, some contents losses may be foregone if the borrowing capacity is limited. On the other hand structural damage must be rectified to a satisfactory minimum standard before a dwelling can be considered safe enough to reoccupy.

Figure 7 – Copy of Fig. 43 from Managing Flood Risk Through Planning Opportunities

Note: In the Riverstone area the flood of record has an AEP of 1 in 250 (0.4%).

Figure 44 Risk comparison for a modern single storey brick veneer house in different catchments

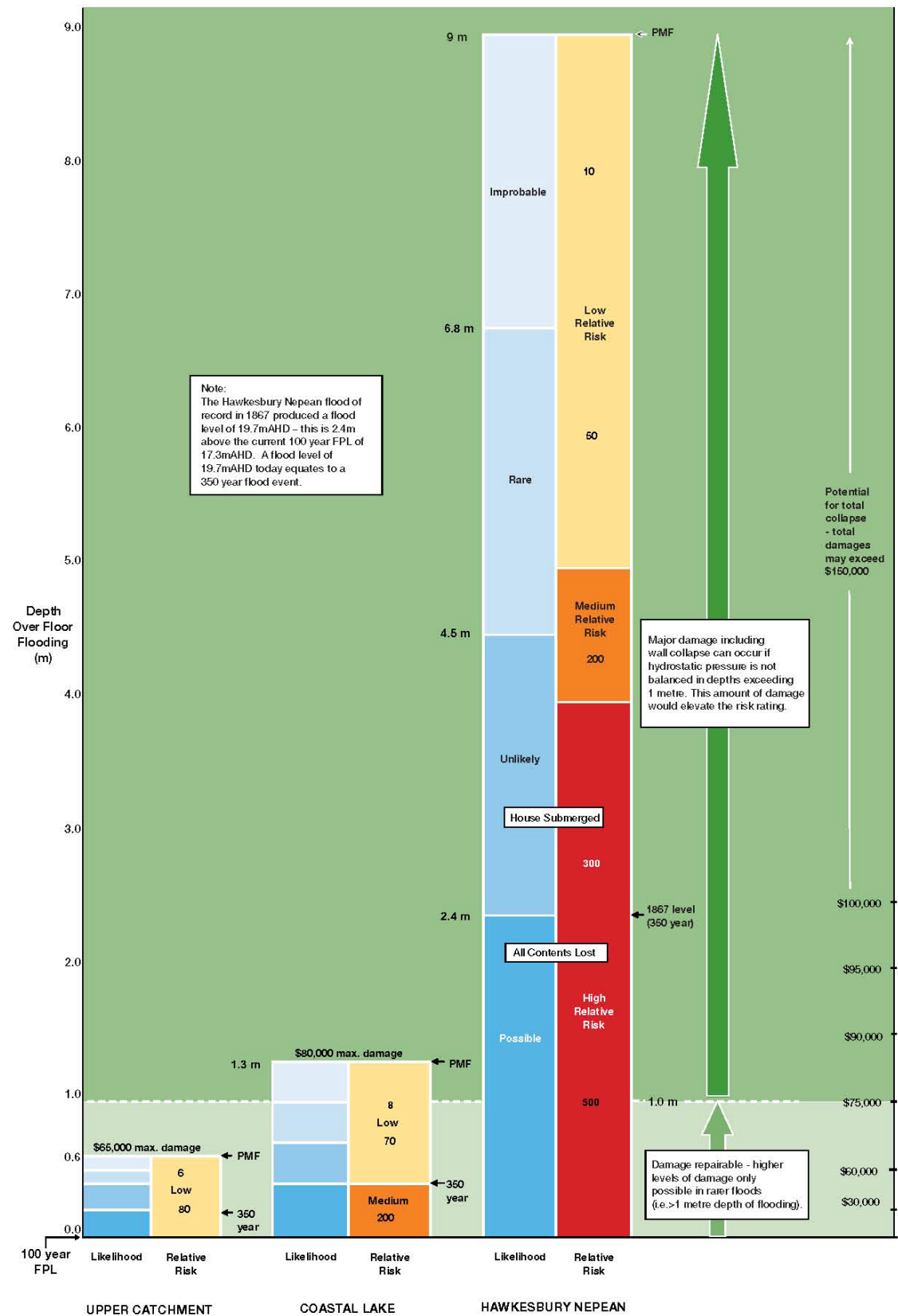


Figure 8 – Copy of Fig. 44 from Managing Flood Risk Through Planning Opportunities

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- Appendix K of the Manual suggests that *“Consideration should also be given to using the PMF as the FPL when siting and developing emergency response facilities such as police stations, hospitals, SES headquarters, and critical infrastructure, such as major telephone exchanges, if possible.”* (Appendix K, pg K-4, Section K3.1). This was also emphasised in the *“Guideline On Development Controls On Low Flood Risk Areas— Floodplain Development Manual”* issued by the Minister for Planning on 31 January 2007. The Guideline states that:

“...the safety of people and associated emergency response management needs to be considered and may result in:

- *Restrictions on types of development which are particularly vulnerable to emergency response, for example developments for aged care.*
 - *Restrictions on critical emergency response and recovery facilities and infrastructure. These aim to ensure that these facilities and the infrastructure can fulfil their emergency response and recovery functions during and after a flood event. Examples include evacuation centres and routes, hospitals and major utility facilities.”*
- This consideration is valid, particularly when you take into account the requirements on the Police to comply with the *NSW State Flood Sub-Plan* and the *NSW State Rescue Policy*. In the event of a major flood the Police, although not the major flood combat agency, play a significant role in providing safety and protection for the community and will require an active command and communication centre. In flood events greater than the 2% AEP flood the proposed Police Station will be ineffective. Statistical analysis, shown in table K1 of the Manual (Appendix K, pg K-3), predicts that there is a 75.3% chance of this occurring once in a 70 year period with a 40.8% chance of this occurring twice in a 70 year period.
- Given the above information it is considered that the proposed location of the Police Station is not appropriate as its operation will be severely impacted by floods less than the 1% AEP event and there are also safety concerns for the staff and occupants of the Station during extreme flood events, even if a flood emergency response plan is proposed. **It is recommended that the proposal be refused and a more appropriate flood free and strategic location be chosen.**

(b) Emergency Management

- Blacktown City Council, as part of its obligations under the provisions of the “State Emergency and Rescue Management Act 1989” (SERM) has established a “Local Emergency Management Committee” (LEMC).
- The LEMC is responsible for the preparation of plans in relation to the preparation for, response to and recovery from emergencies in the local government area for which it is constituted. The plan is adopted by the Committee and titled “City of Blacktown Disaster Plan” (DISPLAN). The object of the DISPLAN is to ensure the coordinated response to emergencies by all agencies having responsibilities and functions in emergencies (source: SERM Act).
- The DISPLAN requires the LEMC to consider and identify risks, hazards and potential threats, both real and potential, that may affect the LGA and require the activation and operation of the “Emergency Operations Centre” (EOC). It also requires the Committee to consider the resources that are required and identifies the appropriate combat agency for a particular incident and their roles.

- In regard to hazard identification, flooding has been identified and rated as “High Risk” in the DISPLAN for the Blacktown LGA.
- The DISPLAN also details various “Roles and Responsibilities”. In particular, attention is drawn to item 8.4 which details the roles and responsibilities of the NSW Police Force and item 8.7 which details the roles and responsibilities of the SES and in particular in relation to flooding:

“8.4 NSW Police Force

- a) Initiate response to the emergency to protect life and property and, when requested, conduct initial reconnaissance of the area affected by the emergency, on behalf of the combat agency.
- b) Traffic, crowd and area (perimeter) control including the conduct of evacuations when required.
- c) Security of the evacuated area.
- d) Disaster Victim Identification and Disaster Victim Registration.
- e) Establishing temporary mortuaries.
- f) Control and co-ordination of rescue operations except where vested by law in another authority.
- g) Provide a Liaison Officer to the Local Emergency Operations Centre.
- h) Provide the LEOCon.”

“8.7 Blacktown State Emergency Service

- a) Are the Combat Agencies for dealing with floods and for damage control for storms and tempests and coordinating the evacuation and welfare of communities thus affected, in their respective areas.
 - b) Assist, at their request, members of the Police, Fire Brigades, Rural Fire Services and Ambulance Service in dealing with incidents or emergencies.
 - c) To carry out such other functions as may be assigned to it by or under the SES Act or any other Act, or by the State Emergency Operations Controller or the Minister.
 - d) Provide a Liaison Officer to the Local Emergency Operations Centre”.
- In addition to the establishment of the EOC, in the instance of an emergency situation “Functional Area Co-ordination Centres” (FACC) are established. In this regard the current Quakers Hill Police Station is identified as a FACC. Considering that the new Police Station will be state of the art in design and fitout it is assumed that, once commissioned, and if the Quakers Hill Police Station is no longer in operation, that this new Police Station will become the main FACC for the Police.
 - In the instance that the designated EOC is not able to be set up then this Police Station would in normal situations be considered as an alternative EOC.
 - Taking into consideration the abovementioned information and parameters that need to be considered by the LEMC and as required by the DISPLAN and SERM Act,

the proposed location for this new Police Station poses some very real concerns and potential problems in the case of a flooding emergency.

- As detailed in the DISPLAN, in the case of a flooding emergency the SES would be the main combat agency and be assisted with various tasks by the Police. However, this Police Station will be severely affected in the case of a flooding emergency.
- Taking into consideration the Police role, it is highly likely that the majority of operational Police will be undertaking duties during the initial flooding complaints and reactions. By the time it becomes obvious that the new Police Station will be inundated by rising waters, operational Police will NOT be able to return to the Police Station due to the depth of flood waters.
- It is quite conceivable that Police, general staff and prisoners trapped in the building will need to be rescued by the SES. Should this scenario occur, very important SES and Police resources that are required to be concentrating on the protection of life and private property will need to be redirected and become involved in the rescue and evacuation of personnel in the Police Station.
- Flooding of this new Police Station, and its potential to be affected by flooding, will also impact adversely on its use as an alternative Emergency Operations Centre or Functional Area Co-ordination Centre.

(c) State Emergency Services Comments

- Further to the comments provided above from Council's Senior Design Engineer and Manager Civil Maintenance, the proposed development was reviewed and commented upon by the State Emergency Services Sydney Western Region Controller, wherein the following advice was provided:
 - Section 8(1) of the SES Act 1989 provides that the State Emergency Service is:
 - “(aa) to protect persons from dangers to their safety and health, and to protect property from destruction or damage, arising from floods, storms and tsunamis,*
 - (a) to act as the combat agency for dealing with floods (including the establishment of flood warning systems) and to co-ordinate the evacuation and welfare of affected communities”.*
- The SES has prepared the Hawkesbury Nepean Flood Emergency Sub-Plan (being a Sub-Plan to the NSW Disaster Plan) which deals with the control and coordination arrangements for severe flooding on the Hawkesbury Nepean River System.
- The Riverstone area has a history of flooding extending well into the Riverstone township including Railway Terrace and Elizabeth Street. The above analysis the proposed location for the new Police Station is well within the floodplain and would start to be flooded in a 2% AEP flood. Larger floods would have a significant impact, starting with egress from the site to substantial over floor flooding.
- During floods, Police in the Riverstone area would be involved in assisting the SES with:
 - evacuation of the Riverstone area;
 - managing the Windsor regional road evacuation route, which passes through the Riverstone area north of the railway line; and

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- ensuring the security of evacuated areas.
 - It would be fair to say that the Police in the Riverstone area would be very busy with the above roles and with other issues during floods. Given these roles it would be highly desirable to locate the new Police Station above the PMF extent so that local Police can be coordinated from a safe location that is not threatened by the range of floods that can and have been experienced.
 - From a flood emergency management perspective the SES concurs with the recommendation of Council that a more strategic location outside of the floodplain in Riverstone should be considered for the new Police Station.

Town Planning Comment:

- The above comments provided from Council's Senior Engineer and Manager Civil Maintenance demonstrate the inappropriate nature of the subject site for the proposed development. The extent of backwater flooding from the Hawkesbury Nepean River system during any major flood event, and the subject development site's identification within the High Hazard Flood Precinct, will have a significant impact on the ability for persons within the proposed development to safely evacuate the premises and surrounding locality. As detailed within the comments provided above, the NSW Government's gazetted publication *"Floodplain Development Manual – the Management of Flood Liable Land"*, dated April 2005, defines High Hazard Flood Precincts as having *"... possible danger to personal safety; evacuation by trucks difficult; able bodied adults would have difficulty in wading to safety; potential for significant structural damage to buildings."*
- The Flood Planning Level is set in relation to the 1% Annual Exceedance Probability (AEP) flood (1 in 100 year flood event), which is measured as being 17.3m AHD at the site of the existing Riverstone Police Station. The proposed finished ground level of the proposed development satisfactorily provides 300mm above the 1 in 100 year level at RL 17.6m. However, the current adjacent ground levels of the property vary between approximately 15.5m AHD along Railway Terrace to approximately 16.5m AHD along 4 Elizabeth Street's western boundary. Thus the depth adjacent to the proposed building during the 100 year flood would vary between 1.8 metres to 0.8 metres, similarly having a significant impact upon the proposed points of access along Railway Terrace and Elizabeth Street.
- The high flood levels predicted up to and including the 1 in 100 year flood event would pose a significant risk to life, particularly where evacuation is required, and to a lesser extent, damage to property, including vehicles and services proposed within the basement level. Further, consideration should also be given to the risks associated with the redevelopment of the existing Riverstone Police Station for flood events above the 1 in 100 year flood. In this regard larger flood events pose a greater risk to life for persons who remain within the building, with inundation of the ground floor probable, whilst the risk of further damage to the Police Station itself will be greater.
- The comments provided above from both Council's Manager Civil Maintenance and the SES's Sydney West Regional Controller detail that the proposed redevelopment of the existing Riverstone Police Station will jeopardise the envisaged role of the Police Station (once redeveloped) as a "Functional Area Co-ordination Centre" during emergency situations, placing further pressures on the assistance role that the Police provide to the SES and other emergency services.

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- Section 79(c)(1)(c) of the Environmental Planning and Assessment Act 1979 requires that Council consider *“the suitability of the site for development”*. Within the applicant’s submitted Statement of Environmental Effects, dated December 2009, the document fails to recognise flooding impacts, stating that *“there are no significant constraints to the development”*. In this regard it is considered that the applicant has not given due consideration to the potential flooding impacts on the proposed development and associated impacts on services that are generally provided by the Police during an emergency situation, particularly a flood event.
 - Whilst it is considered that the proposed development will have minimal environmental impact on the surrounding built environment and will provide a community service to the existing and future residents of the surrounding locality, it is clearly evident from the detailed comments provided above that the likely impacts of a 1% Annual Exceedance Probability (AEP) flood (1 in 100 year flood event) will be significant. The site’s identification as being within a High Risk Flood Precinct will result in between 0.8 metres to 1.8 metres of water covering the subject site during such an event, significantly restricting access and general operations being undertaken from the site, whilst placing further difficulties for essential services to be provided during any such flood event. Further, consideration must be given to the potential for any flood event greater than that of the 1% Annual Exceedance Probability (AEP) flood, wherein the ground floor of the proposed development would be inundated with flood waters, resulting in significant risk to personal life and property. In this regard it is considered that the subject site is not suitable for the proposed development, and that further strategic consideration should be given to the identification of an alternative suitable location.
 - In response to Council’s concerns and comments in regard to the potential flooding impacts on the proposed Police Station, the applicant has provided additional information to Council in regard to flooding issues, proposed emergency response process, and strategic reasons for the location of the Police Station on the site. The **applicant’s response** is provided in full at **Attachment 1** and appropriate extracts are quoted below:

“In response to the concerns raised regarding flooding we have reviewed the design and relocating the public foyer and substation to the rear of the site on Elizabeth St. In addition we have raised the ground floor level to increase the freeboard, and relocated the entry to the basement to the rear of the building. Please refer to the attached plans and advice from Richard Weber.

The Regional Area Command have reviewed your concerns regarding emergency response procedures and have provided a written response to the issues raised (refer attached).”

- Council's Senior Design Engineer has reviewed the additional information and has provided the following comments:
 - With regard to Assistant Commissioner Clifford’s comments, they generally relate to the operation of the Police during extreme flood events and how the SES is the primary combat agency during such disasters, but they do not address the implications to the proposed Station or more importantly do not adequately consider the risk to staff, visitors and prisoners during these extreme flood events. Given the warning information provided by the SES, the Police will have notice of about 1 hour before Railway Terrace is inundated and

less than a further 2 hours before the Elizabeth Street entry would be impassable. The need for a Flood Emergency Response Plan has not been completely understood - this requirement is not related to the local area but the need for a specific plan for the Police Station, just as Emergency Response Plans are required for fire at the Station or other potential emergencies.

- The comments by Richard Weber are not agreed with at all and do not show an understanding of the extremes in the flood regime at Riverstone. Further, little significance has been given to the State Government's gazetted flood policies and the consideration of risk assessment in floodplain management.

12.4 Heritage

The proposed development is considered to have satisfactorily addressed the significance of the existing Riverstone Police Station heritage item. Suitable amendments to the Railway Terrace façade were submitted to Council, detailing minor design changes so as to increase the visual prominence and increased recognition of the item within the existing setting. Generally, no objections were raised subject to the following recommendations and comments therein:

The retention of Tree 291 (identified as Tree 2 within the submitted Arborist Report) should be conditioned to be retained.

Town Planning comment:

- Council's Heritage Advisor noted the significance and role that the existing mature vegetation along Railway Terrace plays within the existing streetscape. Tree 291 is identified on the submitted Site Plan as being retained, however the submitted Arborist Report lists the subject tree for removal, specifying the Camphor Laurel as being a "known nuisance and listed weed species". Notwithstanding the recommendations of the arborist, given the significance the existing mature vegetation plays within the streetscape, should the Panel recommend approval of the development, it is recommended that a **condition** be imposed requiring the retention of Tree 291 (as detailed on the submitted Survey Plan, Dwg No.4803-DET1, dated 4 December 2009).

A copy of the coloured revised elevations to the Railway Terrace frontage, as well as updated elevation to indicate the visual impact of the proposed Hebel Screening on the streetscape, should be provided to Council for further review/comment if necessary.

Town Planning comment:

- Amended coloured elevations were provided to Council, detailing the proposed minor amendments to the Railway Terrace facade, so as to provide greater recognition of the existing heritage item. The proposed amended design was considered suitable by Council's Heritage Consultant. With respect to the proposed Hebel Acoustic Wall, located along the north-eastern boundary, the siting and scale of the wall will not have an impact on the setting of the existing item, in that the proposed new Police Station structure would screen all visibility of the item when viewed from the north-eastern perspective.

Consideration be given to the addition of "climber frame screening" to the proposed hebel panel acoustic wall where they impact on the visual curtilage of the existing heritage item and adjoining residence.

Town Planning comment:

- To address the scale and siting of the proposed Hebel Acoustic Wall, the applicant setback the structure approximately 2.0m from the adjoining north-eastern boundary, to enable the provision of suitable landscaping which will form a suitable barrier. In addition to the comment provided above, the proposed scale and siting of the new Police Station building is considered to screen any visual connection of the existing heritage item that may currently exist, to which the proposed acoustic wall will not have an impact upon the visual curtilage.
- In this regard the proposed future use and retention and integration of the existing heritage item within the overall redevelopment of the Riverstone Police Station site were seen as a positive for the existing item and its continued place within the Riverstone Town Centre.

12.5 Car Parking, Access and Manoeuvring

(a) Car Parking

- The proposed development was referred to Council's Traffic Management Services Section for comment wherein they provided general comments in relation to access and manoeuvring. Initial concerns were raised regarding the number of car parking spaces provided on-site for staff, being only 58 (excluding the holding yard spaces). In the absence of specific car parking controls in the Development Control Plan for a Police Station or public building, Council's Traffic Management Section applied Council's established office parking rate of 1 space per 40sqm. Initial calculations revealed the generation of the need for 81 staff vehicles in addition to that of Police and other vehicles. However, given the applicant's statement regarding the maximum number of staff per shift totalling 63, it was considered that a minimum 63 staff parking spaces should be provided.
- In response, revised details and calculations were provided by the applicant in support for their claim that the number of total parking spaces provided (58) would be sufficient. It was detailed by the applicant that only 1,884sq.m of gross floor area within the proposed Police Station would generate the need for parking, resulting in a minimum 48 car parking spaces being required. The amended details were referred to Council's Traffic Management Section for a secondary review, wherein they provided support for the applicant's justification.
- Notwithstanding the above comments, in light of the current zoning and permissibility issues surrounding the current basement carpark of the Police Station, consideration should be given to the deletion of the basement carpark and relocation of the proposed building structures clear of H/N 4 Elizabeth Street, should the Panel consider approving the proposal. In doing so, the conflicts surrounding the Application's reliance on Clause 20 of SEPP (Infrastructure) 2007 may be appropriately addressed.
- Deletion of the proposed basement carpark would result in the provision of a total of 33 at-grade car parking spaces (excluding the 31 spaces within the secured holding yard). Opportunity exists for amendments to be undertaken to the site layout and design to make provision for approximately an additional 10 or more spaces at-grade.

(b) Access and Manoeuvring

- Access and manoeuvring within the subject site is considered satisfactory, to which the proposed dual access arrangements from both Railway Terrace and Elizabeth Street would have a positive effect in reducing the impact on the amenity of the adjoining and surrounding residential properties. Whilst concerns have been raised from an adjoining neighbour in relation to the 24 hour use of the Elizabeth Street access point, details submitted by the applicant noted that activity (vehicle movements and lighting) and noise generated from this access point will be minimised at night.
- In this regard should the Panel consider approval of the proposed development, it is recommended that a **condition** be imposed requiring the submission of a site-specific management plan, addressing all site operations, including ingress and egress movements from all access points, to ensure that activities such as the unreasonable use of sirens when entering and leaving the premises is better considered by Officers. Whilst it is understood that the NSW Police undertake and provide a necessary and beneficial role within the local community, suitable care needs to be taken given the growth of development of the subject site within an existing established residential area.

12.6 Urban Design

(a) Siting and Setbacks

- **Front Boundary** – The proposed setback from the front boundary is considered satisfactory, with the existing Riverstone Police Station heritage item maintaining its prominence within the existing streetscape. The bulk and scale of the proposed new development is appropriately sited within the setting, with the upper storeys setback suitably from the adjoining residential properties to the north-east and north-west, stepping down to reduce the dominance of the proposed development and to allow for greater relief in the building form.
- **Side Boundary** – Generous side setbacks are provided within the design and layout of the proposal, with approximately 20m provided to the north-eastern boundary, which is further screened and buffered by the proposed erection of an acoustic wall designed to address and minimise potential amenity impacts on the adjoining property from the use of the carpark. To the north-west, a setback of approximately 12m is provided to the vehicle store, while a 27m setback is provided to the general building envelope.

(b) Building Heights and Design

- **Building Height** – The proposed approximate 12.5m building height above the existing ground level provides for the provision of a 3 storey building, including the partial exposure of the proposed basement carpark level. Whilst no specific controls exist for a Police Station or public administration building over the subject 5(a) Special Uses – Police Station site, the proposal is considered to have satisfactorily responded to Section 79C(1)(b) of the Environmental Planning and Assessment Act 1979, wherein the building design minimises the potential impacts of the development through the appropriate application of setback and external building materials.
- **Articulation** – The level of articulation within all façades is suitably provided, particularly within the Railway Terrace and Elizabeth Street frontages. The clever

use of different building materials to break up the dominance of building façades is effectively done, while the recessed windows, particularly along the Elizabeth Street and north-eastern façades, achieve even further variation and interest.

(c) External Building Materials and Colour

- Photos of the proposed external finishes as detailed on the architectural elevation drawings are considered satisfactory. The colours and tones selected will assist in integrating the proposed development into the existing streetscape, should an approval be granted. The dominance of the red-brick heritage item is not diluted in any manner, with the use of the Terracotta façade cladding on half of the Railway Terrace façade of the proposed new Police building considered to address the existing significance of the heritage item and local setting well.

(d) Ancillary Buildings, Storage and Service Areas

- The proposed development involves the demolition of all existing structures on site, whilst retaining and refurbishing the existing Riverstone Police Station heritage item. The proposal similarly proposes the construction of a new store located in the northern corner of the site, measuring 3.3m in height, sited along the adjacent boundary. In addition, a waste store is proposed, located in the western corner of the site, fronting Railway Terrace, measuring 2.7m above the existing ground level. The proposed finish of the waste store is considered satisfactory.

(e) Cut and Fill

- The proposed development proposes varying levels of cut to the site, given the proposed basement carpark level. Generally, no objection to the basement carpark and associated earthworks would be raised, however, given the likely impacts of any flood event on the basement carpark level, any cut or fill to the site is considered inappropriate. As detailed above, with suitable amendments to the design and layout of the proposal, the 48 required car parking spaces can be provided at-grade, eliminating the requirement for the basement excavation and exacerbation of any potential flood impacts. However, it should be noted again that Council does not endorse the proposed development at the subject site, but raises this matter should the Panel consider approving the proposal.

(f) Fencing

- The development proposes varying combinations of fencing throughout the design, with black powder coated steel open-style pool fencing and concrete block wall fencing proposed along both the Railway Terrace and Elizabeth Street frontages. The proposed fencing materials and designs are considered satisfactory, providing both passive surveillance and a level of security to the proposed development.

(g) Signage and Lighting

- The proposed signage for the development is considered minor in nature, but essential to the nature of the development. The use of simple lettering detailing, "RIVERSTONE POLICE STATION" is considered satisfactory.
- As noted above, the NSW Police Building Code requires the provision of an average 50 Lux level of lighting to be provided to ground level Police Operation areas and to the proposed holding yard area. It is proposed for light fittings to be provided under the carport structures and to pole mounted lighting fixtures in the north-eastern corner of the proposed Police Station, with "baffles" and "deflectors" provided to

the fittings so as to reduce the impact of glare and focus lighting towards the ground. Similar pole lighting fixtures will be provided to the holding yard.

13 General Comments

- 13.1 The proposed development has been assessed against the matters for consideration listed in Section 79C of the Environmental Planning & Assessment Act 1979 and is not considered to be satisfactory due to the unsuitable nature of the subject site and proposed development as there are significant likely impacts from the subject site's location within a "high risk flood precinct", which will have a detrimental impact on any duties carried out by the NSW Police Force in the event of a flooding emergency and impact on the safety of personnel at the site. In this regard it is considered that the proposed development is not in the public interest.
- 13.2 The details and comments provided by Council's Senior Design Engineer and Manager Civil Maintenance, and from the SES's Sydney Western Region Controller, have clearly demonstrated that the subject site is not suitable for the proposed development. Furthermore, minimal justification has been provided from the applicant with respect to this issue, particularly the significant risk to the health and safety of persons within the proposed development during any major flood event within the Riverstone locality.
- 13.3 It is of considerable concern that a proposed significant State Government facility is being promoted as an acceptable land use in a high risk flood area in what Council believes to be direct contravention of the provisions of the State Government's own gazetted Flood Policy, being the "Floodplain Development Manual – the Management of Flood Liable Land", April 2005. The provisions of Section 733 of the Local Government Act 1993 are brought to the Panel's attention. Section 733 provides an exemption from liability to councils in respect of planning decisions on flood liable land. Specifically:

"(1) A council does not incur any liability in respect of:

(a)

(b) Anything done or omitted to be done in good faith by the council in so far as it relates to the likelihood of land being flooded or the nature or extent of any such flooding.

(3) Without limiting subsections (1) and (2), those subsections apply to:

*(a) or the granting or refusal of consent to a development application
.....*

(4) Without limiting any other circumstances in which a council may have acted in good faith, a council is, unless the contrary is proved, taken to have acted in good faith for the purposes of this section if the advice was furnished, or the thing was done or omitted to be done, substantially in accordance with the principles contained in the relevant manual most recently notified under subsection (5) at that time.

(5) For the purposes of this section, the Minister for Planning may, from time to time, give notification in the Gazette of the publication of:

(a) a manual relating to the management of flood liable land.

(7) This section applies to and in respect of:

(a) the Crown, a statutory body representing the Crown and a public or local authority constituted by or under any Act, and

(b) a councillor or employee of a council or any such body or authority, and

(c) a public servant, and

(d) a person acting under the direction of a council or of the Crown or any such body or authority,

in the same way as it applies to and in respect of a council."

13.4 As the Sydney West Joint Regional Planning Panel is the consent authority for this Application in lieu of the elected Council, it is considered that the above provisions are of relevance to the Panel's deliberations.

13.5 In addition to the above, the applicant has failed to satisfactorily address Council's concerns and requirements, so as to enable Council to satisfactorily consider all impacts and matters surrounding the proposed development, including:

- (a) The applicant's insufficient response to the significant high risk flooding impacts associated with the subject site and its capacity to function appropriately within any emergency or flood event.
- (b) The lack of strategic justification for the location of the proposed new Riverstone Police Station at the subject site, considering that both the Riverstone and Alex Avenue Precincts (identified within the North West Growth Centre) could provide greater opportunities for more suitable land, whilst playing a more strategic location in providing a service to the growing residential population of the North West Growth Centre.
- (c) The submission of a suitable management plan for the proposed site operations to ensure that both Council and the Panel can be assured that the increase in activity at the proposed site will not have a significant impact on the amenity of the surrounding locality once functional. In this regard any management plan submitted should clearly demonstrate how the methods of amelioration will maintain the existing residential amenity at a satisfactory level.

14 Recommendation

- (a) The Development Application for the retention and restoration of the existing Riverstone Police Station Heritage Item and construction of a new 3 storey Police Station, basement carpark, at-grade car parking and holding yard and associated landscaping be refused by the Sydney West Joint Regional Planning Panel on the grounds detailed below.
 - 1. The proposal is inconsistent with the floodplain development principles detailed within the NSW Government's gazetted Flood Policy, being the "Floodplain Development Manual - The Management of Flood Liable Land", April 2005. (Section 79C(1)(c) of the Environmental Planning and Assessment Act 1979.)
 - 2. The subject site is considered unsuitable for this development as the site is located within the High Flood Risk Precinct which will result in significant damage to both life and property during any major flood event, up to and above the 1% Annual Exceedance Probability (AEP) flood (1 in 100 year flood). The driveway to Railway Terrace will not be trafficable in flood events less than a 2% AEP flood event (50 year flood), with a water depth of about 1.8 m in a 1% AEP flood event. The Elizabeth Street access will have a depth of about 1 m in a 1% AEP flood event. This indicates that both pedestrian and vehicular access to the Police Station will not be practical in events over the 2% AEP flood event and improbable in 1% AEP events. This raises significant concerns for the

safety of staff and occupants of the Police Station, as well as people detained and locked in the cells. In a PMF flood event the ground floor level of the Police Station would be inundated by 8.8 m. This indicates that, although a freeboard is provided to the 1% AEP flood event, floods only slightly greater than the 1% AEP event will cause inundation above the floor level and potentially render the building inoperable for a significant period of time and/or possibly structurally unsound. In the highest flood on record the floor would have been inundated to a level of 2.1 m. [Section 79C(1)(b) and (c) of the Environmental Planning and Assessment Act 1979].

3. The proposed location for this new Police Station poses some very real concerns and potential problems in the case of a flooding emergency. As detailed in the DISPLAN, in the case of a flooding emergency the SES would be the main combat agency and be assisted with various tasks by the Police. However, this Police Station will be severely affected in the case of a flooding emergency. [Section 79C(1)(b) and (c) of the Environmental Planning and Assessment Act 1979].
 4. The proposed development is prohibited on Lot 1, DP 546708 as part of the entry ramp and basement for the Police Station building are located within its boundaries. [Section 79C(1)(a)(i) of the Environmental Planning and Assessment Act 1979].
 5. Approval of the application would not be in the public interest, in that the function and operational characteristics of the proposed development will be significantly impacted upon in the event of a flooding emergency. [Section 79C(1)(e) of the EP&A Act 1979]
- (b) The Application be referred to the Minister for Planning for his consent to refusal of the Crown Development Application in accordance with Section 89(1) of the Environmental Planning and Assessment Act 1979.
- (c) The applicant be advised of the Sydney West Joint Regional Planning Panel's decision.

PERRY BEZZINA
SENIOR PLANNER NORTH

JUDITH PORTELLI
MANAGER DEVELOPMENT SERVICES & ADMINISTRATION

GLENNYS JAMES
DIRECTOR CITY STRATEGY & DEVELOPMENT

Attachment 1 – Applicant's Advice Dated 15 July 2010 – Strategic Location, Flooding and Emergency Response Considerations



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Blacktown City Council
62 Flushcombe Road
Blacktown 2148

UGL Ref: 201007005

Attention: Perry Bezzina

15th July, 2010

Dear Peter,

RE: Riverstone Police Station Development – JRPP-09-3146

References:

BCC Memo dated 6th April, 2010 (authors John Molteno and Joseph Buttia)
BCC correspondence dated 10th February, 2010

Blacktown City Council's has requested additional information to support the proposed development of the NSWPF property at Riverstone. In particular advice has been sought in regard flooding issues at the subject site, proposed emergency response process, and the strategic reasons for development of the site as a Police Station.

The current Police Station has served the local Riverstone community for over 100 years. NSWPF consider the sites location as strategically important as the site is ideally located to service the future community needs within the planned growth centres through the North West Growth Corridor as identified by the NSW Department of Planning (May 2010).

A strategic planning workshop held 18th January, 2006 concluded the following:

Quakers Hill LAC Recommendations (0 – 5 years)

- *Build of a new centrally located police station in the Quakers Hill LAC at Riverstone (in lieu of upgrading the existing Quakers Hill Police Station) to police the growing population brought about by the development of the North West Growth Centre as well as other land releases and developments*
- *The proposed Police Station at Riverstone needs to be designed to cater for expansion and additional staff resources in line with the workload increases of the Command as the population of the area grows over time*

The approved Business Case dated 24th January, 2008 further supported this position.

In response to the concerns raised regarding flooding we have reviewed the design and relocating the public foyer and substation to the rear of the site on Elizabeth St. In addition we have raised the ground floor level to increase the freeboard, and relocated the entry to the

Page 1 of 2

basement to the rear of the building. Please refer to the attached plans and advice from Richard Weber.

The Regional Area Command have reviewed your concerns regarding emergency response procedures and have provided a written response to the issues raised (refer attached).

This information should address all issues remaining regarding this Development Application and as such we ask that the proposal progress to the JRPP for consideration at the next available date, 12th August, 2010.

Should you have any queries regarding the above please don't hesitate to give me a call on 0417 174 223

Yours Sincerely



Andrew Simms
Project Manager



NSW Police Force

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Memorandum

To: Emmanuel Varipatis:-
Manager ICS Property Services
Investment and Commercial Services.

From: Assistant Commissioner Clifford

Date: 9 July 2010

Issue: Construction of Riverstone Police Station. Emergency Management Protocols
in the North West Metropolitan Region.

Trim No: D/2010/112506

In relation to the issues raised by Blacktown council and the State Emergency Services regarding emergency management protocols operating in the North West Metropolitan Region and the proposed construction of the Riverstone Police Station I make the following comment.

The term Functional Area Coordination Centre used in the report does not relate to the NSW Police Force as they are not a functional area but a Combat and Supporting agency as an emergency service organisation as defined in section 3(1) of State Emergency and Rescue Management Act 1989. As a result the NSW Police Force will not operate a FACC at a police station.

The use of a building or facility as an emergency operations centre is at the sole discretion of the Local Emergency Operations Controller and is determined in consultation with the members of the Local Emergency Management Committee. In the City of Blacktown Disaster Plan a number of alternate local emergency centres have been identified. Quakers Hill Police Station is one of them as is Blacktown and Mount Druitt Police Stations.

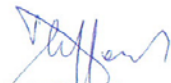
It is generally accepted that an Emergency Operations Centre should not be located in a police station as there is a risk to occupational health and safety from interaction between prisoners and members of external agencies. In addition, there are operational limitations as the majority of incidents/emergencies requiring the opening of an EOC, will involve a significant policing response with a resulting need to command that response from a police station.

Paragraph 1.2 of the Hawkesbury Nepean Flood Emergency Sub-Plan which is a sub-plan to the State Disaster Plan details that Flood response is divided into two levels based on flood water height at Windsor Bridge. The change over point is a height of 15 metres which is less than the current 1% flood level of 17.3 metres. Point 7 outlines the predicted height of the water level at the proposed Riverstone site as being 1.8 metres at which point the management of the flood operation would have transferred to SES Region headquarters at Seven Hills and will involve a district and state level emergency management response in assistance to the SES. None of these facilities are located below the Probable Maximum Flood level of 26.4 metres as Windsor bridge, as they are located at Parramatta and Surrey Hills respectively.

Through the provision of timely and accurate information and warnings being issued by the SES, the need to evacuate the new police station will be identified well in advance of being isolated from rising flood waters and thus alleviate the need for rescue support from the SES. The warnings and advice as well as the determination of the need to evacuate the wider community of Riverstone will be managed by the SES.

The business continuity plan for the Quakers Hill Local Area Command currently incorporates arrangements for relocation of the Local Area Command and its function to an alternative location. These arrangements have been used successfully in the past for events such as World Youth Day, APEC and the Sydney Olympics.

Response by NSW Police Force to flooding will be conducted in accordance with the Police Incident and Emergency Standard Operating Procedures, State Emergency and Rescue Management Act 1989 and Police Act 1990 and will be coordinated by Police Radio (VKG). Figure 2 of the Hawkesbury Nepean Flood Emergency Sub-Plan outlines, in considerable detail, how traffic and associated duties will be managed including the Windsor Road and Blacktown-Richmond road evacuation routes and as such no additional plans are required.



D J Clifford APM
Region Commander
North West Metropolitan Region

RICHARD WEBER – ENGINEER

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Proposed Riverstone Police Station – Flood Levels Response to Blacktown Council after design review - (Design Option 4A)

Blacktown City Council Memo dated 6 April 10 (authors John Molteno and Joseph Buttia) covers flooding issues and includes a technical part and a part relating to emergency management.

Planning and design of the proposed Riverstone Police Station has been carried out on the basis that the proposed site is zoned (by Blacktown Council) as **Zone 5A – Special Uses – Police Station**. Such zoning would suggest that council has, in its various past assessments of the site, and in its zoning reviews, considered it to be suitable for a police station.

Within the North West Police Precinct, there are flood prone areas in Blacktown, Penrith, Hawkesbury and Parramatta Council districts. In 3 of those councils (Penrith, Hawkesbury and Parramatta), the flood level used for planning purposes is the 100yr Flood Level ie. the ARI100 or 1%AEP level.

Notwithstanding State Government shift in attitude since 2001 (concerning PMF levels and 'Flood Liable Land') the PMF (Probable Maximum Flood) remains poorly defined and is variously quoted as having a frequency between several hundred years and 10 million years. For this reason, there is limited regard for the PMF as a reasonable basis for planning. In the north-west police precinct Penrith, Hawkesbury and Parramatta Councils do not consider the PMF level as a reasonable basis for planning.

Whilst the 100 year flood level is generally adopted for flood risk planning, in the assessment of stormwater management plans, there is a tendency for assessor(s) to

- consider an ARI100 event to be a 'regular' occurrence – i.e. there is a failure to give proper regard to what a 100 year period really represents. (eg. in a past example, I have dealt with an assessor concerned about 150mm depth of water in a Childcare Centre playground during a 100yr storm not giving regard to the fact that supervised children do not generally play outdoors during a 100yr storm or during the immediate aftermath of a 100yr storm.)
- fail to consider the flood frequency statistic alongside other factors – in this case the location of the land in relation to the community, the general operational needs of the user, and the fact that the user is the current landholder.
- place emphasis on flooding issues, despite the fact that, in comparison with such occurrences as fire, terrorist attacks and power outages, flooding comes with significant (several days) advance warning, enabling the user to adopt suitable contingency plans. Such warning allows police to deploy mobile operations vehicles, and to evacuate the building basement.

In terms of the detail – for Option 4A.

- The ground floor level of the police station is at RL17.8, which is 0.5m above the 100 year flood level. This is a widely accepted convention in terms of freeboard between the 100yr level and the lowest habitable finished floor level.
- In a 100year flood, the depth of water at the point at which vehicles will enter the site from Elizabeth St is dictated by the level of the kerb and gutter.

Before any local modification to the kerb and gutter, the kerb height on the **left side** of the entry is RL16.7 (i.e. 600mm below the 100 yr flood level).

The kerb height at the right side of the entry is RL16.8 (i.e. 500mm below 100yr flood level).

Local modification to the kerb and gutter, including the construction of the new layback, would involve some minor crossfall adjustment at the kerb and gutter and reconstruction, and could reduce 100yr flood water depth at the centre of the driveway cross over to about 450mm. This minor reshaping could be carried through to the

boundary such that the water depth at the boundary in the centre of the driveway would be in the order of 250 mm

It is fair to assume that the types of vehicles that police would be using at times of flooding are capable of negotiating these depths for a short distance – noting again that the event frequency is statistically 100 years. The Blacktown Council memo (which addressed an earlier design, appears to measure a 700mm water depth (as it was then) as “about 1m” (see page 2 para 7)

- The nature of flooding in the Riverstone area, as stated in para 1, and para 6., of the Blacktown Council memo, is backwater flooding. The flow velocities and water depths mentioned in para 6, may occur well outside (above) the flood levels and will be dependent on local rainfall intensities at the time. When such flow meets the edge of backwater flooding, the flow velocity will tend to be dissipated, provided the flooding is as the memo states, 'backwater flooding'.

The foregoing is offered to those involved in the approval process.

Richard Weber
Chartered Prof Engr (Civil /Structural) - NPER, IEAust Reg No 189528
BE(Hons), MSc,MEngSc,GradDip Ed

15 July 2010

