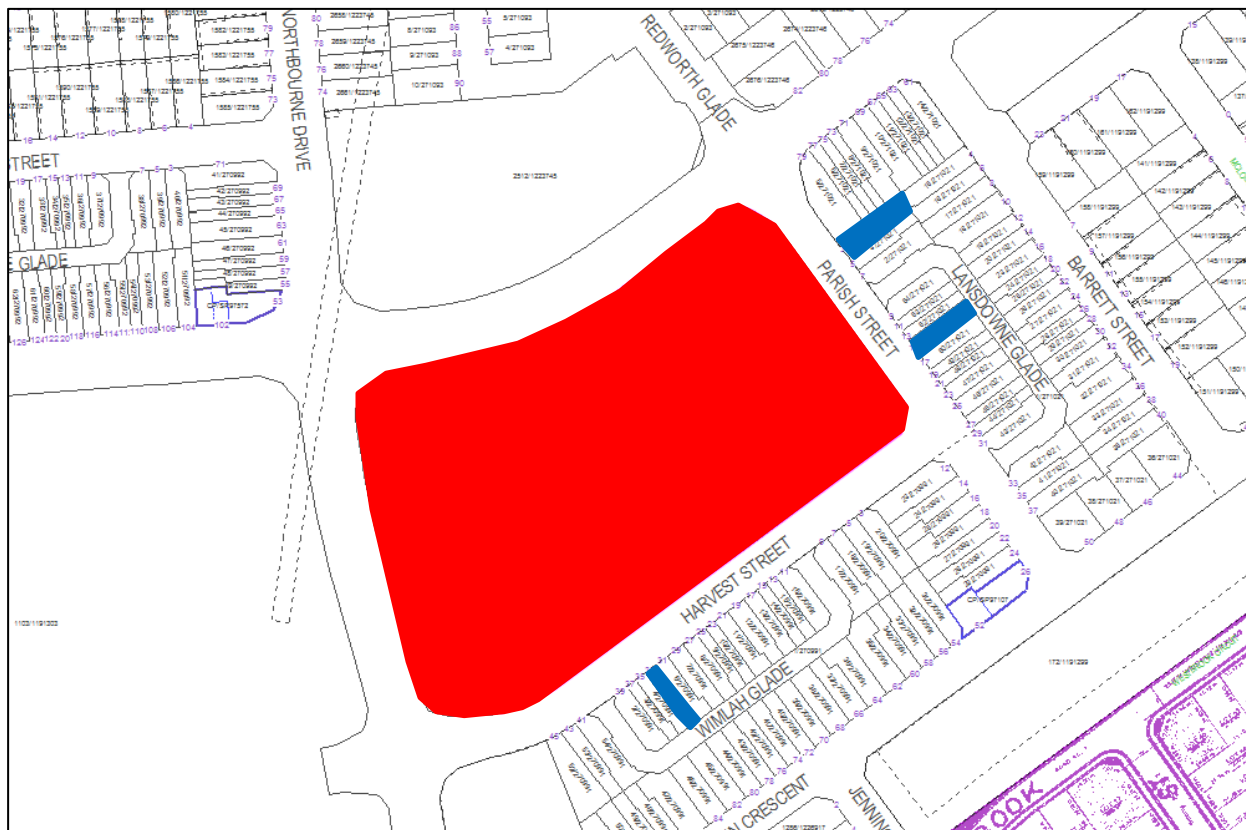


Summary of residents' concerns and Council response

1 Location of submitters



- Subject site
- Objectors (some objectors were outside the boundaries of this map or location not identified).

2 Consideration of issues raised

Issue	Planning comment/response
2.1 Maintenance of planned retail hierarchy	
<p>The planning framework seeks to achieve walkable communities linked to small scale mixed activity zone to encourage local community integration.</p> <p>Two village centres with small scale retail are proposed, with the proposed centre described in the precinct planning finalisation report as having a capacity for 3,000 m² of floor space.</p> <p>The Marsden Park Retail & Employment Assessment advised that each of the 2 planned village centres could accommodate up to 5,000 m² of retail space plus and up to 2,000 m² of non-retail supporting commercial and other non-retail uses.</p> <p>The proposed development is at the top end of its planned capacity with 5,070 m² of retail</p>	<p>Stockland engaged Macroplan to undertake a review of the retail and non-retail areas of the neighbourhood centres, to confirm that the retail hierarchy in the North West Growth Area would be maintained.</p> <p>The advice concludes that the amount of retail space in the centre is consistent with the retail and employment report that supported the rezoning of the Marsden Park Precinct. The slightly higher level of retail GFA over the 5,000 m² stated in the Marsden Park finalisation report is not expected to have a negative impact on other centres, due to the level of population growth in Marsden Park exceeding the original planned density.</p> <p>The advice also concluded that the level of non-retail floor space and uses would increase the level of amenity in the neighbourhood centre with no expected negative impacts on existing or future centres.</p>

Issue	Planning comment/response
<p>floor space and approximately 3,520 m² of non-retail floor space.</p> <p>It is important to ensure that the integrity of the hierarchy is maintained with village centres remaining at their intended size and role.</p>	<p>Minor changes since the Marcoplan review result in a slight increase to the supermarket to 2,886 m² (excluding the level 1 staff amenities). This is the result of revising the GFA areas to include the liquor bond room, fresh produce cool room and frozen cool room already proposed within the back of house areas.</p> <p>This results in the total retail area of the development increasing to 5,243 m². This minor increase is negligible in the overall scheme of the DA and is not anticipated to have any adverse impact on the function of existing or proposed retail centres.</p> <p>The Macroplan retail hierarchy analysis was referred to Council's Strategic Planning section for review and it was considered that the increase in floorspace as proposed is not unreasonable as the major variation is related to non-retail, community support type uses, particularly the child care centre and medical centre. Also, the population growth that has been experienced in the precinct far exceeds that estimated when the precinct planning was undertaken.</p>
2.2 Consistency with design controls	
<p>The consent authority is requested to ensure that the design of the centre remains consistent with the principles of Crime Prevention through Environmental Design and is of a built form that is consistent with the desired character of the new release precinct.</p> <p>In particular it is important to ensure that the size and design of the centre is consistent with the key objective of Zone B2 Local Centre which is to provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.</p>	<p>The proposed development is consistent with the objectives of the B2 Local Centre zone under State Environmental Planning Policy (Sydney Region Growth Centres) as:</p> <ul style="list-style-type: none"> the design of the neighbourhood centre includes a range of retail areas of different sizes. These tenancies can accommodate a range of future retail stores and end users. Retail opportunities are anchored by a supermarket, as well as non-retail elements including a childcare centre, a medical centre and a gym, to cater for future resident needs. The combination of these diverse uses and flexible retail areas for future store owners will contribute to a village atmosphere the range of retail and non-retail uses within the proposed centre provides local employment opportunities in Marsden Park that are easily accessible by an extensive local road network and pedestrian and cycle connections the proposed centre will integrate with the public transport network along Elara Boulevard, with bus bays located out the front of the site along Elara Boulevard. This will promote walking and cycling by providing wide footpaths with awnings for weather protection. <p>The NSW Police Mount Druitt Local Area Command reviewed the proposal and raised no significant objections and provided recommendations in respect to CPTED principles which relate to surveillance, access control, territorial reinforcement and activity management. These will be included as conditions of consent.</p>

Issue	Planning comment/response
2.3 Substation	
What are all the potential risks living close to a substation?	<p>The DA includes 2 locations for electricity pad mount substations to regulate electricity to the different components of the development. One substation is located to the south-west corner of the supermarket along Harvest Street. The second is located to the south-east of the proposed medical centre and fronts Parish Street. Several other local substations are located near existing dwellings with easements over these lots. The closest of these is at 3 Parish Street.</p> <p>The substations will be located approximately 16 m from the opposite kerb of Parish Street or Harvest Street respectively. In relation to local substations, the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) advises:</p> <p style="padding-left: 40px;">“There is no established evidence that electric and magnetic fields at any distance from a substation/transformer cause health effects. At more than about 5-10 m away, the typical electric and magnetic fields from substations and transformers are indistinguishable from normal background levels in the home.”</p> <p>Pad mount substations will be constructed to meet the technical requirements of Endeavour Energy, including appropriate easements for clearances and surrounding materials. Detailed designs of the substations will be confirmed at the Construction Certificate and service application stages.</p>
Will the level of magnetic fields be provided on an average day at any given point in time?	<p>A magnetic field report was not provided and is not considered necessary for this development.</p> <p>The applicant responded that the Australian Radiation Protection and Nuclear Safety Agency advises that a substation (at the fence) has the potential to emit a magnetic field in the range of 0.2 to 0.8 microtesla (µT). This is below the public exposure of 200 µT recommended by the International Commission in Non-ionizing Radiation Protection.</p> <p>As discussed above, the electricity substations will be constructed to comply with Endeavour Energy's requirements.</p>
Will the substation emit noise?	<p>It is not anticipated the substations will emit noise that can be perceived by the average person.</p> <p>Detailed designs of the pad mount substations will be prepared as part of the Construction Certificate process. This includes internal insulation.</p>
2.4 Multi-purpose hall	
Greater benefit to community will be achieved if the proposed multi-purpose hall is designed as a kind of community hub (i.e library). This would also facilitate more bookable offices and meeting spaces (similar to what is already shown on the plans).	<p>The multi-purpose hall has been designed in consultation with Council Community Services staff as part of the Marsden Park Neighbourhood Centre Planning Agreement, to provide a flexible space for a range of functions, activities and events.</p>

Issue	Planning comment/response
A hall will only be used by any one resident maybe once or twice a year where something like this hub could be used by many people over and over.	The space would be used for a range of activities and events. Council will also offer the hall to members of the public and community groups to hire subject to Council's operational policies.
The Elara sales office would be ideal for a multi-purpose hall and this could be something that is still provided later down the track.	There are currently no plans to re-use the Elara Sales and Information Centre as a Council Community Centre.
This location is near St Luke's School and these students do not have any local libraries nearby, so this would provide a place for group assignments or silent study after school hours.	It is anticipated that St Luke's School will provide its own spaces for study after school hours.
Rhodes has developed this idea and has seen huge success.	Noted.
2.5 Residents privacy	
What measures have been taken to ensure the privacy of the residents opposite the carpark are not compromised.	<p>The development includes extensive perimeter landscaping to provide shade and soft screening to nearby dwellings and vantage points. Tree planting within the eastern and western carparks is also proposed.</p> <p>This internal landscaping will provide additional screening to maintain the privacy of residential dwellings on the eastern side of Parish Street and the southern side of Harvest Street.</p> <p>This landscaping will include large tree pot sizes from 45 to 200 litres to ensure screening is provided from day one and would increase as they grow.</p>
Are there any solid boundary walls which will hinder the car parkers, shoppers and commuters to view inside the properties and we can comfortably keep our blinds and curtains open for natural light and air in dwellings (ground and first floor).	<p>The DA includes landscaping around the perimeter of the site, including along Harvest Street and Parish Street. No solid boundary walls are proposed around the carparks.</p> <p>Yellow Bloodwood and Queensland Brush Box will be planted along these street frontages. These tree species have mature heights of 12 and 15 metres respectively and will provide a soft barrier between the buildings and car parking areas of the neighbourhood centre as well as shading for carpark users. 100 litre pots of these tree species would be planted during construction to ensure screening is in place once the neighbourhood centre begins operating.</p> <p>Street landscaping is also proposed along the childcare centre street frontage, at the Harvest Street entrance and throughout the western carpark to provide screening.</p> <p>Tree plantings at the street interface will consist of Chinese Elms in 200 litre pots, with a mature height of 15 metres.</p> <p>Tree plantings within the western carpark will include more Yellow Bloodwood trees in 100 litre pots.</p> <p>A solid wall with sliding gates is proposed along the southern elevation of the supermarket to separate loading dock operations from Harvest Street. The wall and gate will be approximately 3.5 metres high.</p>

Issue	Planning comment/response
The plans show a red line which says boundary but the idea behind this consideration is to have a boundary that will provide privacy.	<p>The red line shown on the architectural plans prepared by Allen Jack & Cottier is the property boundary of the site.</p> <p>Perimeter landscaping proposed under this DA will be located within this boundary to provide a soft screen to existing residential dwellings.</p> <p>Large pot sizes for tree species will be used to provide a measure of screening from day one of neighbourhood centre operations.</p>
2.6 Supermarket	
Will coin based trolleys be enforced to ensure trolleys are not left on any nearby residential streets as this will damage traffic flow on our street?	<p>Trolley management and design would be confirmed subject to the future supermarket operator.</p> <p>A condition is to be imposed on the consent for the retailer to implement a 'containment' system that encourages the confinement of trolleys to the retailer's premises.</p>
What security measures are in place for the overall development?	<p>Detailed and ongoing security measures would be developed as part of the detailed fit-out of each space. This includes CCTV systems, lighting of carpark areas and thoroughfares. Security management plans would also be prepared to support each retail tenancy as part of future applications.</p>
2.7 Loading dock, waste management and compactor location	
Major concerns the loading dock will be situated directly across the road from several properties.	<p>The placement of the supermarket is consistent with the Indicative Layout Plan for the Northern Village Centre depicted in the Blacktown Growth Centre Development Control Plan. This shows service access from Harvest Street.</p> <p>The locations of the proposed on-site waste storage and collection areas are considered satisfactory for the development.</p> <p>An amended Waste Management Plan is required to address the requirement for an on-site caretaker/building manager to manage waste systems for the site, which includes the placement of bins out for servicing in the loading bay areas, cleaning of bins and the waste rooms, management of bulky waste generated on-site and illegal dumping. This shall also include how the collection of waste within the carpark areas will be managed, including collection times to ensure this does not obstruct the traffic flow around the site.</p> <p>The hours for the collection of waste and deliveries to the dock will be restricted to between 7.00 am and 10.00 pm, to minimise any impacts on the nearby residential development.</p>
Harvest Street is very narrow residential street with light load capacity and limited parking with the Azure townhouses. The loading dock is proposed to fit across 10 properties on Harvest Street. Up to 20 cars will be affected by the proposed entry and exits of semi-trailers, garbage trucks and other heavy vehicles utilising this area.	<p>Noted. Amended plans for the supermarket have revised the driveway designs. The total width of the exiting driveway and the splays have been increased to improve the swept path for a 19 metre rigid vehicle.</p> <p>This design change reduces the number of car parking spaces along Harvest Street.</p> <p>The movements of garbage trucks and smaller rigid trucks are not anticipated to impact on street parking.</p>

Issue	Planning comment/response
	The swept paths of these smaller vehicles can be accommodated within the existing road carriageway.
Heightened risk of car accidents or potential signage not allowing residents to park out front of their properties.	Updated swept paths show improved turning geometry for 19 metre semi-trailers entering and exiting the supermarket loading dock. However, a condition is to be imposed on the consent for the applicant to propose a 'no stopping zone' fronting the loading dock area in Harvest Street and for this to be approved through Council's Local Traffic Committee before installation.
Harvest Street runs adjacent to St Luke's College and it is utilised as a thoroughfare for parents, students and siblings walking from school each morning. The width that each truck will need to take to turn out or into the loading docks could exceed close to the footpath on either side of Harvest Street and could cause safety concerns.	<p>The crossover designs for the supermarket have been increased to improve the swept paths for the largest trucks that would enter and exit the loading dock (19 metre semi-trailer).</p> <p>Updated swept paths show the trucks can manoeuvre to enter and exit the site in a forward direction within the Harvest Street road reserve.</p>
The noise hazard as proposed within the plans is affecting only residential properties. It appears there has been no thought into the effects of this proposal with existing homeowners.	<p>The noise assessment prepared by Renzo Tonin and Associates assesses the potential noise impacts on nearby sensitive receivers. This includes existing residential dwellings along Parish Street and Harvest Street.</p> <p>The noise assessment adopted background noise levels of the neighbourhood centre site when the Marsden Park Precinct and nearby medium density residential development had not been constructed. This provides a baseline background noise level that is more conservative (quieter) than the current noise environment, as significant residential development has been completed and occupied since. This has resulted in a more conservative noise assessment for the neighbourhood centre.</p> <p>The noise assessment concluded the cumulative operation of all noise sources in the neighbourhood centre would comply with these noise levels during the day and night-time periods.</p> <p>Cumulative noise levels up to 2dB(A) over the project noise trigger levels could occur in the night-time shoulder period (between 10.00 pm and 12.00 am, Monday to Sunday) along Parish Street and in the evening and night-time shoulder period along Harvest Street.</p> <p>Under the Noise Policy for Industry (EPA, 2017), noise levels up to 2dB(A) over a project noise trigger level are considered negligible and would not be perceived by the average person.</p> <p>The minor changes to the loading dock areas are not anticipated to materially affect the noise emissions from the neighbourhood centre.</p>
The noise associated with the loading dock location would cause major disruptions for all 10 affected properties.	<p>Loading dock operations are proposed between 7 am and 10 pm, which matches the daytime (7 am to 6 pm) and evening (6 pm to 10 pm) periods assessed in the acoustic report.</p> <p>The acoustic assessment concluded noise levels up to 25 dB(A) along Parish Street and up to 42 dB(A) along Harvest Street are predicted during the day and evening.</p>

Issue	Planning comment/response
	<p>These predicted levels comply with the identified noise trigger levels along Harvest Street and Parish Street during these periods.</p> <p>The acoustic assessment recommends a range of management measures to ensure loading dock operations meet the project noise trigger levels. These include having no trucks idling when being loaded/unloaded and having a maximum of 1 truck using the loading dock at any time. This will be a condition of consent.</p>
<p>It is commonly known that although there may be noise regulations for garbage disposals or deliveries, they are not usually adhered to.</p>	<p>The proposal will be restricted as to when the waste can be collected as this will be a condition of consent. In the event this is not adhered to, this will become a compliance issue and enforcement of these noise levels are the responsibility of the neighbourhood centre operator and Council respectively, if valid complaints are received.</p>
<p>It appears that the thought process of these plans has been around the view of oncoming traffic through Elara Boulevard and no thought of existing residents was considered.</p>	<p>Elara Boulevard is currently the only access road into the Elara Estate and the rest of the Marsden Park Precinct from Richmond Road. Additional roads such as the Garfield Road West Extension are planned but have not been delivered yet.</p> <p>Traffic flows for heavy vehicles along Elara Boulevard are appropriate as it has a design geometry that can handle 19 metre semi-trailers.</p> <p>The proposed heavy vehicle routes have been developed to keep the number of residential properties that need to be passed to a minimum and ensure conflicts with local traffic flows are minimised.</p> <p>Driveways into the site are proposed on all road frontages to allow easy access for staff and centre patrons and to provide separated access for the childcare centre and community centre.</p>
<p>Northbourne Drive and Elara Boulevard are both wider streets with the ability for street parking of prime movers to the flow through smoothly. The loading dock, garbage disposal and substation should be easily accessed through either Northbourne or Elara Boulevard, enabling easy access for deliveries and garbage retrieval. This will eliminate the noise pollution associated with the abovementioned actions</p>	<p>The supermarket and carpark areas are orientated to be generally consistent with the Indicative Layout Plan of the Northern Village Centre within Schedule 6 of the Blacktown Growth Centre Development Control Plan (DCP). This provides for a loading dock to be accessed off Harvest Street.</p> <p>Relocating the neighbourhood centre to provide heavy vehicle access from Elara Boulevard or Northbourne Drive would require key retail areas, community centre and the childcare centre to be redesigned and would be inconsistent with the objective of providing an active street frontage along Elara Boulevard.</p> <p>A dedicated loading dock area for the supermarket is essential to meet the requirements of the future supermarket. This will ensure goods are efficiently supplied to restock shelves and for waste to be removed from the neighbourhood centre, with minimal amenity impacts on centre patrons, staff and nearby residents.</p> <p>Street parking of prime movers is not proposed. Elara Boulevard and Northbourne Drive are collector roads, and while intermittent street parking is allowed along collector roads under the DCP, Northbourne Drive does not provide verge parking travelling southbound.</p>

Issue	Planning comment/response
There is an element of danger to children who play in their front yards and the unlikely event that a child runs onto the road.	Noted. While loading dock operations would be confirmed by the future supermarket operator, deliveries to the supermarket could be scheduled outside of peak times when pedestrian traffic is lower.
The location of the loading dock could severely affect the property prices of the abovementioned properties.	Property values are not a planning consideration under section 4.15 of the EP&A Act. This land has always been zoned as a business zone.
The location of the air conditioning fans would be directly adjacent to the second storey of the residents affected by the loading dock.	Amended plans for the supermarket have shifted the roof mounted plant and equipment further to the south-west. Louvres would screen the plant and equipment from surrounding views. This plant and equipment must be roof mounted due to site size constraints and to control the environment inside the supermarket.