

31 October 2008

The Director General  
**Department of Planning**  
 23-33 Bridge Street  
 SYDNEY NSW 2000

Attention: Mr Michael File, Executive Director Strategic Sites and Urban Renewal

Dear Michael,

**Re: Bungarribee Industrial Estate: Stage 1 - Infrastructure, Eastern Creek, Blacktown;  
 Project Description Report**

**1.0 INTRODUCTION**

Goodman International Limited (Goodman) is proposing to develop the first stage of the Bungarribee Industrial Estate (formerly known as DOP Site 5 - Huntingwood West) in the Western Sydney Employment Hub at Brabham Drive, Eastern Creek (See Figure 1).

This Project Description Report has been prepared by Goodman to assist the Department of Planning's initial consideration of the proposal under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

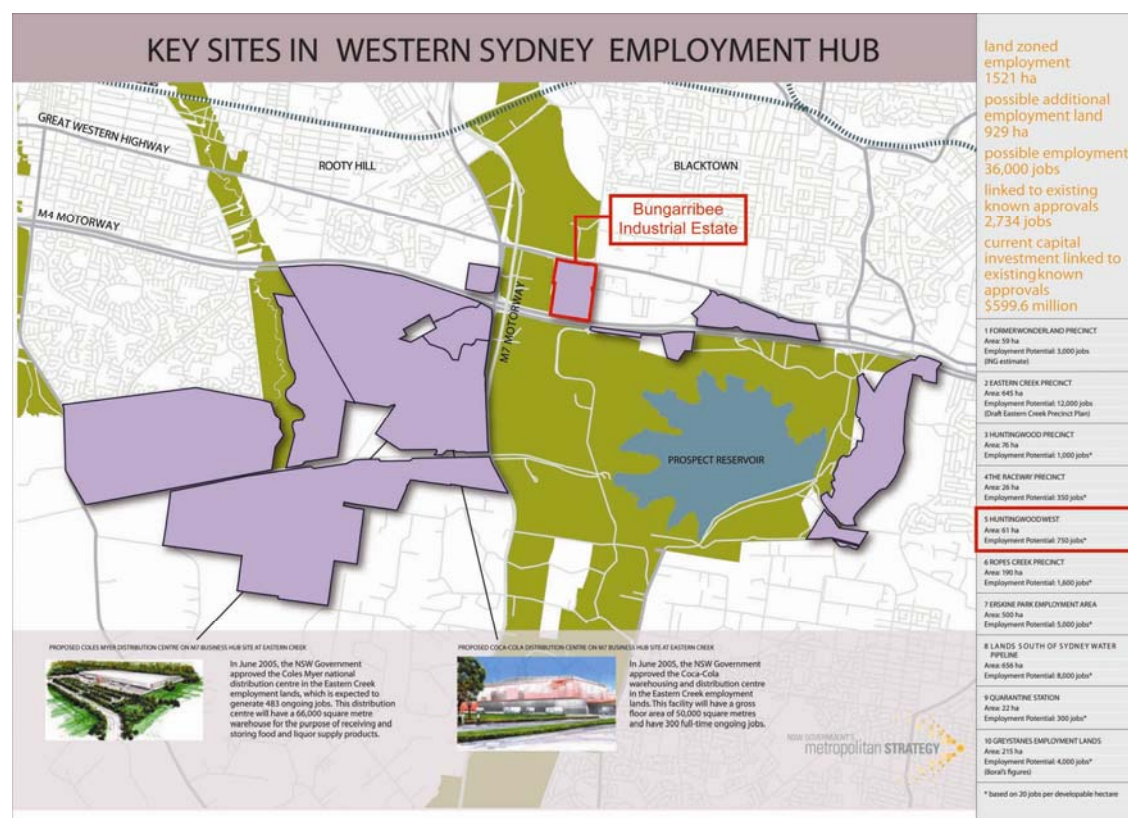


Figure 1: Regional Context Plan, showing Sydney's Employment Lands (Source: Metropolitan Strategy)

## 2.0 BACKGROUND

The Bungarribee Industrial Estate is a 56 ha parcel of land located within Blacktown LGA. It is bounded by Eastern Creek, the Great Western Highway, Brabham Drive and the M4 Motorway. It is legally described as Lots 1-6 in DP 1127100.

On the 25 September 2006, Landcom, on behalf of the then owner, lodged a concept plan for a 47 lot subdivision for employment uses, associates roads and services and infrastructure on the site and public open space. On the 9 December 2006, the Minister for Planning granted approval, subject to modifications, to the Concept Plan.

On 11 May 2007, the site was gazetted as a State Significant site in Schedule 3 of State Environmental Planning Policy (Major Projects) 2005 (Major Projects SEPP) and rezoned as IN1 General Industrial to promote employment generating uses on the site.

In August 2008, the Minister for Planning approved subdivision of the subject site into 6 lots to facilitate the staged transfer of land to the purchaser (Goodman) (See Figure 2).

## 3.0 LAND OWNERSHIP

Goodman is in the process of finalising the transfer of ownership for Lot 3 and is the purchaser under contract for the remainder of the site. The remainder of the site is owned by the Minister administering the *Environmental Planning & Assessment Act 1979*.

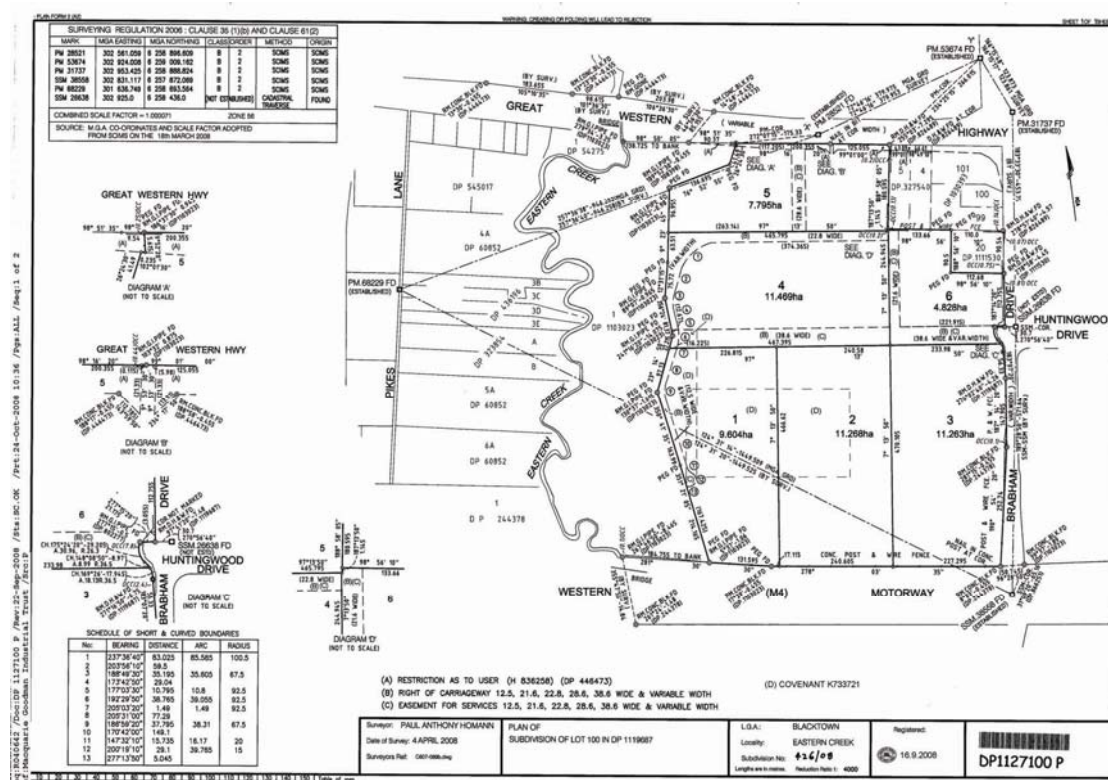


Figure 2: Approved Subdivision Plan

## 4.0 PROJECT OBJECTIVE

The objective of the project is to facilitate the development of the necessary infrastructure to service the estate. These works are contractually required to be undertaken by Goodman as the purchaser and must be completed under contract by August 2010.

## 5.0 LAND THE SUBJECT OF THIS APPLICATION

Huntingwood West is a 56 Hectare parcel of land bounded by Eastern Creek, the Great Western Highway, Brabham, Drive and the M4 Motorway (See Figure 3). The site is located within the Local Government Area of Blacktown.

The site is a rectangular shaped parcel and has a shallow fall westwards of approximately 15m between Brabham Drive and Eastern Creek.

The site mainly comprises open grassland areas. There are some areas of remnant Cumberland Plain Woodland in the north-east of the site. The Concept Plan approval acknowledges this vegetation and provides an offset regime to enable removal of this vegetation.

Historically, the site has been predominately used for agriculture.



Figure 3: Aerial Photograph

## 4.0 PROPOSED PROJECT

Goodman is currently preparing a project application for the first package of infrastructure works for development of the Bungarabee Industrial Estate referred to as '**Stage 1 – Infrastructure**'. This package is to include the following:

- Subdivision to create new development lots
- Construction of new intersections and internal estate roads in accordance with the statement of commitments in the approved Concept Plan;
- Bulk earthworks and stormwater management;
- Estate landscaping and offsite stormwater detention works; and
- Modifications to the development design controls.

The project has a total capital investment value of \$35million.

A summary of the project is included in Table 1 below:

**Table 1: Proposed Project Summary: Stage 1 - Infrastructure**

<b>Project Summary</b>	<b>Development of infrastructure and associated works to service the estate</b>
<i>Subdivision:</i>	Subdivision to create a range of development lot sizes to fulfil employment generating objectives.
<i>Earthworks:</i>	Bulk Earthworks to create pad levels across the development lots and internal road corridors
<i>Indicative Staging:</i>	Development staging would most likely follow the ordered take up of individual lot parcels by the purchaser as they are individually serviced.
<i>Capital Investment Value:</i>	\$35 million
<i>Internal &amp; External Roadworks:</i>	Construction of a new access road, with appropriate intersection treatment off Great Western Highway, construction of a new roundabout and access road at the intersection of Brabham Drive and Huntingwood Drive, a new park edge road adjacent to the Western Sydney Parklands and internal estate access roads.
<i>Infrastructure (General):</i>	Development of all infrastructure required to service the development
<i>Potable Water:</i>	Augmentation and extension of existing water supply at the Prospect Hill elevated system to meet demand.
<i>Sewer:</i>	Servicing of the site by the Quakers Hill sewerage system via a gravity main linked to the downstream Bungaribee carrier.
<i>Stormwater Management:</i>	To be constructed in accordance with the Concept Plan water sensitive urban design strategy, including the provision of off site drainage reserve that is linked to the Western Sydney parklands and the street network
<i>Electricity, Gas and Telecommunications:</i>	Connection and augmentation of existing system onto the site as required.
<i>Other Estate Works</i>	Estate landscaping and vegetation
<i>Environmental Conservation / Biodiversity:</i>	Removal of approximately 5.6ha of existing vegetation on the site.
<i>Community:</i>	Provision of a regional pedestrian / cyclepath of approximately 3km in the Western Sydney Parklands which connects to the site
<i>Design Controls:</i>	Minor modifications to the approved development design controls as approved by Landcom to improve flexibility of the ultimate development of the site. A summary of the proposed changes and brief description of the rationale is included in Appendix A.



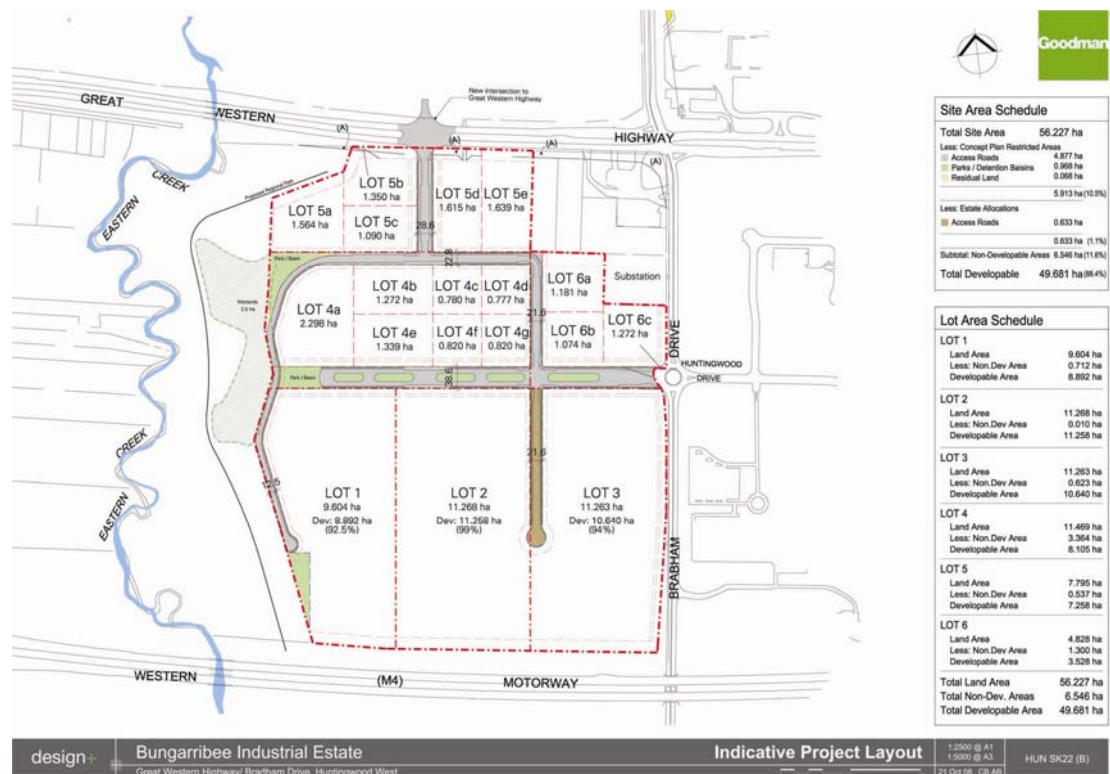


Figure 4: Indicative Project Layout

## 5.0 CONSULTATION

Agencies and other key stakeholders that may have an interest in the proposal and would be consulted during the application process include:

- Design Review Panel;
- Blacktown Council;
- Roads and Traffic Authority (RTA);
- Sydney Water;
- Integral Energy
- Western Sydney Parklands Trust;
- Department of Environment and Climate Change (DECC); and
- Department of Water and Energy (DWE)

It is not anticipated that any other agency approvals will be required.

## 6.0 STATUTORY CONTEXT

### Major Project

The proposal is classified as a major project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It involves subdivision of land within the Huntingwood West Precinct and therefore triggers the criteria in Clause 3 of Schedule 3 of *State Environmental Planning Policy (Major Projects) 2005*.

Consequently, the Minister for Planning is the approval authority for the project.

### Permissibility

The land is a State Significant Site under Schedule 3 of the Major Projects SEPP (Amendment No.14). It is zoned IN1 General Industrial. The objectives of this zone are as follows:

### **Clause 6 General Industrial:**

(1) *The objectives of this zone are as follows:*

- (a) to facilitate development for a wide range of employment-generating industrial, manufacturing, warehousing, storage or research purposes, including ancillary office space,*
- (b) to ensure development enhances the amenity of the Huntingwood West Precinct by including high quality landscaping, adequate building setbacks, high quality external finishes and the like,*
- (c) to encourage employment opportunities,*
- (d) to minimise any adverse effect of industry on other land uses.*

*(2) Development for the purpose of environmental protection works is permitted without development consent on land within Zone IN1 General Industrial*

*(3) Development for any of the following purposes is permitted only with development consent on land within Zone IN1 General Industrial:*

*Automotive and motor sport industry related uses; depots; freight transport facilities; light industries; neighbourhood shops; roads; transport depots; truck depots; warehouse or distribution centres.*

*(4) Except as otherwise provided by this Policy, development is prohibited on land within Zone IN1 General Industrial unless it is permitted by subclause (2) or (3).*

### **Clause 10 Subdivision – Consent requirements**

*(1) Land within the Huntingwood West Precinct may be subdivided but only with development consent.*

Accordingly, the proposal, being development for the purpose of subdivision, roads, and earthworks to facilitate future development for warehousing or distribution purposes, is currently permissible under the *Major Projects SEPP* as it permits development for this purpose with consent.

### **Other Environmental Planning Instruments**

The following environmental planning instruments are of relevance to the proposed Major Project:

- *REP 31 – Regional Parklands;*
- *SEPP (Major Projects) 2005;*
- *State Environmental Planning Policy (SEPP) – Infrastructure;*
- *SEPP 55 – Remediation of Land;*
- *Draft SEPP 66 – Integration of Land Use and Transport;*
- *Blacktown Local Environmental Plan 1998; and*
- *Huntingwood West Concept Plan and Statement of Commitments.*

## 6.0 ENVIRONMENTAL ISSUES

Goodman is currently undertaking an environmental assessment of the land the subject of the proposed project application. A brief summary of the scope of this environmental assessment is provided in the following table to identify the key environmental issues for further assessment and to assist in the preparation of the Director-General's environmental assessment requirements for the project.

**Table 2: Environmental Assessment Summary**

<i>Soil &amp; Water:</i>	<p><i>Geology and Soils:</i></p> <ul style="list-style-type: none"> <li>Assessment indicates no major geological or hydrogeological constraints to development of the site</li> <li>An Erosion and Sediment Control plan will be prepared for the proposal.</li> </ul> <p><i>Site Contamination:</i></p> <ul style="list-style-type: none"> <li>The site has been remediated. An independent Site Audit Statement was issued in February 2008 by site auditor Chris Jewell of CM Jewell and Associates certifying the site is suitable for industrial uses.</li> </ul> <p><i>Salinity:</i></p> <ul style="list-style-type: none"> <li>Some areas of the site are identified as having high salinity potential, particularly areas close to Eastern Creek and its tributaries. These areas will be further investigated and management strategies developed, in conjunction with this and subsequent project applications.</li> </ul> <p><i>Acid Sulphate Soils:</i></p> <ul style="list-style-type: none"> <li>The site has a negligible risk of containing acid sulphate soils, given its elevation and location.</li> </ul> <p><i>Riparian Areas / Waterbodies:</i></p> <ul style="list-style-type: none"> <li>Eastern Creek is a category 1 stream which runs in a north-south direction nearby the western boundary of the site. There are no categorised streams or waterbodies located on the site</li> <li>The proposed development would avoid works within the Eastern Creek riparian zone.</li> </ul> <p><i>Flooding:</i></p> <ul style="list-style-type: none"> <li>Areas of Eastern Creek and its tributaries are subject to flooding</li> <li>The proposed development would result in some impact on the mapped 1in100yr flood event. A Flood Study will be prepared to ensure off site flood impacts are appropriately mitigated.</li> </ul> <p><i>Drainage / Stormwater Management:</i></p> <ul style="list-style-type: none"> <li>Stormwater will be managed in order to ensure that the development does not result in any net impact on the water quality or quantity of Eastern Creek</li> <li>A stormwater management plan will be prepared in accordance with the Concept Plan best practice Water Sensitive Urban Design measures.</li> </ul>
<i>Noise:</i>	<ul style="list-style-type: none"> <li>The site is located adjacent to an existing industrial area, however sensitive receivers in the surrounding area include rural residential land users to the west</li> <li>A Noise Impact Assessment will be carried out to ensure that the development will not result in a significant noise impact to surrounding land users</li> </ul>
<i>Air Quality:</i>	<ul style="list-style-type: none"> <li>The proposal is not expected to generate significant air emissions – dust emissions during construction works are to be managed by the adoption of standard best practice dust management measures.</li> </ul>
<i>Flora and Fauna:</i>	<ul style="list-style-type: none"> <li>A Flora and Fauna Survey and assessment of the site was undertaken by Eco Logical Australia and was submitted to the Department of Planning as part of the approved Huntingwood West Concept Plan. The report concludes that no threatened flora or fauna species have been recorded on the site. The report also includes a vegetation offset strategy to counterbalance the approved removal of approximately 5.6ha of Cumberland Plain Woodland from within the eastern area of the site</li> <li>The proposed development would result in the clearing of the approximately 5.6ha of Cumberland plain woodland in accordance with the approved Concept Plan and offset strategy.</li> </ul>
<i>Indigenous Heritage:</i>	<ul style="list-style-type: none"> <li>An Aboriginal Archaeology Assessment has been carried out by Jo McDonald Cultural Heritage Management Pty Ltd for the Concept Plan</li> </ul>

	<ul style="list-style-type: none"> <li>Two surface archaeological sites and one area of potential archaeological deposit (PAD) were recorded within the site which would be directly impacted on by the Concept Plan. The report also recommends the identification of a conservation zone that encompasses a range of representative landscapes with the best conservation potential. This conservation zone is likely to be centred on the riparian zone of Eastern Creek and does not constitute land subject to this application</li> <li>Further archaeological excavation investigations are however required in the potential impact areas of the identified PAD. A s87 permit is currently being sought from DECC to conduct these activities.</li> </ul>
<i>Historical Heritage:</i>	<ul style="list-style-type: none"> <li>A Heritage Impact Statement (HIS) was prepared by Godden Mackay Logan with the Huntingwood West Concept Plan. The site is not listed as containing any significant heritage items, nor is it listed on the State Heritage Register. However, the report concludes that there are elements in the landscape that have environmental and cultural heritage value and that these should be addressed in the detailed planning of the site. Accordingly, further investigation will be conducted to determine the potential heritage significance of identified relics and determine a management strategy as appropriate.</li> </ul>
<i>Traffic &amp; Transport:</i>	<ul style="list-style-type: none"> <li>A Transport and Accessibility Management Plan (TMAP) was prepared by Maunsell to support the concept plan. A traffic impact assessment of the proposed development and comparison with the approved concept plan will be undertaken including updating traffic counts at key intersections as well as a detailed assessment of the proposed development with reference to intersection performance, internal access, car parking requirements and anticipated construction traffic.</li> </ul>
<i>Visual Amenity:</i>	<ul style="list-style-type: none"> <li>A Visual Assessment prepared by Richard Lamb and Associates was prepared for the Concept Plan. The recommendations of this study will be referred to in the preparation of this project application.</li> </ul>
<i>Hazards:</i>	<ul style="list-style-type: none"> <li>The proposal is not expected to involve any significant hazards (such as significant dangerous goods storage).</li> </ul>
<i>Construction Management</i>	<ul style="list-style-type: none"> <li>A Construction Environmental Management Plan for the construction phase of the development to manage the environmental impacts associated with noise, traffic, waste, erosion and sedimentation control would be submitted prior to construction.</li> </ul>

## 7.0 CONCLUSION

Goodman trusts that the information contained in this Project Description Report provides the Department of Planning sufficient information to enable its initial consideration of the proposed **Bungarribee Industrial Estate: Stage 1 – Infrastructure** under Part 3A of the EP&A Act. In this regard, Goodman requests that the Department:

- Seek the opinion of the Minister for Planning that the **Bungarribee Industrial Estate: Stage 1 – Infrastructure** is a project to which Part 3A of the EP&A Act applies;
- Issue Director-General's environmental assessment requirements for the Major Project application under Section 75F of the EP&A Act respectively; and
- Obtain authorisation from the Parklands Trust consenting to the carrying out of works on the parklands land in accordance with the terms of the Concept Plan.

Should you require any further information, please do not hesitate to contact the undersigned on (02) 9230 7297.

Yours faithfully,



**Richard Seddon**  
Planning Manager



## APPENDIX A:

Proposed modifications to the *Development Design Controls* document, referred to in SCHEDULE 2, item A2(d) *Employment Lands (Huntingwood West) – Volume 1 Appendix C – Development Design Controls*, dated November 2006 and prepared by Architectus Sydney Pty Ltd, of the Instrument of Approval (MP 06\_0203) dated 9 December 2006

Item	Description of proposed changes (deletions shown with <del><b>bold strikethrough</b></del> and additions shown in <b><i>bold italics</i></b> )	Reason / comment
3.5	<b>Landscape and Drainage Network</b>  b) <del>25m</del> 15m wide landscape setbacks to Great Western Highway <del>and Brabham Drive</del>  c) <del>40m</del> 20m wide vegetated buffer to the M4 provides acoustic and visual separation	Changes consistent with Blacktown Industrial DCP which applies to adjacent industrial areas and Huntingwood East Draft Precinct Plan
4.1.1	<b>Subdivision Layout (Controls):</b>  f) <del>40m 20m</del> wide vegetation buffer is to be provided to the M4 Motorway <b><i>measured from the site boundary</i></b>	Changes consistent with Blacktown Industrial DCP and Huntingwood East Draft Precinct Plan and consistent with adjacent industrial development
4.1.2	<b>Minimum Lot sizes and dimensions:</b>  a) <b><i>Industrial use</i></b> lots are to have a minimum land area of 4,000sqm b) <b><i>Industrial use</i></b> lots are to have a minimum width at the building line of 45m	Smaller lots may be required for utilities and services
4.6.1	<b>General Design Principles (Controls):</b>  <b><i>The identified development controls may not be the only means of achieving the identified objectives. Individual applications may request a variation to any control, provided that it can be demonstrated that the applicable design objective will still be achieved. Any application for a variation will be accompanied by written documentation outlining the reasons for the variation and demonstrating that the objective has been achieved.</i></b>  b) No loading docks are to be located facing the Parklands, Great Western Highway, <b><i>and should be discouraged from fronting the Eco median Road or collector roads</i></b>  c) <del>Parking areas and service loading areas are to be located behind the building line</del>	To provide acknowledgement that compliance with development controls is not always possible, or warranted, as long as the intent of the objectives is achieved  Depending on the final design scheme it will not always be possible to prevent any loading and servicing from fronting the internal streets within the estates – accordingly this should be assessed on the merits of the individual proposal.
4.6.2	<b>Frontage Development</b>  e) <del>Where an allotment has its primary street frontage to a collector street a minimum of 60% of the primary building façade at ground level is to be activated by the inclusion of offices, showrooms, building entry ways and the like located to face the street</del>  f) <del>Where an allotment has its primary street</del>	Changes to frontage development are consistent with the Erskine Park Employment Area DCP, Penrith Council

	<p><del>frontage to a local street or has a frontage to the Parklands or the Park Edge Road, a minimum of 40% of the primary building façade at ground level is to be activated by the inclusion of offices, showrooms, building entryways and the like, located to face the street.</del></p> <p>e) <b>Building elevations with frontage to a street must present a building form of significant architectural and design merit. For instance, the primary building façade at ground level should be activated by the inclusion of offices, showrooms, building entry ways and the like, or other elevational design treatments to modulate and articulate the facade</b></p> <p>g) Loading docks, loading areas and external storage areas are not permitted along Parklands or park edge road frontages, <b>unless adequately screened by landscaping and/or otherwise integrated with the design composition of building elevations, to the satisfaction of the Director-General</b></p>	
4.6.3	<p><b>Site Cover:</b></p> <p>a) A maximum site coverage of <del>60%</del> <b>65%</b> <b>including awnings</b></p> <p><b>Setback Controls:</b></p> <p>a) Buildings are to be setback:  <del>25m</del> <b>20m</b> from Great Western Highway of which 15m must be utilised for landscaping;  <b>20m from the site boundary of M4 Motorway of which 20m must be utilised for landscaping.</b></p> <p>10m from the alignment of other roads of which <del>all</del> <b>7.5m</b> is to be utilised for landscaping.</p> <p><b>Other Design Controls:</b></p> <p>e) The use of metal and tilt up cladding is discouraged on front elevations, unless it can be satisfactorily demonstrated that it forms part of the architectural design solution in association with masonry, glass and other high quality materials.  <b>Where a side or rear façade is visible from the public domain, the use of metal and tilt up cladding must only comprise 50% of that wall's cladding material.</b></p>	<p>Changes to Site Cover are consistent with Huntingwood East draft Precinct Plan. Higher site cover enables greater efficiency of land use and greater employment opportunities. Setbacks consistent with:</p> <p>Blacktown Industrial DCP 2006:</p> <ul style="list-style-type: none"> <li>• 20m building setback from the street alignment of a road zoned 5(b)</li> <li>• 10m of the street alignment of a road zoned 5(c) or an industrial collector road, e.g. Huntingwood Drive</li> <li>• 7.5m of the street alignment of any other road</li> </ul> <p>Huntingwood East Draft Precinct Plan:</p> <ul style="list-style-type: none"> <li>• 20m from the Great Western Highway of Which 10m must be utilised for landscaping;</li> <li>• 20m from the M4 Motorway Corridor of which 10m must be utilised for landscaping; and 7.5m from other road of which all is to be used for landscaping</li> </ul>
4.6.5	<p><b>Parking (Controls):</b></p> <p>b) Car parking is to be located behind the required minimum front <b>landscape</b> setback area</p> <p><b>Car Parking Rate Table:</b></p> <p><b>The approval authority may consider a variation to the parking rate for developments if the applicant can justify the variation with a traffic study on the basis of type of use, type of employment and number of employees</b></p>	<p>Specific development car parking needs may necessitate a departure from the stipulated controls, the proposed amendment is consistent with the Huntingwood East Draft Precinct Plan</p>
4.6.6	<b>Loading and Servicing (Controls):</b>	Smaller unit developments may

	<p>a) Vehicular access, manoeuvring and loading areas are to be separated from car parking areas <b>where possible</b>.</p>	<p>require sharing of car parking and loading and serving areas if supported by a traffic assessment</p>
<b>4.6.9</b>	<p><b>Private Domain Signage (Controls):</b></p> <p>b) Freestanding <b>advertising</b> signs are not permitted on frontages facing the Great Western Highway or the M4 Motorway. Signage is limited to fascia signs only identifying the business located on the site.</p>	<p>To clarify the exact nature of the sign not permitted</p>
<b>4.6.10</b>	<p><b>Fences and Walls (Controls):</b></p> <p>b) <del><b>In general no fencing other than a low feature wall may be erected on any site at the entry driveway.</b></del></p>	<p>Tenant security requirements often make these requirements difficult to achieve due to lease boundaries requiring security fencing.</p> <p>There are no controls regarding fencing in the Blacktown Industrial DCP 2006</p>