

**MAJOR PROJECT ASSESSMENT:
Bungarribee Industrial Estate
Stage 1: Infrastructure Works and
Modifications to Concept Plan
Design Controls**



Director General's
Environmental Assessment Report
Section 75I of the
Environmental Planning and Assessment Act 1979

January 2011

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EXECUTIVE SUMMARY

Goodman International Pty Ltd (Goodman) proposes to develop the first stage of the Bungarribee Industrial Estate (Huntingwood West), which comprises approximately 56ha of employment lands, located in the Blacktown Local government area.

The Stage 1: Infrastructure Project (MP 08_0225) involves infrastructure works, such as the construction of internal roads and upgrades to intersections; bulk earthworks; estate landscaping; and stormwater and drainage management. Concurrently, Goodman is seeking to modify the Concept Plan Approval for the site (MP06_0203 MOD 1), to reflect the revised subdivision layout and design controls.

In December 2006, the then Minister for Planning approved a concept plan (MP06_0203), proposed by Landcom, for development of the Bungarribee Industrial Estate as an employment use, under Part 3A of the Act (Figure 1). In May 2007, the site was gazetted as a State Significant Site (SSS) in Schedule 3 of the *SEPP (Major Development) 2005* and rezoned as IN1 General Industrial, to facilitate employment uses.

A Major Project application (08_0055) was approved by the Minister in August 2008, for the subdivision of the site into 6 consolidated lots, referred to as 'Super Lots' (see Figure 2) to facilitate the staged purchase of the site by Goodman. Goodman currently owns Lot 1 and 2 and is due to purchase Lot 3 in 2012, with the remainder of the estate to be purchased on a staged basis.

The Stage 1 Project has a capital investment value of approximately \$42 million and is expected to generate up to 100 construction jobs, and support approximately 800 jobs once the estate is fully operational. The project constitutes a 'major project' under Part 3A of the *Environmental Planning and Assessment Act 1979* (the Act), and consequently the Minister is the approval authority.

During the exhibition period, the Department received 6 submissions on the proposal, including 5 from Government agencies, and 1 from the community. These submissions raised concerns broadly in relation to contributions, stormwater infrastructure and maintenance; roads; construction traffic impacts; and landscaping.

The Department has reviewed the submissions in detail, and assessed the Environmental Assessment (EA) in accordance with the objectives of the Act.

The Department is satisfied the project is consistent with the State Plan and the broader strategic planning objectives for the area. The project is also considered to be compatible with the future desired character of the area, under the NSW Government's Sydney Metropolitan Plan, having significant social and economic benefits for the local area through the provision of increased employment opportunities. The project would also provide significant capital investment for the western Sydney area.

The Department considers that the potential environmental impacts of the project can be adequately mitigated and/or managed to ensure an acceptable level of performance and has recommended a range of conditions to ensure this occurs.

In summary, the Department considers that the site is suitable for the proposed development, and that the project offers significant economic benefits for the region. Further, the Department considers the project meets the concept plan vision for the site to '*become a state of the art green employment estate with a strong connection to the Western Sydney Parklands, incorporating best practice urban design and environmentally sustainable initiatives*'.

Consequently, the Department considers that the development of Stage 1 of the Bungarribee Industrial Estate is in the public interest and should be approved, subject to conditions.

1. BACKGROUND

1.1 Background

On 9 December 2006, the then Minister for Planning approved a concept plan (MP06_0203) proposed by Landcom, for the Bungaribee Industrial Estate, under Part 3A of the Act (Figure 1).

The concept plan approval provides for the creation of employment lands over a 56ha site, including:

- a 47 lot subdivision for employment generating uses;
- associated roads, services and infrastructure; and
- public open space.



Figure 1: Approved Concept Plan (06_0203)

On 11 May 2007, the site was gazetted as a State Significant Site (SSS) in Schedule 3 of the *SEPP (Major Development) 2005* and rezoned as IN1 General Industrial, to facilitate employment uses. Approximately 49.6ha of the site is developable for employment uses.

The development of the land for employment and industrial use was originally proposed by Landcom. The assessment of the Concept Plan involved consultations with Blacktown City Council, the Western Sydney Parklands Trust and the RTA, and included subdivision of the site; the provision for roads, services and infrastructure requirements; and stormwater drainage and management. A number of requirements were included in the approval for the delivery of infrastructure and contributions.

In August 2008, the Minister for Planning approved a Major Project application (08_0055), for the subdivision of the site into 6 consolidated lots, referred to as 'Super Lots' (see Figure 2) to facilitate the staged purchase of the site by Goodman.

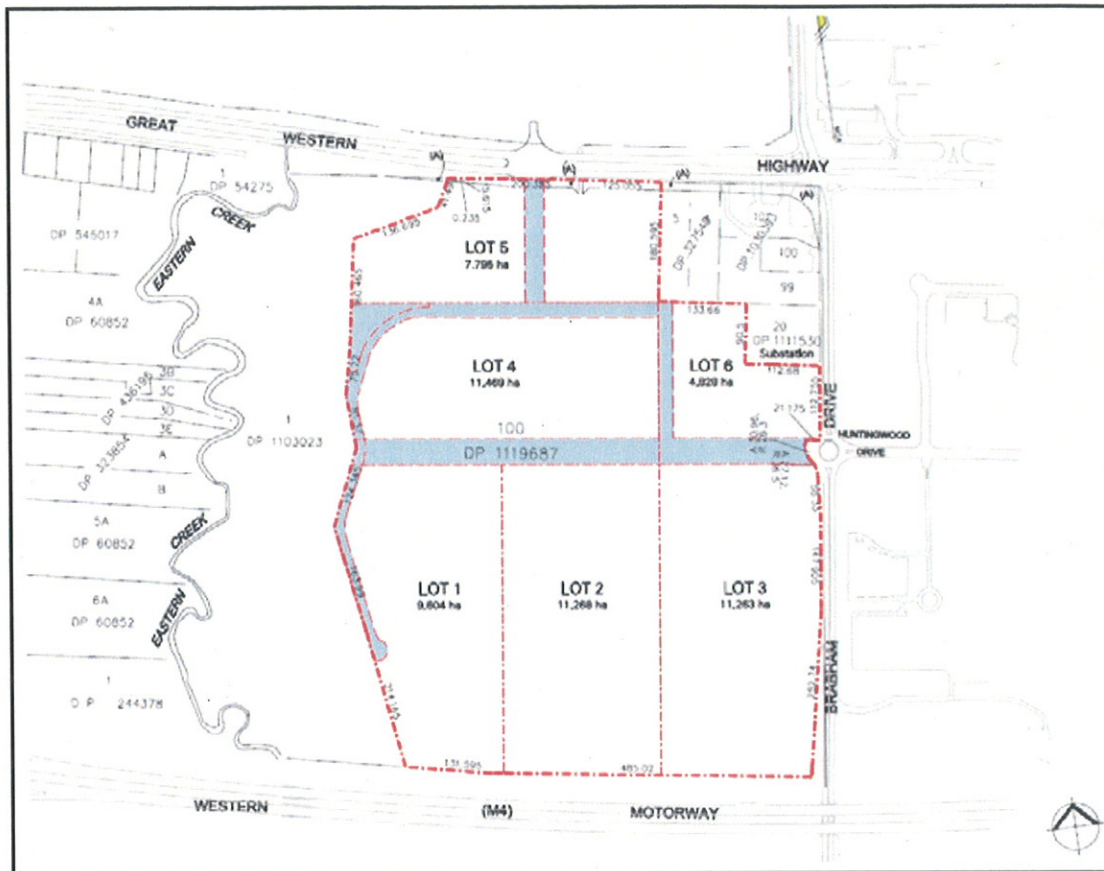


Figure 2: Approved "Super Lot" Subdivision (08_0055)

Since 1999, the Western Sydney region has been identified as a strategically important area for employment use, due to its proximity to major regional road infrastructure. The importance of the region is reflected in the expansion of the employment area through the gazettal of the *State Environmental Planning Policy (Western Sydney Employment Area)* (WSEA SEPP) in 2009. The area spans four local government areas - Fairfield, Penrith, Blacktown and Holroyd (see Figure 3).

The development of a number of precincts within the WSEA is well advanced. The Minister has approved a number of developments within Eastern Creek and Erskine Park, including warehousing and distribution centres, manufacturing facilities and data facilities. In addition Concept Plan applications for the Minchinbury Employment Park and Oakdale Central have also been approved by the Minister.

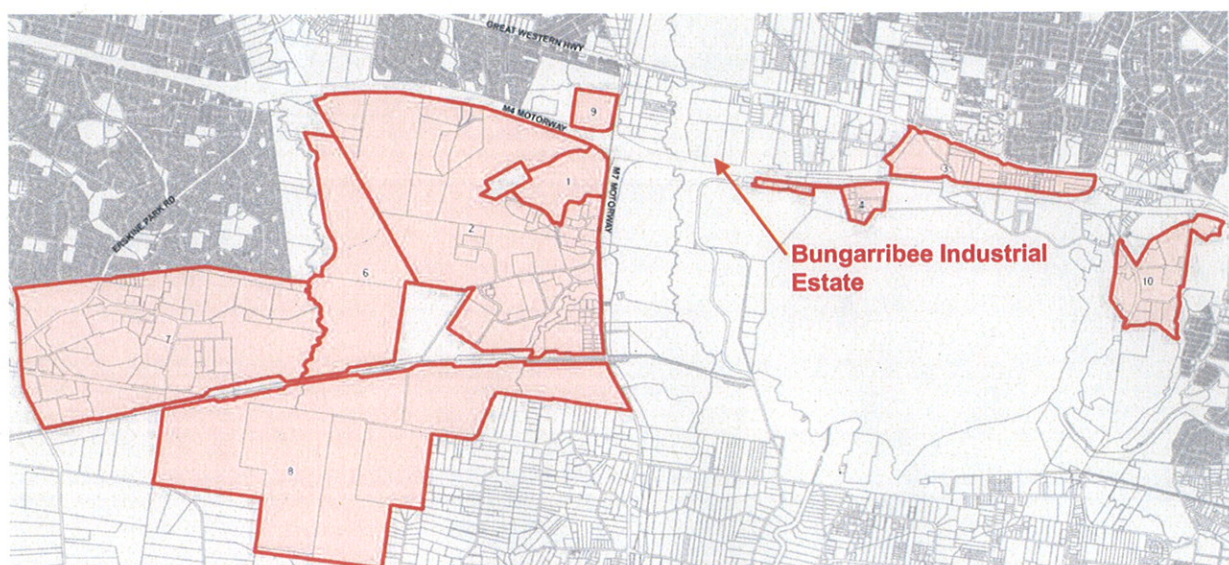


Figure 3: Western Sydney Employment Area

The Bungarribee Industrial Estate was not included as a component of the WSEA as the site had previously been gazetted as an SSS and rezoned for industrial use. However, the site is strategically located near the intersection of the M4 and M7 Motorways (Lighthorse Interchange), providing access to Kingsford-Smith Airport, Sydney orbital road network, Port Botany and the national highway network.

1.2 Site History

The 56ha site, located in the Blacktown local government area, was formerly used for agricultural purposes, including poultry farming and market gardening. The site has also been used for horse services such as agistment, stabling and training.

Goodman currently owns Lots 1 and 2 and is due to purchase Lot 3 in 2012, with the remainder of the estate to be purchased on a staged basis.

1.3 Location and Surrounding Land uses

The site is bound by the M4 to the south, the Great Western Highway to the north, Brabham Drive to the east, and Western Sydney Parklands to the west (see Figure 4). The Western Sydney Parklands is the largest urban park system in Australia, spanning 27 kilometres through western Sydney and comprising 5,280 hectares of parklands.

The nearest residential receivers, a few scattered properties, lie to the west of the site on Pikes Lane, approximately 400-500m from the proposal site.



Figure 4: Site Location

Eastern Creek runs north-south on the western side of the site and Eastern Creek Raceway lies south-east of the site, beyond the M4 Motorway. To the east of the site lies Huntingwood and Arndell Park which largely comprise industrial uses. Stretching from the north east to the north-west are the residential areas of Mount Druitt, Rooty Hill, Doonside and Blacktown.

2. PROPOSAL

2.1 Project Description

Goodman International Pty Ltd (Goodman) proposes to develop the first stage of the Bungarribee Industrial Estate, involving infrastructure works such as the construction of roads and intersection

upgrades; bulk earthworks; estate landscaping; stormwater and drainage management (MP 08_0225) (see Figure 5).

The proposal also seeks amendments to the Concept Plan, involving modifications to the development design controls and subdivision layout of the site (MP 06_0203 MOD 1) (see Figure 6). The development control amendments are proposed to maximise employment generation in a manner that reflects the objectives set out in the Concept Plan, while at the same time brings the landscaping and setback widths in line with developments located in surrounding industrial estates and those fronting the M4 and Great Western Highway.

The two components of the proposed works are discussed in further detail below.

MP08_0225 – Stage 1: Infrastructure Works:

The project has been designed to be generally consistent with the previously approved Concept Plan for the Bungarribee Industrial Estate, and involves:

- subdivision of site to create seven development lots and two drainage lots;
- construction of internal estate roads, including a new four way intersection treatment to Great Western Highway, a new access road at the intersection of Brabham Drive and Huntingwood Drive, and a new park edge road adjacent to Eastern Creek;
- bulk earthworks;
- development of all infrastructure required to service the development (including water, sewer, stormwater management, electricity, gas and telecommunications);
- landscaping;
- construction of a 3 kilometre regional shared (bicycle and pedestrian) path in the Western Sydney Parklands; and
- offsite stormwater drainage reserve within the Western Sydney Parklands.



Figure 5: Proposed Stage 1: Infrastructure Works



Figure 6: Proposed Subdivision

06 0203 MOD 1 - Modifications to the Concept Plan:

- larger lot sizes due to a reduction in the proposed internal road reservation corridor;
- slight variations to the internal estate road layout (intersections with Great Western Highway and Brabham Drive would remain unchanged);
- slight variations to the stormwater management strategy for the estate;
- an increase in site coverage of buildings from 60% to 65%; and
- a reduction in building setbacks and landscaped buffer areas.

Table 1 identifies the changes in setbacks and landscape buffers.

Table 1: Setbacks and Landscape Buffer Concept Plan Departures

Setbacks and Landscape Buffers	Concept Plan Approval	Proposed Modification
Great Western Highway	25m Building 20m Landscape	20m Building 15m Landscape
M4 Motorway	40m Building 40m Landscape	20m Building 20m Landscape
Brabham Drive	15m Building 10m Landscape	15m Building 10m Landscape
Eco-median	15m Building 10m Landscape	15m Building 10m Landscape
Local Roads	10m Building 10m Landscape	7.5m Building 7.5m Landscape
Park Edge Road	15m Building 10m Landscape	10m Building 7.5m Landscape

A summary of the main components of the project are outlined in Table 2 and depicted in Figure 5. The project is described in full in the EA, which is attached as Appendix I, and the Proponent's Response to Submissions attached as Appendix G.

Table 2: Major Components of the Bungarabee Industrial Estate: Stage 1 Infrastructure Project

Aspect	Description
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Aspect	Description
Project Summary	The project involves the subdivision of the site; construction of internal estate roads and a new intersection to the Great Western Highway; bulk earthworks and landscaping; as well as onsite and offsite stormwater management. Concurrently, Goodman is seeking to modify the Huntingwood West (Employment Lands) Concept Plan Approval (06_0203), to reflect the revised subdivision layout of the site and amended Design Controls.
Construction	The proposal involves staged construction over approximately 18 months.
Subdivision	The site would be subdivided into seven developable lots, three drainage/park lots, one road corridor and one services lot.
Earthworks	19 bulk excavation pad levels for development lots and grading of the site for the construction of estate roads and the detention basin would be required. After bulk excavation is complete detailed earthworks, infrastructure and site servicing, as well as the landscaping of stormwater basins and road reserves would be undertaken.
Access and Roads	<p>Construction of the internal road network would comprise of four roads. Other road works would include the construction of a new four way intersection treatment off the Great Western Highway, a new access road at the intersection of Brabham Drive/ Huntingwood Drive, as well as a new Park Edge Road adjacent to the Western Sydney Parklands.</p> <p>Goodman proposes to dedicate all completed internal roads to Council for maintenance. Council and Goodman have agreed to terms to enter into an agreement for the construction and delivery of road infrastructure in accordance with Council requirements.</p>
Stormwater	<p>Goodman proposes stormwater quality and quantity management to be undertaken in an off site drainage reserve within the Western Sydney Parklands area to the west of the site, generally in accordance with the Concept Plan approval.</p> <p>Goodman proposes to transfer ownership of the constructed wetland basin to the Western Sydney Parklands Trust (WSPT) for ongoing management and maintenance. Goodman and WSPT have agreed to terms to enter into an agreement for the construction and delivery of the wetland basin to be developed to the appropriate standard, in accordance with WSPT requirements.</p>
Potable Water, Electricity, Sewer, Gas and Communications	<p>Existing services in the area include:</p> <ul style="list-style-type: none"> • Sewer - 375mm main located on the eastern side of Brabham Drive; • Water – mains varying from 150mm to 600mm along the Great Western Highway and Brabham Drive; • Electrical – overhead transmission lines along the Great Western Highway; • Communications – 100mm diameter conduits linking the estate with the Blacktown exchange are located within Brabham Drive; • Gas – 110mm main located along Brabham Drive and the Great Western Highway. <p>Connection and augmentation of existing services to the site would be required.</p>
Capital investment Value	\$42,000,000

2.2 Contributions

The approved Concept Plan (06_0203) included a number of commitments for contribution items to be funded or delivered by the Proponent. These items were previously identified by the RTA, Council and Landcom (the original Proponent) as requirements to facilitate the future development of the site. The contribution items outlined in the Concept Plan include:

- construction of a 4 way intersection to the Great Western Highway to provide access to the site and the Parklands to the north;
- upgrades to the Great Western Highway/Brabham Drive intersection;
- construction of a new Park Edge Road;
- construction of a new wetland to manage stormwater from the site and the 20 hectare industrial catchment to the east;
- new cycle path for the full length of the western boundary of the site and the central estate spine road; and
- a cash contribution of \$3.6m to the RTA for regional roads (at a rate of \$75,000 per developable hectare).

The delivery of the contribution items, now subject to the Stage 1 Infrastructure Project, requires that the Proponent enter into an agreement with the relevant public authorities. Goodman has formalised these contribution items in a letter of offer, dated 17 December 2010, to Council and the WSPT to enter into a Voluntary Planning Agreement (with Goodman) for the delivery of these items (see Appendix F). The detailed letter of offer outlines the contribution items and specifications, timing and maintenance arrangements, and has been agreed to by all relevant parties.

In August 2009, the Government announced its intention to impose an \$180,000 per developable hectare Special Infrastructure Contribution (SIC) levy for developments in the WSEA. The SIC is required to assist in the provision of regional road infrastructure including the 'Erskine Park Link Road Network'. Other developments in the area (such as Goodman's Oakdale Business Park) are already committed to contributing this rate toward the provision of regional road infrastructure in the WSEA.

However, as mentioned above, as part of the Concept Plan approval Goodman was required to pay a monetary contribution to the RTA of \$75,000 per developable hectare, which amounted to approximately \$3.6 million for the entire Bungarabee Industrial Estate. The amount was calculated and included as a condition of approval prior to the Government's announcement of the SIC. The Department considers the existing deed of agreement between Goodman and the RTA, requiring Goodman to contribute to regional infrastructure, adequate in providing for regional transport infrastructure and services in place of a State Infrastructure Contribution.

The Department is satisfied that through commitments and payments made by Goodman that adequate provision has been made for local and regional infrastructure.

3. STATUTORY CONTEXT

3.1 Major Project

The proposal is classified as a major project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), because it is development for the purpose of infrastructure and subdivision works, including new roads; stormwater management; and landscaping, located in the Huntingwood West Precinct, and is therefore development of a kind that is described in Schedule 3 of the Major Development SEPP. Consequently, the Minister for Planning is the approval authority for the project.

On 28 July 2010, the Executive Director, Major Projects Assessment, on behalf of the Minister for Planning formed the opinion that the project was a "Major Project" for the purposes for Part 3A of the EP&A Act.

As the proposal involved development with less than 25 public submissions, the Deputy Director-General may determine the carrying out of the project under the Minister's delegation of 25 January 2010.

3.2 Permissibility

The site is zoned IN1-General Industrial. Development for the purposes for storage and distribution centres is permissible, with consent, in this zone.

3.3 Exhibition and Notification

Under Section 75(3) of the EP&A Act, the Director-General is required to make the Environmental Assessment (EA) of a project publicly available for at least 30 days.

After accepting the EA for the project, the Department:

- made it publicly available from 30 September 2010 until 1 November 2010:
 - on the Department's website, and
 - at the Department's Information Centre, Blacktown City Council's office and the Nature Conservation Council;
- notified landowners in the vicinity of the site about the exhibition period by letter;
- notified relevant State government authorities and Blacktown City Council; and

- advertised the exhibition in the Blacktown Advocate.

This satisfies the requirements in Section 75H (3) of the EP&A Act.

During the assessment process the Department also made a number of documents available for download on the Department's website. These documents included the:

- project application;
- preliminary environmental assessment;
- Director-General's environmental assessment requirements;
- EA;
- submissions received; and
- Goodman's response to those submissions.

3.4 Environmental Planning Instruments

Under section 75I of the Act, the Director-General's report is to include a copy of or reference to the provisions of any:

- SEPP that substantially governs the carrying out of a project; and
- environmental planning instruments that would (but for Part 3A) substantially govern the carrying out of the project and that have been taken into consideration in the environmental assessment of the project.

The Department has considered the project against the relevant provisions of several environmental planning instruments including SEPP (Major Development) 2005, SEPP (Infrastructure) 2007, SEPPs 33 and 55, and the *Blacktown Local Environmental Plan 1998*. The Department is satisfied that, subject to the implementation of the recommended conditions of approval, the project is generally consistent with the aims and objectives of these instruments. Consideration of the environmental planning instruments is provided in Appendix E.

3.5 Objects of the *Environmental Planning and Assessment Act 1979*

The Minister is required to consider the objects of the Act making a decision under the Act. These objects are detailed in section 5 of the Act, and include:

'The objects of this Act are:

- (a) *to encourage:*
 - (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
 - (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
 - (iii) *the protection, provision and co-ordination of communication and utility services,*
 - (iv) *the provision of land for public purposes,*
 - (v) *the provision and co-ordination of community services and facilities, and*
 - (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
 - (vii) *ecologically sustainable development, and*
 - (viii) *the provision and maintenance of affordable housing, and*
- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.'*

With respect to ecologically sustainable development (ESD), the Act adopts the definition in the *Protection of the Environment Administration Act 1991 (POEO Act)*. Section 6(2) of that Act states that ESD 'requires the effective integration of economic and environmental considerations in decision-making processes' and that ESD 'can be achieved through' the implementation of the principles and programs including the precautionary principle, the principle of inter-generational equity, the principle of conservation of biological diversity and ecological integrity, and the principle of improved valuation, pricing and incentive mechanisms. In applying the precautionary principle, public decisions should be

guided by careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment and an assessment of the risk-weighted consequences of various options.

The Department has fully considered the objects of the Act, including the encouragement of ESD, in its assessment of the project application. The Department considers that the proposed water conservation targets outlined for future developments on-site; and the landscape strategy, which includes the use of native plants that require little or no irrigation, are consistent with the ESD principles.

3.6 Statement of Compliance

Under section 75I of the Act, the Director-General's report is required to include a statement relating to compliance with the environmental assessment requirements with respect to the project.

The Department is satisfied that the environmental assessment requirements have been complied with.

3.7 Strategic Planning

Strategic Objectives

The key strategic planning instruments governing the area include:

- the State Plan; and
- the Metropolitan Strategy.

State Plan

The State Plan provides priorities for Government action for the State of NSW. In relation to the western Sydney region, the State Plan seeks to improve access to employment lands, simplify planning processes and enhance transport infrastructure particularly around employment lands. The western Sydney region is a major contributor to the economic output of NSW and the provision of jobs closer to home for the people of western Sydney is seen as a key objective for the area. The Department is satisfied that the proposal is consistent with the objectives of the State Plan.

Metropolitan Plan

The Metropolitan Plan presents a plan for sustainable growth in the Sydney region until 2036. The plan sets out key aims for employment, housing, infrastructure and service provision. One of the objectives of the plan is to protect and enhance employment opportunities in western Sydney.

The broad aims of the plan promote development in the regional cities of western Sydney including Parramatta; Liverpool; Penrith; Campbelltown; and Blacktown, to accommodate the increasing population to these areas.

The entire Bungarribee Industrial Estate is expected to provide around 800 jobs once fully developed. The provision of high employment generating development is consistent with the objectives for the area and represents an appropriate use of strategically located employment land. The proposal would assist in achieving employment targets identified in the Metropolitan Plan. Further, the proposal provides for the development of infrastructure and services which is a key strategic objective for the area.

4. ISSUES RAISED IN SUBMISSIONS

During the exhibition period, the Department received a total of 6 submissions on the project, including:

- 5 submissions from public authorities; and
- 1 submission from the general public.

A summary of the issues raised in submissions is provided below. A full copy of these submissions is attached in Appendix H.

4.1 Public Authorities

The public authorities did not oppose the proposal; however some required amendments and recommended conditions to be included in the consent. Issues raised in submissions from the public authorities are summarised below.

Blacktown City Council (Council) did not object to the proposal in principle, however raised a number of concerns including provision for local infrastructure contributions; landscaping and tree selection; stormwater and drainage requirements; and title restrictions. Council also recommended word and sentence amendments to the proposed stormwater strategy and provided a number of engineering conditions to be included in the project approval.

Integral Energy (Integral) did not object to the proposal and confirmed that it is in negotiations with Goodman to determine the supply load required to meet the site's electricity demand.

NSW Transport and Infrastructure (NSWTI) did not object to the project, however recommended that a Workplace Travel Plan be developed for the site. NSWTI recommended that the Proponent ensure that the estate roads are wide enough to accommodate for a potential future bus service and provide for cycling routes, so as to encourage alternative transport options.

NSW Office of Water (NOW) did not object to the project, however raised concerns with the proposal to transfer the detention basin to the Western Sydney Parklands Trust for ongoing maintenance and management. NOW also recommended that the proposed bio-retention basin be located outside of the 50m riparian buffer for Eastern Creek, and that stormwater quality management be dealt with within the site's boundaries.

Roads and Traffic Authority (RTA) did not object to the project, however made a number of recommendations, including the requirement for payment of a transport infrastructure contribution deed; that the proposed upgrades to the Great Western Highway, Doonside Road and Brabham Drive intersections be designed and constructed in accordance with the Concept Plan and RTA's Road Design Guide; that the Proponent enter into a Works Authorisation Deed for the construction of the intersection with the Great Western Highway; and that the shared pedestrian/cycleway be constructed to Council requirements. The RTA also provided details regarding direct vehicular access to certain Lots and recommended that the Proponent develop a CTMP.

4.2 Public Submission

The submission received from a nearby land owner (Arnott's Biscuits) raised concerns regarding the management of traffic at both construction and operational stages, particularly during peak times; as well as the potential for vermin migration and dust control measures during construction.

4.3 Response to Submissions

The proponent has provided a response to issues raised in submissions, as well as a revised Statement of Commitments for the project (refer Appendix G). These documents, as well as the 6 submissions, have been made publicly available on the Department's website.

The Department has considered the issues raised in submissions, and the Proponent's response to these issues in its assessment of the project.

5. ASSESSMENT

The Department has considered the EA, the issues raised in submissions, and Goodman's response to these issues, in its assessment of the project. The Department identifies the key issues as being stormwater management and landscaping.

These issues are considered in detail below. All other issues are summarised in Table 3.

5.1 Stormwater and Drainage

The approved Concept Plan included means to manage stormwater quantity and quality, through development of a water sensitive urban design (WSUD) strategy. The concept WSUD strategy was designed to meet relevant state and local policy requirements in terms of stormwater management.

The objectives of the WSUD strategy for the Stage 1 Infrastructure Project have been retained from the approved Concept Plan, and consider potable water conservation; stormwater quality improvement; and stormwater quantity management.

The key elements of the WSUD strategy as outlined in the approved Concept Plan include:

- the management of stormwater from the 56 ha site and the neighbouring 20 ha industrial area;
- treatment of stormwater generated from the external catchment in a bio-retention basin located in the central median of the main entry road; and
- stormwater generated on-site to be treated separately within a constructed wetland, which would provide 54,000m³ of flood storage, within the Western Sydney Parklands area.

However, as part of the proposed Stage 1 Infrastructure Project, Goodman has proposed a number of changes to the Concept Plan WSDU strategy. The amended WSUD Strategy, generally complies with the concept plan design, however, incorporates a number of additional sediment and bio-retention basins for the management of water quality (see Figure 7). The proposed strategy for the Stage 1 Infrastructure project (incorporating the objectives outlined in the Concept Plan) includes:

- the management of stormwater in three catchments (northern, central and southern), (see Figure 8) proposing treatment through a bio-retention system for the northern and external catchment, rather than a single constructed wetland as outlined in the Concept Plan;
- a sediment basin and bio-retention basin to treat stormwater generated from the northern sub-catchment;
- configuring a bio-retention system within the northern part of the detention basin, and treating stormwater from the external catchment which is to be piped to the basin, rather than treated in the central median of the road as previously proposed;
- locating the central inlet zone within the wetland footprint;
- a constructed wetland (16,600m²) with associated inlet zone to treat stormwater generated from the central and southern catchment;
- a sediment basin with connected swales to provide pre-treatment flows from the south catchment prior to discharge into the central wetland; and
- potable water conservation targets and the potential for the use of alternative water sources, similar to those outlined in the approved Concept Plan.

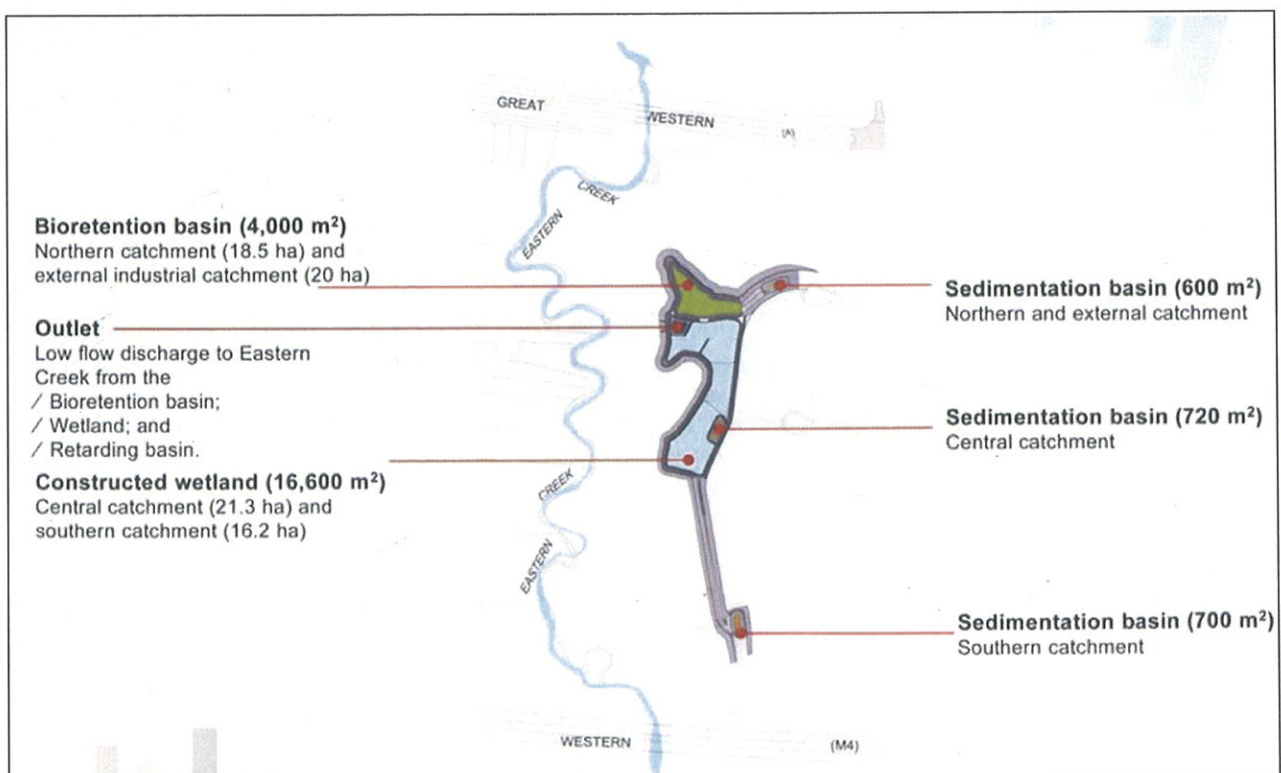


Figure 7: Stage 1 - WSUD Strategy

Stormwater quantity management has been accommodated within the design of the treatment devices. The treatment system has been designed to provide water quality and quantity treatment for

up to the 1 in 1.5 year ARI event, without compromising the capacity of the system to accommodate up to the 1 in 100 year flood event.

Stormwater infrastructure has also been designed to meet a number of water quality criteria, adopted in accordance with the approved Concept Plan, including:

- 80% reduction in total suspended solids;
- 45% reduction in total phosphorus and nitrogen;
- Removal of litter and gross pollutants; and
- 90% reduction in hydrocarbons, oil and grease.

Council recommended a number of conditions to be included in the Stage 1 project approval regarding engineering requirements for the stormwater and drainage design. Council also requested a number of amendments to the original WSUD strategy as outlined in the Concept Plan. These amendments include increasing water quality targets to reflect Council's 2010 draft policy, and amendments to the potable water savings and water reuse targets. Further, Council proposed an amendment to the WSUD strategy to include a proprietary water quality device targeting TSS and free oil.

Goodman argues that the objectives of the WSUD strategy were adopted from the approved Concept Plan and that the targets are in compliance with the targets outlined in the original strategy. Also, although Goodman proposes sedimentation control to be undertaken at a site wide scale at the inlet basins upstream of the wetland and bio-retention basins, it has agreed to incorporate Council's recommended water quality device, targeting TSS and free oil, into the strategy.

NOW raised concerns with the proposed bio-retention basin being located outside of the site boundary, within the Western Sydney Parklands area, and that the Western Sydney Parklands Trust (WSPT) would be responsible for maintenance and management. NOW also recommended that the location of the bio-retention basin should allow a minimum 50m wide riparian corridor along either side of Eastern Creek and that the Core Riparian Zone and vegetated buffer remain or are vegetated with local endemic vegetation, so as not to disturb the function and value of the riparian land.

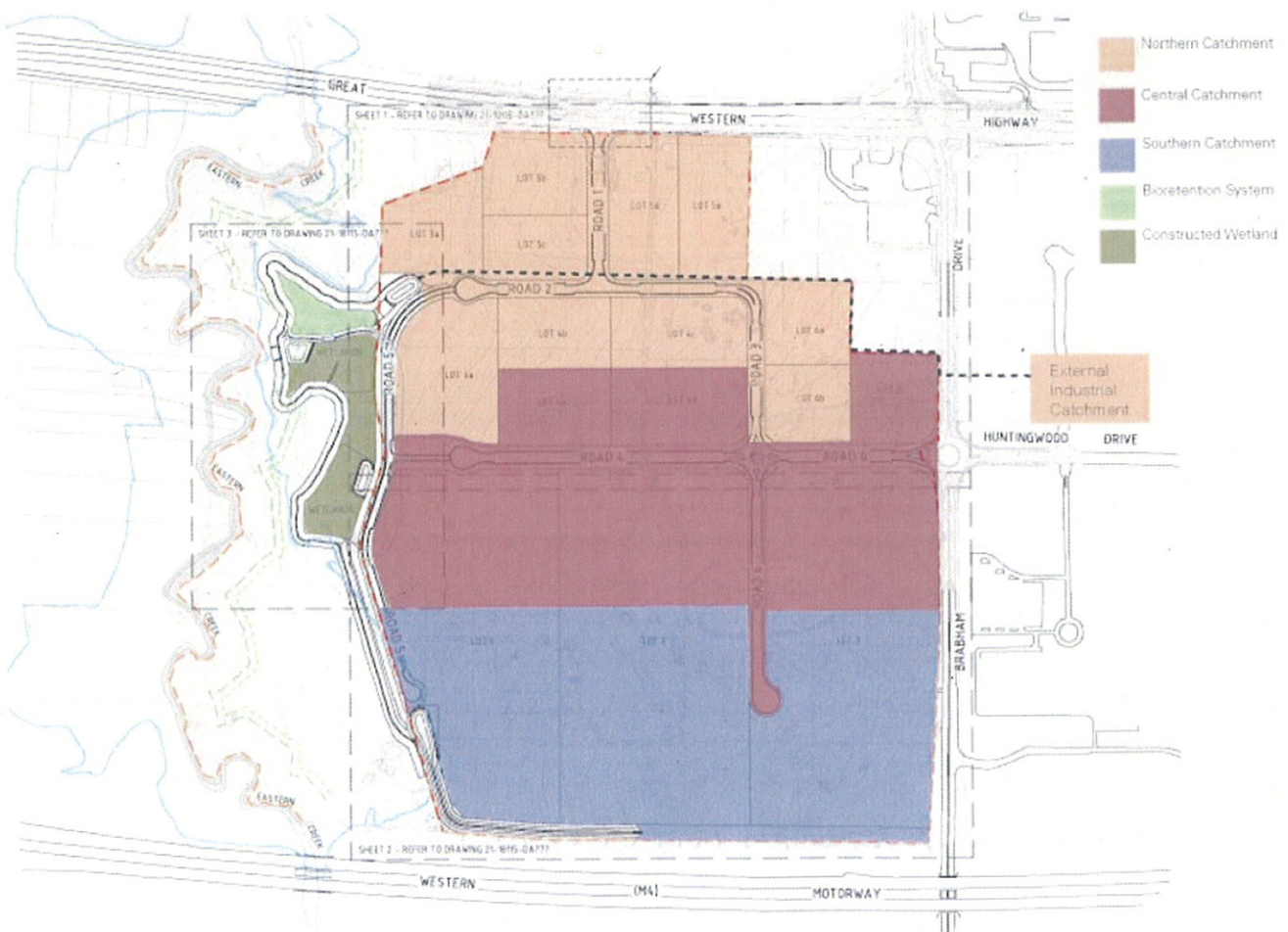


Figure 8: Proposed Catchments and Stormwater Treatment Areas

However, as mentioned above the location of the bio-retention basin was previously determined in the Concept Plan approval (06_0203). During the assessment of the Concept Plan, the potential impacts likely to occur as a result of the proposed bio-retention basin were identified and found to be acceptable. The footprint of the proposed wetland reflects the Concept Plan design and location and does not encroach on the riparian corridor any more than that previously approved. Proceeds from the sale of the site are to be used to fund the capital works program for the Western Sydney Parklands to provide enhancement to the riparian corridor. Further, a monetary contribution has been paid by Goodman for the revegetation of the parkland area.

The WSPT has agreed to accept ownership of the wetland basin for ongoing maintenance and management (as it is on land owned by WSPT), after approximately 3 years following completion. Goodman and the WSPT have agreed on a letter of offer to enter into a voluntary planning agreement regarding the design, construction and dedication of the wetland basin, within 12 months of the date of this approval.

The Department recognises that the proposed amendments to the WSUD strategy would result in a better stormwater management system than that previously proposed. The Department and Council are satisfied that through the development of the proposed stormwater strategy; the construction of an external wetland basin; and the letter of offer between Goodman and the WSPT to enter into an agreement for the ongoing maintenance and management of the proposed wetland, stormwater and drainage for the site would be appropriately managed.

Notwithstanding, the Department has included a number of conditions for soil and water management on-site, including the requirement for Goodman to execute the commitments outlines in the letter of offer; that the relevant infrastructure be designed and constructed to the appropriate authority standards; and to develop a Stormwater and Drainage Management Plan, which would include a program to monitor stormwater quantity and quality, to the satisfaction of the Director-General.

5.2 Landscaping

An ecological assessment was undertaken as part of the Concept Plan proposal and found that approximately 5.6ha of Shale Plains Woodland occurred on the site, while the remainder of the 56 ha site was primarily made up of exotic grassland species, the majority of which would be cleared as a result of the proposal.

The landscape strategy for the site has been developed in accordance with the approved Concept Plan. The main objective of the strategy is to retain existing native vegetation where possible and to provide landscaping to soften views of the industrial estate, while at the same time, showcase the parklands as an integral part of the site and surrounding area.

The proposed road network would incorporate a pedestrian and cycle network, with visual and physical connections to the rest of the estate. The main entry point for the site from the Great Western Highway would provide an identifiable address and arrival at the estate, with medium sized street trees planted in groups, consistent with Council's Street Tree Guidelines. Similar to this would be the landscaping along the smaller internal roads 2 and 3.

The primary 'Entry Boulevard' from Brabham Drive would provide the main landscape spine through the site. The previously approved eco-median proposed for the centre of the main Entry Boulevard, has been removed from the proposed landscape strategy due to the difficulty in retaining trees within the road corridor. The current strategy instead proposes vegetated verges along each side of the road and considerable tree planting towards the western end of the street where the Entry Boulevard meets Park Edge Road (see Figure 9). Tree species would include Cumberland Plain species, to reflect vegetation species native to the area.

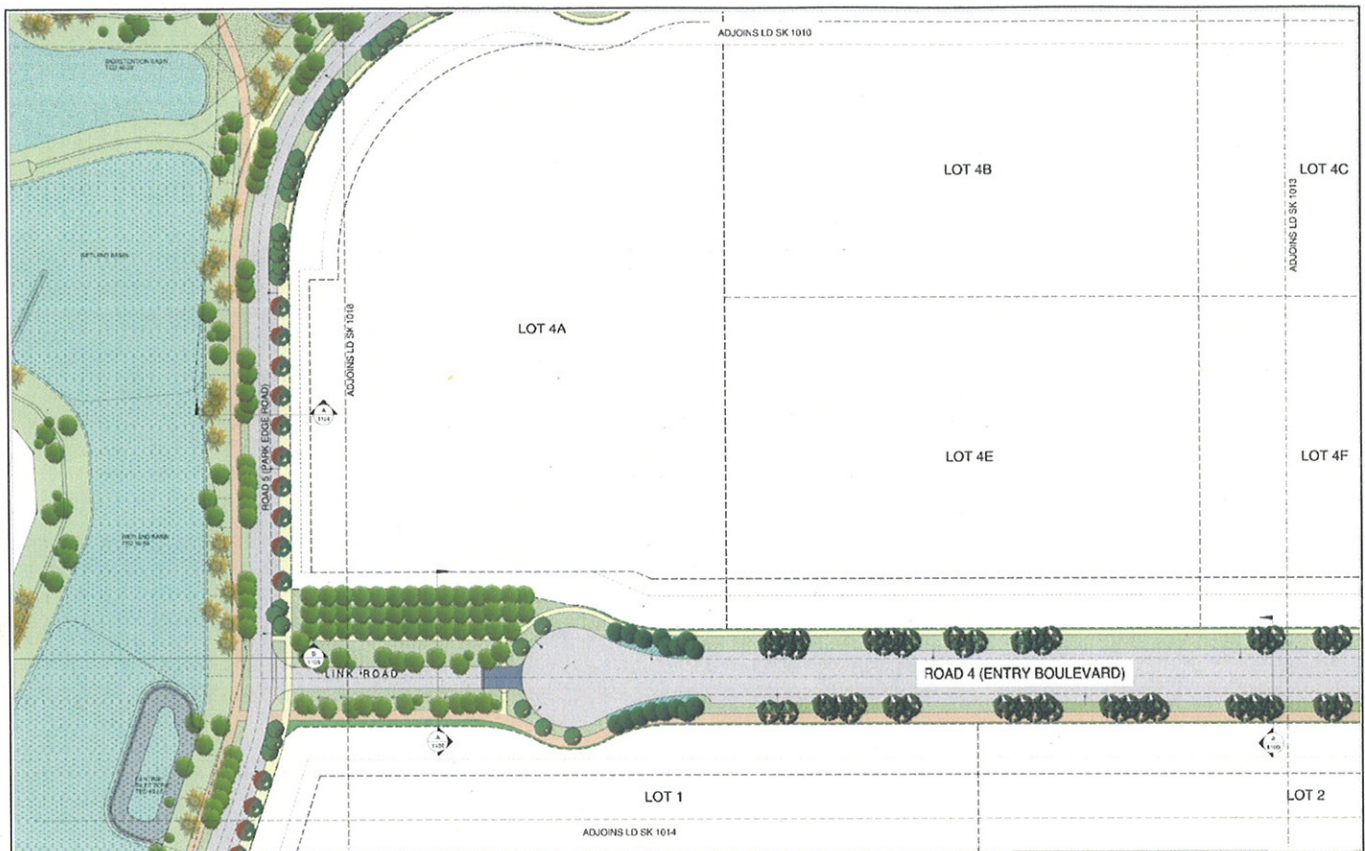


Figure 9: Landscaping Details (Entry Boulevard)

Park Edge Road runs along the Parklands boundary of the site and would be a narrow carriageway for light vehicles, with shared cycle way and pedestrian path on either side of the road. The road corridor would be planted with a mixed palette of species to reflect the transition from new urban form to remnant vegetation communities of the Parklands (see Figure 10).



Figure 10: Landscaping Details (South Western Corner)

The Wetland Basin is included in the strategy as a significant landscape feature, marking the transition from the industrial estate to the Parklands area. The wetland provides a recreation asset for the Estate employees as well as the general public. The landscape design for this area has identified the use of native sedge and water plant species, ideal for the removal of pollutants. Further, Goodman has incorporated transitional planting zones, moving from a canopied vegetation into the open sedgeland of the pond. This zone provides an informal transition area which softens the profile of the industrial site and provides diversity in vegetation types and shade for recreational users (see Figure 11).

Goodman also proposes a number of amendments to reduce the width of the setbacks and landscaping area controls outlined in the original Concept Plan approval. The amendments are considered to be generally consistent with setback controls in neighbouring industrial estates, including the surrounding areas fronting the M4 Motorway and the Great Western Highway, as well as the Blacktown Industrial DCP.

In accordance with condition 33.4 in the Contract for Sale, Goodman consulted with the Design Review Panel (DRP) for the Bungarribee Industrial Estate, which includes representatives from Landcom, WSPT and the NSW Office of Strategic Lands, prior to submitting the proposal to the Department. The DRP did not object to the proposal in principle, however, did not support the proposed setback to Park Edge Road and requested amendments to the landscape plan to extend the cycle lane and tree planting along Lot 5a and 5b. Goodman has amended the proposed landscape setback to Park Edge Road, to the satisfaction of the DRP.

Council is generally satisfied with the proposed landscape strategy, however objected to the use of Eucalyptus species as street trees along the Entry Boulevard. Following receipt of the submission, Goodman has consulted with Council and has committed to amend the proposed landscape strategy to incorporate alternative species from Council's street tree guidelines.



Figure 11: Landscaping Details (Wetland)

The Department is satisfied that the proposed landscaping would soften any visual impacts to users of the adjacent road network and surrounding areas and provide an appealing transitional zone between the industrial estate and the parklands area.

5.3 Other Issues

The Department's consideration of other issues is provided below.

Table 3: Other Assessment Issues

Issue	Consideration	Recommended Conditions
<i>Traffic</i>	<ul style="list-style-type: none"> • A Traffic Impact Assessment for the project considered the assessment prepared for the original Concept Plan application. • The assessment found that road widening would be required for a portion of the Great Western Highway to accommodate future traffic generation in the area. • This issue was previously identified by the RTA and resulted in Goodman being required to pay developer contributions of \$75,000 per developable hectare for the entire Bungaribee Industrial Estate, as part of the Concept Plan approval. • Further, as determined in the Concept Plan approval, the proposed intersection to the Great Western Highway is considered important in ensuring adequate service for the future development of the area. • The RTA does not object to the proposal however recommended a number of conditions, including the requirement for Goodman to design and construct the proposed 4 way intersection with the GWH, as well as the upgrade to the GWH/Doonside Road/Brabham Drive intersection, in accordance with the Concept Plan and to the satisfaction of the RTA. • The internal road network has been designed to comply with Council standards. • The road layout has been amended from the original proposal which featured a roundabout at the end of Road 3 to provide access to Lots 2 and 3. However, as Lots 2 and 3 have since been amalgamated to provide adequate space to accommodate for the proposed Metcash development, the roundabout is no longer required. • Council originally raised concerns with the removal of the roundabout, however, agreed that as the intersection is now only for 3 roads instead of 4, the roundabout is no longer required on safety grounds. • Worst case construction traffic would be around 40 heavy vehicles per day. • Goodman has proposed to develop a Construction Traffic Management Plan to manage traffic impacts and road safety during the construction stage of the development. • The Department is satisfied that construction traffic can be managed to ensure that the protection of public infrastructure and the safety of road users is ensured. 	<ul style="list-style-type: none"> • The Department has included conditions of approval requiring Goodman to: <ul style="list-style-type: none"> ◦ design and construct the proposed 4 way intersection with the Great Western Highway to the RTA's satisfaction; ◦ design and construct all internal road infrastructure in consultation with Council; and ◦ submit a Construction Traffic Management Plan, to the satisfaction of the Director-General, prior to construction works commencing on-site.
<i>Air Quality</i>	<ul style="list-style-type: none"> • Construction related activities such as excavation works are likely to generate dust emissions. • Goodman has proposed a number of measures to ensure dust related impacts are reduced, such as keeping exposed surfaces moist and rehabilitating/revegetating disturbed surfaces as soon as practicable to reduce the potential for dust emissions occurring. • Goodman has also committed to preparing a Construction Environmental Management Plan (CEMP) to the satisfaction of the Director-General. The CEMP would include measures relating to dust 	<ul style="list-style-type: none"> • The Department has included a condition requiring the proponent to cover all truck loads leaving and entering the site during the construction period in order to limit any potential dust related impacts; and to carry out all reasonable and feasible measures to minimise dust generated on-site.

Issue	Consideration	Recommended Conditions
	<ul style="list-style-type: none"> control during construction. The Department is satisfied that air quality would not be significantly impacted as a result of the proposed development. 	
<i>Soil and Water</i>	<ul style="list-style-type: none"> Goodman propose to control erosion and sediment during construction using standard best practice control measures, and have committed to preparing an Erosion and Sediment Control/Soil and Water Management Plan to the satisfaction of the Director-General, prior to construction commencing. 	<ul style="list-style-type: none"> The Department has included a condition of approval reflecting this commitment.
<i>Construction Noise</i>	<ul style="list-style-type: none"> No comprehensive assessment of construction noise was submitted with the project application. However, given the distance of sensitive receivers from the site (approximately 400m) and the temporary nature of construction activities (approximately 18 months), it is not expected that construction works associated with the project would generate a significant noise impact at surrounding residential receivers. The Department is satisfied that construction noise would not have a significant impact on sensitive residential receivers surrounding the site. 	<ul style="list-style-type: none"> The Department has included a condition requiring Goodman to comply with specific noise limits and hours of work during the construction period.
<i>Construction Waste</i>	<ul style="list-style-type: none"> The proposed infrastructure works are not expected to generate significant quantities of waste other than general construction waste. No hazardous or offensive industries or storage establishments would be permitted onsite. Any toxic waste generated during construction would be managed in accordance with best practice waste management and relevant Australian Standards. 	<ul style="list-style-type: none"> The Department has included a condition requiring Goodman to produce a Construction Waste Management Plan, which would include disposal requirements for waste and measures to reduce, re-use or recycle waste where possible.
<i>Flora and Fauna</i>	<ul style="list-style-type: none"> Approximately 5.6 ha of Shale Plains Woodland, which is listed as an Endangered Ecological Community (EEC) (Cumberland Plain Woodland) under the NSW <i>Threatened Species Act 1995</i>, currently exist on-site. The removal of this native vegetation was assessed as part of the original Concept Plan, which included requirements for monetary contributions to be used for offsetting the loss of EEC. This contribution was required to protect, restore and manage approximately 5.6ha of Shale Plains Woodlands in high priority areas such as the Parklands Precinct. An Aborist Assessment undertaken for the site recommended the retention of some trees on site which Goodman has committed to implementing. The Department is satisfied that the loss of the EEC has been sufficiently offset through the payment of contributions as part of the Concept Plan and that trees of high value would be retained on-site where possible. 	<ul style="list-style-type: none"> N/A
<i>Heritage</i>	<ul style="list-style-type: none"> An Aboriginal Cultural Heritage assessment was undertaken during the Concept Plan stage and two sites of Aboriginal cultural significance and a PAD were located onsite. The Concept Plan provided for salvage excavation works within the site. A Historic Impact Assessment (HIA) for European heritage was also completed during the Concept Plan stage. Two items of significance were identified. It was proposed that Rudders Lane was to be 	<ul style="list-style-type: none"> N/A

Issue	Consideration	Recommended Conditions
	<p>recreated 80m west of its original alignment and include interpretive features to reinforce the scenic quality of the former Rudders Lane.</p> <ul style="list-style-type: none"> • Goodman has committed to developing an interpretive strategy for future development onsite to incorporate reference to Rudders Lane. • The other site of archaeological significance was the 'Old Inn', which is located just outside the proposal site, however the exact location of which is unknown. • Goodman has included a commitment to undertake further investigations on-site to locate the 'Old Inn', in accordance with the HIA. Should the site be discovered, an assessment of archaeological significance would be undertaken. • Council raised no concerns regarding heritage. • The Department is satisfied that any further cultural heritage assessment would be unnecessary and that Goodman has adequately accommodated for cultural heritage items on-site through its commitment to undertake further investigations into the location of the 'Old Inn'. 	
<i>Design Controls</i>	<ul style="list-style-type: none"> • The proposal seeks to modify certain development controls outlined in the approved Concept Plan for the site. • The design amendments include reducing building and landscape setbacks; increasing site coverage; and changes to general design principles for the site. • As per condition 33.4 in the contract for sale for the site all project applications must be submitted to a design panel for approval. • The Panel reviewed the proposed amendments and responded that although it was generally supportive of most, it did not support the proposed setback reductions to the Park Edge Road. • Goodman amended the setback to Park Edge Road to the satisfaction of the Panel. • The Department is satisfied that the Panel has reviewed the proposal and is in support of the proposed amendments. 	<ul style="list-style-type: none"> • N/A

6. RECOMMENDED CONDITIONS

The Department has prepared recommended conditions of approval for the Bungarribee Industrial Estate project (see Appendix C) and summarised these conditions in Appendix A. These conditions are required to:

- prevent, minimise, and/or offset adverse impacts of the project;
- set standards and performance measures for acceptable environmental performance;
- ensure the project is generally consistent with the Huntingwood West (Employment Lands) concept plan (06_0203);
- provide flexibility in use for potential end-users; and
- provide for ongoing environmental performance and management of the project.

The proponent has reviewed and accepts the recommended conditions.

7. CONCLUSION

The Department has assessed the merits of the project in accordance with the requirements in the Act.

This assessment has found that the environmental impacts of the project can be mitigated and or managed to ensure an acceptable level of performance.

It has also found that the project is consistent with the objectives of the NSW State Plan, Sydney Metropolitan Plan, and broader strategic planning being carried out for the area; and that it has been designed appropriately to ensure that it will not compromise the development and protection of the adjacent Western Sydney Parklands area.

Finally, it has found that the project offers significant economic and social benefits to the Western Sydney region, as it would attract up to \$42 million worth of capital investment and support up to 100 construction jobs close to homes within western Sydney.

Consequently, the Department considers the project meets the approved concept plan vision for the site to *'become a state of the art green employment estate with a strong connection to the Western Sydney Parklands, incorporating best practice urban design and environmentally sustainable initiatives'*. The Department believes that the project is in the public interest and should be approved subject to conditions.

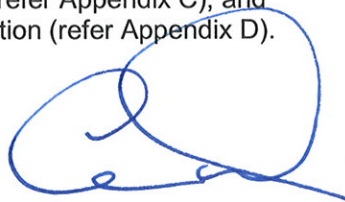
8. RECOMMENDATION

It is recommended that the Deputy Director-General:

- **consider** the findings and recommendations of this report;
- **approve** the project application, subject to conditions, under section 75J of the EP&A Act;
- **sign** the attached project approval (refer Appendix C); and
- **sign** the attached notice of modification (refer Appendix D).


Chris Ritchie
Manager, Industry

24/1/11


Chris Wilson
Executive Director

Haley Rich
Mining & Industry Projects

24.1.11


Richard Pearson
Deputy Director-General

25/1/11

APPENDIX A: SUMMARY OF CONDITIONS OF APPROVAL

Aspect	Condition	Requirement
<i>Schedule 3: Specific Environmental Conditions</i>		
Construction Works	16-17	Requirement to carry out construction activities in a reasonable manner and to manage impacts satisfactorily.
Infrastructure	18	Requirement to design and construct all infrastructure in accordance with relevant authority standards.
Soil and Water	19-23	Discharge limits, bunding, and stormwater management
Traffic and Transport	24-27	Requirement to develop internal roads and hardstand areas to meet Australian Standards; management of traffic impacts and sustainable transport alternatives; and allow for the provision of bicycle parking onsite.
Noise	28-29	Noise level criteria and hours of operations.
Waste	30	Requirement to manage waste appropriately.
Hazards	31	Requirements to manage hazardous substances appropriately.
Visual	32-34	Requirements for landscaping, fencing, signage, and lighting.
Air	35	Requirements to minimise dust and ensure no offensive odour emissions.
Subdivision	36-37	Requirement for Proponent to submit work as executed plans, and create relevant easements for services and rights of carriageway applicable under the <i>Conveyancing Act 1919</i> .
<i>Schedule 4: Environmental Reporting Conditions</i>		
Environmental Reporting	38-39	Requirement to report incidents
Auditing	40	Director-General may require at any time an update on compliance with any condition of this approval.

The site plan illustrates the proposed infrastructure for the Bulgarabee Industrial Estate. Key features include:

- Road Network:** A central corridor (Road 4) runs north-south, flanked by local roads (Roads 2 and 3) to the west and collector roads (Roads 1 and 6) to the east. Park edge roads (Roads 5 and 6) are located at the southern end.
- Green Infrastructure:** A central green area with a pond and surrounding greenery is a prominent feature.
- Transportation:** The plan shows the intersection with the Great Western Highway to the west and the Western Motorway to the east. A tram corridor is also indicated.
- Development Application:** The plan is titled "DEVELOPMENT APPLICATION" and includes a "Goodman" logo.

Figure 1: Bungarribee Industrial Estate (Huntingwood West) Layout

APPENDIX C: CONDITIONS OF APPROVAL

APPENDIX E: CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS

State Environmental Planning Policy (Infrastructure) 2007

SEPP (Infrastructure) 2007 aims to ensure the RTA is made aware of and allowed to comment on projects for developments listed in Schedule 3 of the SEPP. Schedule 3 identifies development including industry with a site area of more than 20,000m², or any purpose with a capacity of 200 or more motor vehicles. The project therefore triggers the Infrastructure SEPP. The project was referred to the RTA for comment in accordance with the Infrastructure SEPP.

State Environmental Planning Policy No. 64 – Advertising and Signage

SEPP 64 aims to ensure signage is appropriately located and designed and to regulate signage within transport corridors. The Department has recommended conditions to ensure that should signage be required, that detailed signage plans are prepared in consultation with Blacktown City Council, and to the satisfaction of the Director-General.

Draft State Environmental Planning Policy No. 66 – Integration of Land Use and Transport

Draft SEPP 66 aims to ensure that urban structure, building forms, land use locations, development designs, subdivision and street layouts help achieve the following planning objectives:

- a) improving accessibility to housing, employment and services by walking, cycling and public transport,
- b) improving the choice of transport and reducing dependence solely on cars for travel purposes,
- c) moderating growth in demand for travel and distances travelled especially by car,
- d) supporting the efficient and viable operation of public transport services,
- e) providing for the efficient movement of freight.

The Department is satisfied the proposal is not contrary to the above objectives and considers that the project would help achieve the objectives of draft SEPP 66 by providing employment lands within proximity to residential areas in Western Sydney and major transport routes including the M4 and M7 motorways.

APPENDIX F: LETTERS OF OFFER

APPENDIX G: RESPONSE TO SUBMISSIONS & ADDITIONAL INFORMATION

APPENDIX H: SUBMISSIONS

APPENDIX I: ENVIRONMENTAL ASSESSMENT