

20 December 2010

Director General
NSW Department of Planning
23-33 Bridge Street
Sydney NSW 2000
Attention: Chris Ritchie

Dear Chris

Re: Bungaribee Industrial Estate – Infrastructure (MP 08_0225) – response to RTA submissions

Further to public exhibition of the Stage 1 Infrastructure Project – Bungaribee Industrial Estate (MP 08_0225), a number of submissions were received in relation to the project. The parties were as follows:

- Blacktown City Council;
- Integral
- Ministry of Transport;
- Department of Water; and
- Arnotts (adjoining landowner).

The response to these comments was contained with Goodman letters dated 26 November 2010 and subsequent letter of 2 December 2010, following these responses a submission has been received from;

- RTA dated 13 December 2010.

In accordance with Section 75H(6) of the *Environmental Planning and Assessment Act 1979*, the following is a response to the issues raised in the RTA submission;

RTA:

Issues Raised	Goodman Response
1. Transport Infrastructure Contribution Deed	
GHWT (Trust Company Limited as custodian of the GGAIF Huntingwood West Trust) shall pay the contributions due in respect of individual land parcels of GHWT Land within the Bungaribee Industrial Estate Stage 1 (or deliver Works in Kind) to the RTA (or as it directs in writing) in accordance with the signed Transport Infrastructure Contribution Deed between the Roads and Traffic Authority, Trust Company Limited and the Minister Administering the	Noted.

Environmental Planning and Assessment Act,
1979, dated 13 September 2010.

2. Upgrade of the Great Western Highway / Doonside Road / Brabham Drive intersection

a) The proposed civil works and signal modifications (including a cycleway crossing) for the construction of the upgrade to the Great Western Highway / Doonside Road / Brabham Drive intersection shall be designed in accordance with the approved Concept Plan, to meet the RTA's requirements, and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. The certified copies of the civil / signal design plans shall be submitted to the RTA for consideration and approval prior to the issue of the first Construction Certificate for the proposed subdivision.

Noted, RTA approval will be obtained prior to works being carried out. If consent timeframe needs to be referenced, Goodman request that these works are conditioned to be complete prior to the Occupation Certificate being issued for the Metcash development as per item (c) below with no reference to timeframe for submission of plans being required.

The RTA fees for administration, plan checking, civil / design works inspections and project management shall be paid by the developer prior to the commencement of works.

b) The developer may be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the Works Authorisation Deed (WAD) will need to be executed prior to the RTA's assessment of the detailed civil / signal design plans.

Noted. Linked to previous point on timing.

c) The upgrade of the above intersection is to be fully constructed to RTA requirements prior to the issue of the first Occupation Certificate by the Principal Certifying Authority for the first for the first Development Event within the proposed subdivision.

Noted.

3. Construction of 4-way intersection at Road No.1 and the Great Western Highway

a) The proposed signalisation and civil works for the construction of the 4-way intersection (including cycleway connections) at proposed Road No.1 and the Great Western Highway, shall be designed in accordance with the approved Concept Plan, the meet the RTA's requirements, and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. The certified copies of the civil / design plans shall be submitted to the RTA for consideration prior to the issue of the

Noted on the design criteria, however the timing for submission of certified civil / design plans is not appropriate. Goodman agree to the plans being approved by the RTA prior to the issue of the Construction Certificate for proposed Road No.1, reference to the submission of plans is then not required.

first Construction Certificate for the proposed subdivision.

These plans must be approved by the RTA prior to the issue of the Construction Certificate for proposed Road No.1.

The RTA fees for administration plan checking, civil / signal works inspections and project management shall be paid by the developer prior to the commencement of works.

4. Pedestrian Access and Circulation

A 3 metre wide shared pedestrian / cycleway shall be constructed to Blacktown City Council requirements within the proposed subdivision and a connection provided from the internal road network to the Great Western Highway and Brabham Drive.

A 3m wide cycleway will be provided to the Huntingwood Drive extension (Road 4) connecting Brabham Drive with the new 3m wide cycleway to be provided within the Western Sydney Parklands. The parklands cycleway will be connected to the new 4-way intersection at the Great Western Highway along with the appropriate cycleway crossing. Roads 1, 2 & 3 will not be provided with a 3m cycleway due to road reservation constraints.

The shared path in proposed Road No.1 is to be extended across the Great Western Highway to provide a link to the future shared path to be constructed on the northern side of the Great Western Highway (Page 20)

As noted above, Road No.1 does not contain a shared path, the connection to the Great Western Highway intersection will be via the parklands cycleway. Appropriate crossing design will be provided at the intersection and extended to the north of the Great Western Highway for future parklands use.

In addition to the above, a 3 metre wide shared pathway shall be provided along Brabham Drive to establish a direct link from the shared pathway at the intersection of Brabham Drive and proposed Road No.4 to Blacktown City Council's proposed shared path to Doonside and Doonside Railway Station – as identified in Figure 9 – Cycle network (Source Blacktown City Council Liaison, 2006), page 20, Bungarribee Industrial Estate, Traffic Impact Assessment.

Goodman agree to providing a 3m shared pathway to the extent of Lot 6 in DP1127100 as this forms part of the future Goodman estate, however provision of extended bike-path beyond this area to the Great Western Highway will be subject to detailed design and discussions with the appropriate land owners at the time.

5. Direct Vehicle Access

No direct vehicular access is to be provided to the Great Western Highway except at the proposed signalised intersection of Road No.1

Noted.

No direct vehicular access is to be provided to Brabham Drive except at the proposed intersection of proposed Road No.4 / Brabham Drive / Huntingwood Drive.

Noted.

No direct vehicle access is to be provided from

Goodman agree that limited access to these

the adjacent property to proposed Road No.1	lots from Road No.1 will be likely due to the proximity to the new 4-way intersection but believe future development applications would be subject to appropriate road safety reviews and detailed design to determine access limitations.
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No direct vehicular access is to be provided to the M4 Motorway.	Noted.
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6. Landscaping

All landscaping and plantings at the intersection of the Great Western Highway and proposed Road No.1 shall be of a frangible nature and shall not restrict sight distance to pedestrians or vehicles.	Noted.
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7. Construction Traffic

A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council and the RTA, for approval, prior to the issue of a construction certificate.	Goodman suggest alternative wording be considered for the consent, to provide that Goodman will prepare the Construction Traffic Management Plan in consultation with Council and the RTA to the satisfaction of the Director-General.
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8. Signposting

All works/regulatory signposting associated with the proposed development are to be carried out at no cost to the RTA.	Noted.
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Advisory Comments

1. The proposed access roads are to be designed and constructed to Blacktown City Council's standards and be appropriately designed to accommodate turning movements associated with semi trailers and b-doubles.	Noted.
2. The RTA has no other approved proposal that requires any part of the subject property for road purposes. Therefore, there are no objections to the development on property grounds.	Noted.
3. The car parking provision is to be the Department of Planning's and Blacktown City Council's satisfaction.	Noted.
4. The developer shall be responsible for all public utility adjustment / relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.	Noted.



Should you wish to discuss further please do not hesitate to contact the undersigned on (02) 9230 7402.

Yours sincerely

A handwritten signature in dark ink. The signature is a cursive, stylized "BQ" that is very dense and circular, followed by a long, thin horizontal line extending to the right.

Brendon Quinn
Development Manager