

# RESPONSE TO PUBLIC SUBMISSIONS

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Issues in Public Submissions (Number of submissions in brackets raising issue)	Response
<b>1. Positive benefits to the community (43)</b>	
1.1. Boost to local economy (3)	Noted and agreed.
1.2. Employment generation (10)	Noted and agreed.
1.3. Meets recreational needs (10)	Noted and agreed.
1.4. General benefit to community (5)	Noted and agreed.
1.5. Additional vegetation is proposed (1)	Noted and agreed.
1.6. Bring jobs closer to home reducing traffic generation (1)	Noted and agreed.
1.7. Increases the desire to live in Blacktown (1)	Noted and agreed.
1.8. Increases tourism in area (9)	Noted and agreed.
1.9. Reduces traffic congestion along roads accessing eastern beaches (1)	Noted and agreed.
1.10. Reduces carbon emissions by reducing use of air conditioners to cool off (1)	Noted and agreed.
<b>2. Heritage (16)</b>	
2.1. Historic site should be retained and undeveloped. (1)	The site is within the area covered by the SEPP (Western Sydney Parklands) which allows a wide range of land uses and development including recreational and entertainment facilities, and is nominated as a 'tourism hub' in the Plan of Management for the Western Sydney Parklands. The proposed development is consistent with these NSW Government plans for the Western Sydney Parklands.
2.2. Reservoir Road should be retained and undeveloped (3)	The alignment of Reservoir Road is retained. A new intersection on Reservoir Road for the main vehicle access in the proposed car park is required to service the access and parking requirements of the water theme park to accord with relevant road and safety standards.
2.3. The location of the proposed car park entrance near Watch House Road (aka Prospect Common) has historic significance and should be retained (1)	The proposed development retains the items identified in the Part 3A Application EAR heritage study as having heritage or historic significance including the alignment of Watch House Road.
2.4. The Police Station Cottage be restored and future use be either associated with the water park or a stand alone venue (1)	The former Policeman's Cottage is being retained.

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2.5. Retain view corridor from Policeman's Cottage to St Bartholomew's Church (3)	A view corridor between the former Policeman's Cottage and St Bartholomew's Church is retained.
2.6. Retain the existing alignment of the Reservoir Rd (aka Old Western Road) (3)	The alignment of Reservoir Road is being retained.
2.7. Retain the heritage listed Cricketers Arms Hotel (2)	The proposed development does not affect the Cricketer's Arms hotel.
2.8. The area's semi-rural character should be retained (4)	<p>The site is within the area covered by the SEPP (Western Sydney Parklands) which allows a wide range of land uses and development including recreational and entertainment facilities, and is nominated as a 'tourism hub' in the Plan of Management for the Western Sydney Parklands. The proposed development is consistent with these NSW Government plans for the Western Sydney Parklands.</p> <p>The proposed development includes a number of measures to conserve aspects of the landscape that are of heritage significance including view corridor, road alignments, and Policeman's Cottage</p>
2.9. Retain the Police Cottage and associated mature pine trees (1)	The former Policeman's Cottage and associated pine trees are being retained.
2.10. The Heritage Impact Assessment finds Reservoir Rd demonstrates values at a State level but the assessment does not account for this. A formal and independent assessment of the road should be undertaken as part of the assessment. (1)	The Part 3A Application includes a heritage assessment by an expert heritage consultant, and retains the alignment of Reservoir Road. No work is proposed on most of Reservoir Road other than a new intersection with the access road onto the site which is needed to meet road and safety standards. Given these circumstances, no further heritage assessment of the road is warranted.
2.11. The scale of the proposal makes it highly visible to the Reservoir Rd and will be unsightly. To minimise large structures should be set back, signage should be minimised, drive entrance not dominating, landscape buffer between buildings, structures and car park. (1)	<p>The planning and design of the proposed development includes a number of measures to minimise the impact on the visual landscape including locating the major rides and attractions in the central lower parts of the site topography with substantial setbacks from the site boundaries, and substantial planting of native woodland and vegetation around the site perimeter.</p> <p>Signage for the water theme park needs to be highly visible for community information and direction.</p>
2.12. Accurate photomontages showing impacts on the view corridors to and from the Policeman's Cottage and St Bartholomew's Church and views from St Bartholomew's Church on its hill should be provided. (1)	A view corridor between the former Policeman's Cottage and St Bartholomew's Church is retained. A View Analysis is provided in Attachment D to this PPR.

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2.13. Any development should be sensitive to St Bartholomew's Church and set an example of how to develop in the vicinity of the Church. (1)	St Bartholomew's Church is located over 500m to the north east of the site on the opposite side of the M4 motorway and Cumberland Highway. The proposed development will not have any significant impact on the Church or its curtilage other than on views of the distant landscape from the church in the direction of the site. A view corridor between the former Policeman's Cottage and St Bartholomew's Church is retained.
2.14. Proposed retention of Policeman's Cottage and Norfolk Pines does not fit the context of a water park. (1)	The former Policeman's Cottage and associated pine trees are being retained due to their heritage significance, and are separated from the main water theme park by the car park.
<b>3. Traffic (25)</b>	
3.1. Existing roads do not have capacity for increased traffic generation (3)	Existing roads have capacity to accommodate traffic generated by the proposed water theme park other than certain directions on the M4 interchange with Prospect Highway and M4 interchange with Reservoir Road which are already experiencing increasing capacity constraints. This is demonstrated in the transport report prepared by Arup submitted with the Part 3A Application EAR and in the supplementary report by Arup attached to this PPR.
3.2. Reservoir Road (from roundabout off the M4 Motorway to the intersection of Reservoir Road and Watch House Road) does not have capacity for increased traffic generation (2)	The Arup traffic reports forming part of the Part 3A Application EAR and this PPR find that Reservoir Road has capacity to accommodate traffic generated by the proposed water theme park, however there are increasing capacity constraints with a part of the M4 interchange with Reservoir Road. The proponent has made a significant monetary contribution to the NSW Government towards road improvements as part of the terms of the lease for the land. The NSW Government's RTA is working to ensure appropriate road improvements are made to accommodate increased traffic volumes from developments in the region including the proposed water theme park.
3.3. Prospect Hwy, Blacktown Road and Seven Hills Road South would require an upgrade to at least four lanes to handle increased traffic generation (1)	The main roads to the north of the M4 are projected to experience an increase in traffic of only approximately 6% of the traffic generated by the proposed water theme park, whereas 90% of the traffic generated by the proposed water theme park is projected to access the site via the M4. The roads to the north of the M4 have capacity to accommodate this relatively minor increase in traffic volumes. This is demonstrated in the traffic report prepared by Arup submitted with the Part 3A Application EAR and in the supplementary traffic report prepared by Arup appended to this PPR.
3.4. Impacts from increased traffic generation in the green zone and corridor for Western Sydney (1)	The site is within the area covered by the SEPP (Western Sydney Parklands) which allows a wide range of land uses and development including recreational and entertainment facilities, and is nominated as a 'tourism hub' in the Plan of Management for the Western Sydney Parklands. The proposed development is consistent with these NSW Government plans for the Western Sydney Parklands. The recreational use of the Western Sydney Parklands in accordance with these plans generates traffic.
3.5. The 'old highway' may not have capacity for increased traffic generation (1)	The traffic report submitted as part of the Part 3A Application EAR finds that Reservoir Road (old highway) and the Great Western Highway have capacity to accommodate traffic generated by the proposed water theme park. The traffic report also finds that there are increasing capacity constraints with a part of the M4 interchange with Reservoir Road. The proponent has made a significant monetary contribution to the NSW Government towards road improvements as part of the terms of the lease for the land. The RTA is working to ensure appropriate road improvements are made to accommodate increased traffic volumes from developments in the region including the proposed water theme park.

<b>Issues in Public Submissions</b> <b>(Number of submissions in brackets raising issue)</b>	<b>Response</b>
<p>3.6. Traffic generation will jeopardise Government's ability to meet employment targets and development goals for Greystanes Northern and Southern Employment Lands. (1)</p>	<p>The Arup transport reports forming part of the Part 3A Application EAR and this PPR find that the road network has capacity to accommodate traffic generated in the area projected over the next 20 years including traffic generated from the Greystanes employment lands and the proposed water theme park, however there are increasing capacity constraints with a part of the M4 interchange with Prospect Highway/ Reconciliation Road. The proponent has made a significant monetary contribution to the NSW Government towards road improvements as part of the terms of the lease for the land and the RTA is working to ensure appropriate road improvements are made to accommodate increased traffic volumes from developments in the region including the proposed water theme park.</p>
<p>3.7 Traffic Assessment does not take into account impacts of the approved traffic generation from the Greystanes Southern Employment Lands. (1)</p>	<p>The transport report and traffic modelling prepared by Arup included in the Part 3A Application EAR takes into account traffic generation from Greystanes Southern employment lands as part of the increase in background traffic (see Section 5.3.2).</p>
<p>3.8 Traffic Assessment does not include enough analysis of traffic once Reconciliation Drive is opened to the south. (1)</p>	<p>The supplementary traffic report prepared by Arup appended to this PPR addresses the southern extension of Reconciliation Drive and reaches the same conclusions as in the Part 3A Application EAR in relation to the capacity of the road network and level of service at intersections.</p>
<p>3.9 Traffic Assessment is based on the proposed Park's shoulder period and not peak period. (2)</p>	<p>The traffic assessment is based on the critical time periods as agreed with the RTA.</p>
<p>3.10 Details of the proposed upgrades to the roundabout accesses to the M4 and general road upgrades are not provided and should be made public. (3)</p>	<p>Details of the proposed road improvements in the area to accommodate increases in traffic volumes from the proposed water theme park and other development in the locality and region are being planned and implemented by the RTA. The public notification of plans for road improvements is a matter for the RTA to determine.</p>
<p>3.11 More details on the traffic management plan are required. (1)</p>	<p>The details of the proposed road and traffic management improvements in the area to accommodate increases in traffic volumes from the proposed water theme park and other development in the locality and region are being planned by the RTA. A detailed operational traffic management plan for the water theme park will be prepared prior to the park opening as contained in the final Statement of Commitments in this PPR.</p>
<p>3.12 Increased traffic congestion at roundabout serving Reconciliation Drive and Reservoir Road (2).</p>	<p>The roundabout intersection of Reservoir Road and Reconciliation Drive has capacity to accommodate traffic generated by the proposed development at a satisfactory level of service as demonstrated in the Arup traffic reports forming part of the Part 3A Application EAR and this PPR.</p>
<p>3.13 Increased traffic congestion at the western end of Reservoir Road leading to the Great Western Highway. (1)</p>	<p>Reservoir Road to the north of the M4 is projected to experience an increase in traffic of only approximately 2% of the traffic generated by the proposed water theme park, and has capacity to accommodate this relatively minor increase in traffic volumes as demonstrated in the traffic reports prepared by Arup submitted with the Part 3A Application EAR and this PPR.</p>

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3.14 Road improvement will induce additional traffic generation to factories and warehouses erected in the area over the past decade. (1)	The proposed development does not affect the traffic generation of factories and warehouses in the area.
3.15 The M4 Prospect entrance southern roundabout does not have capacity for the increased traffic generation. (2)	The traffic report submitted as part of the Part 3A Application EAR finds that there are increasing capacity constraints with parts of the M4 interchange with Prospect Highway. The proponent has made a significant monetary contribution to the NSW Government towards road improvements as part of the terms of the lease for the land. The NSW Government's RTA is working to ensure appropriate road improvements are made to accommodate increased traffic volumes from developments in the region including the proposed water theme park.
3.16 The M4 Prospect Highway northern roundabout does not have capacity for the increased traffic generation (1)	As above.
3.17 The Traffic Report notes the Southern Employment Lands will not be operating for some time, but they are currently being development. (1)	The traffic report prepared by Arup included in the Part 3A Application EAR addresses the issue of Greystanes Southern employment lands as part of the increase in background traffic (see Section 5.3.2).
3.18 Boral (currently undertaking the construction of the southern road connection that will link Reconciliation Road with Wetherill Park through the Southern Employment Lands) has not been consulted, regarding timing and the Traffic Assessment modelling does not take into account this north/south connection. (1)	Boral is being consulted as part of the public exhibition of the Part 3A Application.  The supplementary traffic report prepared by Arup appended to this PPR addresses the southern extension of Reconciliation Drive and reaches the same conclusions as in the Part 3A Application EAR in relation to the capacity of the road network and level of service at intersections.
3.19 The Traffic Assessment does not identify intersection service levels during peak periods. (1)	The traffic assessments included in the Part 3A Application EAR and this PPR identify level of service at intersections during the critical time periods agreed with the RTA.
3.20 As part of Traffic Assessment determine whether Reservoir Rd has future traffic capacity following the road upgrades. (1)	The Arup traffic reports forming part of the Part 3A Application EAR and this PPR find that Reservoir Road has capacity to accommodate traffic generated by the proposed water theme park as well as increased traffic volumes in the locality projected over time.
3.21. The main vehicle access off the old Western Road is located at a bend in the road and unsafe. (1)	The proposed main access road and intersection off Reservoir Road meets relevant Australian Standards including sight line distances.

Issues in Public Submissions (Number of submissions in brackets raising issue)	Response
<b>4. Public Transport (3)</b>	
4.1. Provide express buses to and from the park from both Blacktown and Parramatta stations. (1)	The application has provided space for bus parking in the proposed development and would support any bus service provided by Sydney Buses or private bus operators between Wet'n'Wild Sydney and train stations in the locality. The applicant is also committed to investigating the feasibility of a shuttle bus service to and from Blacktown rail station, and would implement the bus service if there was found to be a feasible level of demand for it.
4.2. Provide an off road bicycle and walking path with associated facilities (change rooms/lockers) between the park and the M7 bike path, the Sunnyholt Rd bike path (Blacktown Station) and Parramatta bike path. (1)	The provision of bicycle and walking paths linking existing paths in the district is the responsibility of State and local Government and is outside the scope of the proposed development. The applicant has made a contribution to the NSW Government for roadworks as part of the lease agreement.
4.3. Proposed public transport initiatives are minimal, with no firm commitments and rely on other organisation to implement. (1)	The application has provided space for bus parking in the proposed development and would support any bus service provided by Sydney Buses or private bus operators between Wet'n'Wild Sydney and train stations in the locality. The applicant is also committed to investigating the feasibility of a shuttle bus service to and from Blacktown rail station, and would implement the bus service if there was found to be a feasible level of demand for it.
<b>5. Noise (7)</b>	
5.1. Increased Noise (5)	Noise from the operations, construction and traffic associated with the proposed water theme park, and associated noise mitigation measures are addressed adequately in the noise assessment prepared by Renzo Tonin & Associates included in the Part 3A Application EAR.
5.2. Increased noise in the green zone and corridor for Western Sydney (1)	The site is within the area covered by the SEPP (Western Sydney Parklands) which allows a wide range of land uses and development including recreational and entertainment facilities, and is nominated as a 'tourism hub' in the Plan of Management for the Western Sydney Parklands. The proposed development is consistent with these NSW Government plans for the Western Sydney Parklands. The recreational use of the Western Sydney Parklands, in accordance with these plans, generates noise.
5.3. Increased noise from traffic, people, machinery, in particular on early mornings, evenings and weekends (1)	Noise from the operations, construction and traffic associated with the proposed water theme park, and associated noise mitigation measures are addressed adequately in the noise assessment prepared by Renzo Tonin & Associates included in the Part 3A Application EAR.
5.4. Increased noise from traffic, people, machinery will be amplified by changes in wind direction.(1)	The noise assessment in the Part 3A Application EAR takes into account the effects of wind.
<b>6. Flora &amp; Fauna (9)</b>	
6.1. Impact on overall ecology of area (1)	The ecological impacts are addressed adequately in the biodiversity impact assessment prepared by Ecological Australia included in the Part 3A Application EAR which concludes that the impact on woodland habitat is negligible and a number of impact mitigation strategies have been included.

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6.2. Ensure trees near the Police Station Cottage are retained. (1)	The pine trees associated with the former Policeman's Cottage are being retained.
6.3. Retain the Cumberland Plain Woodlands (2)	The Cumberland Plain Woodland is being retained to the extent possible and additional areas planted.
6.4. Inspect all hollows in trees to be removed for fauna and ensure its relocation. (1)	The final Statement of Commitments in this PPR has been revised to ensure the Construction Management Plan in Commitment No.11 includes the fauna inspection and protection measures in Section 6.6 of the Biodiversity Impact Assessment in the Part 3A Application EAR.
6.5. Ensure tree protection measures during construction. (1)	The final Statement of Commitments in this PPR has been revised to ensure the Construction Management Plan in Commitment No.11 includes the tree protection measures in Section 6.6 of the Biodiversity Impact Assessment in the Part 3A Application EAR.
6.6. Inspect African Olive trees, blackberry and other shrubs identified to be removed for native bird's habitat/nesting and ensure removal does not occur during nesting season. (1)	The biodiversity impact assessment prepared by Ecological Australia included in the Part 3A Application EAR includes an assessment of the impacts of the proposed development on threatened fauna and its habitat, and concludes that the proposal is unlikely to have a significant effect. The final Statement of Commitments in this PPR has been revised to ensure the Construction Management Plan in Commitment No.11 includes the fauna and habitat inspection and protection measures in Section 6.6 of the Biodiversity Impact Assessment in the Part 3A Application EAR.
6.7. Improve the shrub layer in the retained Cumberland Plain Woodland area to increase potential habitat for small birds. (1)	Areas of Cumberland Plain Woodland being retained and regenerated on the site will be regenerated to native conditions including the shrub layer to the extent possible within the requirements of meeting bushfire asset protection zones in accordance with bushfire protection guidelines.
6.8. Construct an artificial detention basin before draining and removing the higher positioned rural dam so as to relocate any vertebrate or invertebrate fauna in the area, utilising the water from the dam (1)	The proposed detention basin will be constructed prior to reforming the earth at the existing dams.
<b>7.0 Visual Impact (1)</b>	
7.1. The proposed water tower and signage is unsightly and the water tower will be visible to residents of surrounding suburbs. (1)	The visual impact of the proposed development and the measures used in planning and design to reduce its impact on the visual landscape are addressed in Section 4.5 of the Part 3A Application EAR and supplemented in the View Analysis attached to this PPR. The nearest residential suburb is approximately 500m to the north of the site, and the proposed water theme park will be a very distant view, if visible at all, from surrounding residential suburbs.
7.2. Structures are super-sized, signage is too large and brightly coloured and overall the structures are unsightly and placed uncomfortably in the landscape. (1)	As above.



Issues in Public Submissions (Number of submissions in brackets raising issue)	Response
<b>8.0 Air Quality (1)</b>	
8.1. Increased traffic will impact upon air quality. (1)	Traffic associated with the proposed development will not have any significant impact on air quality. The emissions from vehicles is the subject of other legislation.
<b>9. ESD (1)</b>	
10.1. The park will result in increased usage of potable water. (1)	<p>The proposed water theme park propose to reuse stormwater collected in the detention pond and from roof rainwater tanks to achieve 90% of the water requirements of landscape irrigation, toilets and washdown areas in the water theme park.</p> <p>Potable water is needed for the water rides in order to meet relevant health and water quality standards which are not compatible with stormwater reuse. The water rides have been designed to minimise the amount of water usage including most significantly through the design of pools and landings that recapture the initial main water runoff from people exiting rides, and the use of water filters that require the minimum amount of water for backwash cleaning.</p>
<b>10. Other (5)</b>	
10.1. There will be issues with Sydney's water supply if water escapes into Prospect Reservoir. (1)	The boundary of the Prospect Reservoir catchment is Reservoir Road along the southern boundary of the site. The site of the proposed water theme park is in a different catchment to the north side of Reservoir Road draining to the north to Parramatta River away from Prospect Reservoir. Further, the proposed development will not affect the groundwater relating to Prospect Reservoir as explained in Section 4.11 of the EAR.
10.2. Development will make the it a less desirable area to live and decrease land values (2)	<p>The proposed water theme park development will provide a world class recreational and entertainment facility that will make a significant contribution to meeting the recreational needs and employment needs of the people of western Sydney, and thereby make the area a more desirable area to live.</p> <p>The site is within the area covered by the SEPP (Western Sydney Parklands) which allows a wide range of land uses and development including recreational and entertainment facilities, and prohibits residential use in the parklands.</p>
10.3. Land is zoned Open Space, the proposal is a 'jungle of brick walls, concrete' and can't be considered open space. (1)	The site is within the area covered by the SEPP (Western Sydney Parklands) which does not zone the area open space, but allows a wide range of land uses and development including recreational and entertainment facilities. The site is also nominated as a 'tourism hub' in the Plan of Management for the Western Sydney Parklands. The proposed development is consistent with these NSW Government plans for the Western Sydney Parklands.
10.4. Public consultation is inadequate. (1)	Consultation with stakeholders has been carried out by the proponent as described in the consultation report in Appendix R of the Part 3A Application EAR, and public consultation is being carried out by the Department of Planning and Infrastructure in accordance with the provisions of the Environmental Planning and Assessment Act.
10.5. The terms of the lease to Wet' N' Wild' should be made public. (1)	Public access to the lease is a matter that would need to be undertaken in accordance with the NSW Government's freedom of information processes under the Government Information (Public Access) Act 2009.
10.6. The general population of Blacktown will not be able to afford to patronage the development. (3)	Ticketing prices will be set according to market demand in order for the water theme park development to be patronised and viable.

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10.7. Concerns that if development is unsuccessful land will be sold and redeveloped for non-recreational use. (2)	The site is nominated as a 'tourism hub' within a recreational precinct in the Plan of Management for the Western Sydney Parklands, and any development needs to be in accordance with this plan of management.
10.8. Alternative sites should be considered. (3)	The site is nominated as a 'tourism hub' within a recreational precinct in the Plan of Management for the Western Sydney Parklands, and the proposed water theme park is in accordance with this plan of management.
10.9. Benefit to community and should ensure it is not sold to overseas company (1)	There is no intention for PAI/ Village Roadshow to sell the water theme park. In any case, the ownership of the water theme park is not a relevant planning consideration in the assessment of the Part 3A Application.
10.10. Increases the desire to live in Blacktown and in turn increases housing prices (1)	The proposal will not have any significant impact on house prices.